NAVAL DOCUMENTS OF
The American Revolution
Plan of Philadelphia and environs
NAVAL DOCUMENTS OF
The American Revolution

VOLUME 12
AMERICAN THEATER: April 1, 1778–May 31, 1778
EUROPEAN THEATER: April 1, 1778–May 31, 1778

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And an Introduction by
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Each volume of this series is a reminder of the key role played by William Bell Clark, original editor. Drawing on his deep knowledge of the navies in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.
A Map of British Colonies from Quebec to New York
## Contents

Foreword ................................................................. ix

Introduction .......................................................... xi

Editor’s Preface ....................................................... xiii

Descriptive List of Illustrations .............................. xvi

Maps and Charts ....................................................... xvii

Editorial Method ....................................................... xix

Abbreviations Used to Describe Manuscripts ........ xxvii

Repository Symbols .................................................. xxvii

Collection Symbols .................................................. xxix

Short Titles ............................................................... xxix

American Theater, April 1–May 31, 1778 ....................... 1

European Theater, April 1–May 31, 1778 ...................... 503

Appendices ................................................................. 789
  A. Muster Book of Continental Navy Frigate Raleigh, June 1776–February 1778 .................. 791
  B. List of the Officers and Crew of Continental Navy Frigate Raleigh, January 22, 1778 ........ 811
  C. Log of Rhode Island Privateer Ship Marlborough, January 27–March 17, 1778 ............. 817
  D. Deposition of Alexander Boyd in the Case of the Ship Thomas Kouli Kan, February 13, 1778 ........................................................................... 833
  E. Log of the Continental Navy Ship Ranger, April 1–May 18, 1778 .............................. 837
  F. “List of Vessels seized or destroyed by His Majesty’s Ships Stationed in Chesapeake Bay and on the Parts of the American Coast Southward thereof,” April 23, 1778 [Viscount Howe’s Prize List] ............................. 858

Index ........................................................................ 865
THE WHITE HOUSE
WASHINGTON

FOREWORD

July 16, 2012

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

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

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

In reading these accounts, we recognize something fundamentally American in the voices of our forebears—their unyielding bravery, their drive to serve our nascent country, their willingness to lay down their lives for freedom’s cause. For over 200 years, an unbroken line of selfless patriots has served in the United States Navy, courageously defending our national security and our founding ideals. May that bold example continue to inspire us all for generations to come.
This print and others of similar nature throughout the volume are engravings by Gerrit Groenwegen, from the Eberstadt Collection of Naval Engravings and Etchings, Naval History and Heritage Command.
Introduction

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

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

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

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

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

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

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

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

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

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

Among our colleagues and collaborators, special mention is due to E. Gordon Bowen-Hassell. Mr. Bowen-Hassell joined the staff in 1969, when Volume 5 was in production. He retired in 2008, after thirty-nine years with the project. His co-work-
ers came to rely on his mastery of the naval history of the United States’ founding era and his encyclopedic knowledge of its documentary sources. The value of his contributions to the series is incalculable. His retirement will force those of us who remain to redouble our efforts so that future volumes may match the high standards of accuracy and completeness he helped create and maintain.

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

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

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

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

We are indebted to several friends of naval history for voluntary contributions of labor and expertise. Mr. Jon M. Beaulieu, of Washington, D.C., assisted with drafting the introductory essays for the American and European theaters. Mr. Robert Brooks, of Stockton Springs, Maine, volunteered his extensive knowledge of British naval officers serving on the North American station to enhance identifications provided in the volume, and spent countless hours reading through the draft manuscript to offer useful suggestions regarding selection and annotation. Mr. Donald M. Londahl-Smidt, of Montvale, New Jersey, made his collection of materials relating to British transports available to us. Dr. Thomas Long, of The George Washington University, assisted with the collection of some of the documents as well as giving us the benefit of his expertise on the Virginia State Navy. Mr. Joe Rubinfine, autograph dealer of Cocoa, Florida, provided the image of a compass rose that illustrates the discussion of compass directions in the section on “Editorial Method.” Ms. Virginia Steele Wood, of Washington, D.C., alerted us to the relevance of the Mordecai Sheftall Papers at the American Jewish Historical Society.
The following student interns assisted with a variety of tasks, such as surveying newspapers, transcribing documents, and researching annotations: Eric E. Connon, of Saginaw Valley State College; Christopher Crawford-Franklin, of the University of Aberdeen; Jessica Hassay, of St. Mary’s College; Orrin Konheim, of Mary Washington College; Syvain Lautier, of Nîmes, France; and Andrew Pfister, of Ohio State University. Student interns Catherine Boundjia, of Caen, France, a student at ENSICAEN, Majday Rachiq, of Mulhouse, France, a post-graduate at the University of Lille III, and Max Schmitz, of Luxembourg, a post-graduate at the Université Catholique de Louvain, Belgium, provided invaluable aid proofreading French transcriptions and improving English translations.

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

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

Mariners Compass ................................................................. xxv
(Courtesy Joe Rubinfine, Cocoa, Fla.)

James Rivington, Sr. ............................................................... 32

Samuel Elbert ............................................................ 140
Miniature. (Courtesy Hargrett Rare Book & Manuscript Library, University of Georgia Libraries, Athens, Ga.)

Samuel Smedley ............................................................... 158
Miniature on ivory. (Courtesy Connecticut Historical Society, Hartford, Conn.)

Elisha Hinman ............................................................. 205
Lithograph of E. Hinman by E. C. Kellogg (Naval History and Heritage Command.)

Frederick Mackenzie ............................................................ 240

Pierre Landais ............................................................. 309
Engraving by Chretien, from a drawing by Fourquet. (Naval History and Heritage Command.)

Richard Lord Howe ........................................................... 313
Line engraving from the Hibernian Magazine, ca. 1776. (Courtesy Mr. F. S. Hicks, Alexandria, Va.)

Bernardo de Gálvez ........................................................... 374
Equestrian statue by Juan de Ávalos, in Gálvez Park, Washington, D.C.

The Meschianza ................................................................. 384

Patrick Henry ............................................................. 477
Portrait in oils, by Thomas Sully. (Courtesy Colonial Williamsburg, Williamsburg, Va.)
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. (Courtesy Library of Congress, Washington, D.C.)

“A Plan of the City and Environs of Philadelphia Survey’d by N.
Scull and G. Heap.” 1777. Frontispiece
By William Faden. (Courtesy Library of Congress,
Washington, D.C.)

“A General Map of the Northern British Colonies in America. vi
Which comprehends the province of Quebec, the government of
Newfoundland, Nova-Scotia, New-England and New-York. From the
maps published by the Admiralty and Board of Trade, regulated by
the astronomical and trigonometric observations of Major Holland
and corrected from Governor Powell’s late map 1776.”

“A Chart of the Coast of New York, New Jersey, Pensilvania, Maryland, . . . Virginia, North Carolina, &c., Composed from the deposit of Surveys of the Right Honorable the Lords of Trade, with Soundings & Nautical Remarks from Lt. Jno. Knight of the Navy & others.”


Detail from “Course of the River Mississippi, from Balise to Fort . . . . . . . .111 Chartres; Taken on an Expedition to the Illinois, in the later end of the Year 1765. By Lieut. Ross of the 34th Regiment: Improved from the Surveys of that River made by the French.”

Printed for Robert Sayer, London, 1775

Coasts of South Carolina, Georgia, and part of Florida . . . . . . . . . . . . . . . . . 142 Atlantic Neptune, 1774-1781; with modern insert, map of St. Simon Island and Frederica River, by Tracy Ellen Smith. (Courtesy Virginia Steele Wood, Washington, D.C.)

Detail from “England and Wales Drawn from the Most Accurate . . . . . . . .598 Surveys Containing all the Cities, Boroughs, Market Towns & Villages. In which are included all the improvements and Observations both Astronomical and Topographical which have been made by Members of the Royal Society, & others Down to the present Year.”

Editorial Method

Principles of Selection

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

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

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

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

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

Placement of Documents

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

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

Documents that cover a span of dates, such as a letter written over the course of several days, are placed at the last date in that span. Undated and incompletely dated documents appear at their earliest conjectured date, as follows:

<table>
<thead>
<tr>
<th>Conjectured Date</th>
<th>Placement</th>
</tr>
</thead>
<tbody>
<tr>
<td>sometime in a given year</td>
<td>before documents dated 1 January of that year</td>
</tr>
</tbody>
</table>
sometime within a given month before documents written the first of the month

after a given month before documents dated the first of the next month

Notes

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

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

Transcription

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

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

Where the source is a newspaper or other printed work, the editors have not attempted to retain typeface: for example, blocks of text in all italics have been put in
In order to present accurate texts, this volume renders non-English documents in their original languages, including preserving spelling and accent marks however irregular. Each of these documents is accompanied by an English translation.

Ships’ Logs

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

Abbreviations Commonly Used in Logbooks

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>agrd</td>
<td>aground</td>
</tr>
<tr>
<td>anchd</td>
<td>anchored</td>
</tr>
<tr>
<td>and</td>
<td>anchored; answered</td>
</tr>
<tr>
<td>ansd</td>
<td>answered</td>
</tr>
<tr>
<td>bb1</td>
<td>barrel</td>
</tr>
<tr>
<td>bb2</td>
<td>best bower</td>
</tr>
<tr>
<td>bd</td>
<td>board; bound</td>
</tr>
<tr>
<td>beatg</td>
<td>bearing</td>
</tr>
<tr>
<td>bovd</td>
<td>bound</td>
</tr>
<tr>
<td>bfr</td>
<td>bower</td>
</tr>
</tbody>
</table>
Directions in logbooks are based on the mariners’ compass or compass rose illustrated below. Boxing the compass is the action of naming all thirty-two principal points of the compass in clockwise order. The list below gives the symbol, its meaning, and its location in degrees on the compass.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Direction</th>
<th>Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>North</td>
<td>0.00°/360.00°</td>
</tr>
<tr>
<td>NbE</td>
<td>North by east</td>
<td>11.25°</td>
</tr>
<tr>
<td>NNE</td>
<td>North-northeast</td>
<td>22.50°</td>
</tr>
<tr>
<td>NEbN</td>
<td>Northeast by north</td>
<td>33.75°</td>
</tr>
<tr>
<td>NE</td>
<td>Northeast</td>
<td>45.00°</td>
</tr>
<tr>
<td>NEbE</td>
<td>Northeast by east</td>
<td>56.25°</td>
</tr>
<tr>
<td>ENE</td>
<td>East-northeast</td>
<td>67.50°</td>
</tr>
<tr>
<td>EbN</td>
<td>East by north</td>
<td>78.75°</td>
</tr>
<tr>
<td>E</td>
<td>East</td>
<td>90.00°</td>
</tr>
<tr>
<td>EbS</td>
<td>East by south</td>
<td>101.25°</td>
</tr>
<tr>
<td>ESE</td>
<td>East-southeast</td>
<td>112.50°</td>
</tr>
</tbody>
</table>
Sometimes, the logbooks further divide the distance between the principal points of the compass by quarter points. Thus, the 11.25° between north (N) and north by east (NbE) can be divided into 2.8125° increments by indicating a fraction of a point on the compass. For example, N¼E translates into a compass reading of 2.8125°; N½E is 5.625°; N¾E is 8.4375°. Sometimes the heading or direction in the logbook is given with ordinals between the direction-indicating letters, for example, N10W. This notation is read north ten degrees west and means that the vessel is steering ten degrees west of true north. Thus S61E would mean that the vessel is on a heading sixty-one degrees east of true south, or a compass reading of 119°.

**Textual Devices**

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

[roman] probable conjectural reading, or text supplied from another part of the document (in the case of logbooks in particular)

[roman?] questionable conjectural reading

[italic] editorial explanation

[torn] document is damaged, with non-conjecturable text missing

[illeg.] text is indecipherable

[Extract] the text following is part of a larger text

[Translation] the text following is an English translation from the text’s original language

[Enclosure] the text following was an enclosure of the preceding text

\textbf{Abbreviations Used to Describe Manuscripts}

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copy</td>
<td>Contemporary Copy</td>
</tr>
<tr>
<td>D</td>
<td>Document</td>
</tr>
<tr>
<td>Df</td>
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<tr>
<td>L</td>
<td>Letter, Recipient’s Copy</td>
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<tr>
<td>LB</td>
<td>Letter Book</td>
</tr>
<tr>
<td>Transcript</td>
<td>Copy not contemporary</td>
</tr>
<tr>
<td>Translation</td>
<td>Contemporary translation</td>
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\textbf{Repository Symbols}

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<th>Repository Symbol</th>
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<tr>
<td>CaNSHP</td>
<td>Nova Scotia Archives and Records Management, Halifax, Nova Scotia, Canada</td>
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<tr>
<td>CSmH</td>
<td>Henry E. Huntington Library, San Marino, Calif.</td>
</tr>
<tr>
<td>Ct</td>
<td>Connecticut State Library, Hartford, Conn.</td>
</tr>
<tr>
<td>CtHi</td>
<td>Connecticut Historical Society, Hartford, Conn.</td>
</tr>
<tr>
<td>CtNLHi</td>
<td>New London County Historical Society, New London, Conn.</td>
</tr>
<tr>
<td>CtY</td>
<td>Yale University, New Haven, Conn.</td>
</tr>
<tr>
<td>De-AR</td>
<td>Delaware Department of State, Division of Historical and Cultural Affairs, Hall of Records, Dover, Del.</td>
</tr>
<tr>
<td>DLC</td>
<td>Library of Congress, Washington, D.C.</td>
</tr>
<tr>
<td>DN</td>
<td>Navy Department Library, Washington, D.C.</td>
</tr>
<tr>
<td>DNA</td>
<td>United States National Archives, Washington, D.C.</td>
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<td>Institution</td>
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<tr>
<td>M-Ar</td>
<td>Massachusetts State Archives, Boston, Mass.</td>
</tr>
<tr>
<td>MB</td>
<td>Boston Public Library, Boston, Mass. Rare Books Department. Courtesy of the Trustees.</td>
</tr>
<tr>
<td>MdAA</td>
<td>Maryland State Archives, Annapolis, Md.</td>
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<tr>
<td>MdAN</td>
<td>United States Naval Academy Museum, Annapolis, Md.</td>
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<tr>
<td>MdHi</td>
<td>Maryland Historical Society, Baltimore, Md.</td>
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<tr>
<td>MeHi</td>
<td>Maine Historical Society, Portland, Me.</td>
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<tr>
<td>MHi</td>
<td>Massachusetts Historical Society, Boston, Mass.</td>
</tr>
<tr>
<td>MMhHi</td>
<td>Marblehead Historical Society, Marblehead, Mass.</td>
</tr>
<tr>
<td>MSeE</td>
<td>Essex Institute, Salem, Mass.</td>
</tr>
<tr>
<td>Nc-Ar</td>
<td>North Carolina State Department of Cultural Resources, Division of Archives and History, Raleigh, N.C.</td>
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<tr>
<td>Nh-Ar</td>
<td>New Hampshire Department of State. Division of Records Management and Archives, Concord, N.H.</td>
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<tr>
<td>NHi</td>
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<td>NHpR</td>
<td>Franklin D. Roosevelt Library, Hyde Park, N.Y.</td>
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<tr>
<td>Nj</td>
<td>New Jersey State Library, Trenton, N.J.</td>
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<td>NjGbS</td>
<td>Rowan College of New Jersey, Savitz Library, Glassboro, N.J.</td>
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<tr>
<td>NjHi</td>
<td>New Jersey Historical Society, Newark, N.J.</td>
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<tr>
<td>NjMoHP</td>
<td>Morristown National Historical Park, Morristown, N.J.</td>
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<tr>
<td>NjP</td>
<td>Princeton University, Princeton, N.J.</td>
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<td>N</td>
<td>New York State Library, Albany, N.Y.</td>
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<tr>
<td>NN</td>
<td>New York Public Library, N.Y.</td>
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<tr>
<td>NNAJHS</td>
<td>American Jewish Historical Society, New York, N.Y.</td>
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<tr>
<td>NNC</td>
<td>Columbia University, New York, N.Y.</td>
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<tr>
<td>NNPM</td>
<td>Pierpont Morgan Library, New York, N.Y.</td>
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<tr>
<td>PHarH</td>
<td>Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, Pa.</td>
</tr>
<tr>
<td>PYHi</td>
<td>Historical Society of York County, Pa.</td>
</tr>
</tbody>
</table>

xxviii
Collection Symbols

Adm. Admiralty
C.O. Colonial Office
H.C.A. High Court of Admiralty
PRO Public Record Office
RG Record Group
S.P. State Papers (Domestic)

Short Titles


<table>
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<tr>
<th>Entry</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Benjamin Franklin Papers</strong></td>
<td>Franklin, Benjamin. The Papers of Benjamin Franklin. Edited by Leonard W. Labarree, et al. 40 vols. to date. New Haven, Conn.: Yale University Press, 1959-</td>
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<tr>
<td><strong>Clowes, The Royal Navy</strong></td>
<td>Sir William L. Clowes, The Royal Navy, a history from the earliest times to the present. vol. 3. London, S. Low, Marston, 1898</td>
</tr>
<tr>
<td><strong>Cohen, Yankee Sailors</strong></td>
<td>Sheldon S. Cohen, Yankee Sailors in British Gaols: Prisoners of War at Forton and Mill, 1777-1783. Newark, Del: University of Delaware Press, 1995</td>
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<tr>
<td><strong>Colledge, Ships of the Royal Navy</strong></td>
<td>J. J. Colledge, Ships of the Royal Navy; an historical index. vol. 1 Major Ships (excluding Trawlers, Drifters, Tugs, etc.). New York: A.M. Kelley, 1969</td>
</tr>
<tr>
<td><strong>Deane Papers</strong></td>
<td>Deane, Silas. The Deane Papers. 5 vols. Collections of the New-York Historical Society 19-23 (1886-90)</td>
</tr>
<tr>
<td><strong>Diary of Ezra Green</strong></td>
<td>Diary of Ezra Green, M.D. Surgeon on board the Continental ship-of-war “Ranger,” under John Paul Jones, from November 1, 1777, to September 27, 1778. With historical notes and a biography, by Commo. Geo. Henry Preble, U.S.N., and Walter G. Green. Boston: [D. Clapp &amp; son, printers], 1875</td>
</tr>
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</table>
Fitzpatrick, *GW Papers*  

*GW Papers, Rev. War Series*  
The Papers of George Washington (Revolutionary War Series). Edited by Philander D. Chase, et al. 20 vols. to date. Charlottesville: University of Virginia Press, 1985-

Heitman, *Register*  
Francis B. Heitman, Historical Register of Officers of the Continental Army during the War of the Revolution, April, 1775, to December, 1783. Revised edition. Washington: The Rare Book Shop Publishing Co., 1914

Herbert, *Relic of the Revolution*  
Charles Herbert, A Relic of the Revolution, Containing a Full and Particular Account of the Sufferings and Privations of All the American Prisoners Captured on the High Seas, and Carried into Plymouth, England, during the Revolution of 1776; With the Names of the Vessels taken—the Names and Residence of the several Crews, and time of their Commitment—the Names of such as died in Prison, and such as made their Escape, or entered on board English Men-of-War; until the exchange of prisoners, March 15, 1779. Boston: Charles H. Pierce, 1847

Hoadly, ed., *The Public Records of Connecticut*  

James, *The British Navy in Adversity*  

*JCC*  

*John Paul Jones Papers*  

*“Journals of Henry Duncan”*  

Lafayette Papers  

Laurens Papers  

Letters of Delegates  

Log-Book of Timothy Boardman  
Boardman, Timothy. *Log-Book of Timothy Boardman; Kept on Board the Privateer Oliver Cromwell, during a Cruise from New London, Ct., to Charleston, S.C., and Return, in 1778; also, A Biographical Sketch of the Author, by the Rev. Samuel W. Boardman, D.D.* Albany, N.Y.: Issued under the Auspices of the Rutland County Historical Society, Joel Munsell’s Sons, 1885

Mackenzie, Diary  
Mackenzie, Frederick. *Diary of Frederick Mackenzie, Giving a Daily Narrative of his Military Service as an Officer of the Regiment of Royal Welch Fusiliers during the Years 1775-1781 in Massachusetts, Rhode Island, and New York*. 2 vols. Cambridge, Mass.: Harvard University Press, 1930

Mariners of the American Revolution  

Maryland Archives  
*Archives of Maryland*. Edited by William H. Browne, et al. Baltimore: Maryland Historical Society, 1863-

Massachusetts Soldiers and Sailors of the Revolutionary War  

Middlebrook, Maritime Connecticut  

NDAR  Naval Documents of the American Revolution. Edited by William B. Clark, et al. 12 vols. to date. Washington: Naval Historical Center, Department of the Navy, 1964-

OED  Oxford English Dictionary


Records of the Vice-Admiralty Court at Halifax, Nova Scotia  American Vessels Captured by the British during the Revolution and War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia. Salem, Mass.: The Essex Institute, 1911

Revolutionary Records of Georgia  The Revolutionary Records of the State of Georgia. Compiled by Allen D. Chandler. 3 vols. Atlanta: Franklin-Turner Co., 1908

Rodney Letters  Letters to and from Caesar Rodney, 1756-1784; member of the Stamp Act Congress and the First and Second Continental Congresses; speaker of the Delaware colonial assembly; xxxiii
president of the Delaware State; major general of the Delaware militia; signer of the Declaration of Independence. Edited by George H. Ryden. Philadelphia: published for the Historical Society of Delaware by the University of Pennsylvania Press, 1933

**Sandwich Papers**


**Smith, Marines in the Revolution**


**South Carolina Commissioners**

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

**Stewart, History of Virginia’s Navy**


**Stevens’s Facsimilies**

AMERICAN THEATER

From April 1 to May 31, 1778
This print and others of similar nature throughout the volume are engravings by Gerrit Groenwegen, from the Eberstadt Collection of Naval Engravings and Etchings, Naval History and Heritage Command.
AMERICAN THEATER
*From April 1 to May 31, 1778*

**SUMMARY**

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

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

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

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

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

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

[Extract]

Beverly or Salem, Mass., April 1778

S:\n\n\... its very hard the Circumstances of the Times admits not the Sea Ports to exert their strength in the little Maritime War we are able to carry on, with\[ou]\' incurring the Jealousy & Envy of the Country People, who Ultimately reap all the Advantages arising from it; My Agency\'s so totally engross my Time that I know but little of Public Affairs, therefore unfit to write a Lre of this Sort; Millets Accounts have made me from a Warm Advocate for Privateering almost a Convert to the Interests of the Army, I shoud always have been so, but I had such a high Opinion of Our Virtue & Our strength, that I only look\’t on Privateering as the exuberance of both, but I find my self mistaken, stand rectified in my Opinion & shall act accordingly, tho\’ I cant entirely give up Privateering, as its confin\’d but to few States, the middle Ones [be]ing wholly excluded by Howe\’s situation &c,
\n\... it was mov\d in Council,\t4 that all the Small Privateers under such a Burthan sho\' have no Commsns [i.e., commissions] granted them, & it had been Carried but M\' Hopkins\' opposit\' it, they were stigmatis\'d as Pirates &c &c but he Urg\'d they had Commissions from the State, and if so, the Conclusion was too Pointed, the ostensible pretence was they hurt our Nova Scotia Friends, but the Public Voice says, they disturb\b the Clandestine Trade carried on thro\' that Channel, & the Popularity of the Derbys\' lessons much on this Motion, & some other Circumstances of which you may have better information from Millet, it was One of these little Piratical Privateers, that took the Rich Prize Millet will inform you of, and for which I hope the Army will be so much the better, You understand Mechanics and can apply them Politically, one broken or Weak Cog in a Principal Wheel retards the Motion of all the Dependent or Colateral Ones, had this Motion of Derbys past our Legislature, it might have been adopted by the whole Continent without Knowing the Sinister motive of it, and \f if not \(\frac{1}{3}\) if not \(\frac{1}{3}\) of our Advantages by Privateering have been struck of[/]—Give Pay enough, Premium enough, and a high Gratuity at the expiration of three Years or the War, and there certainly is Landmen enough in America, to fill Your Armys with\' recurring to the Ports to lessen the little Maritime Strength and Advantages ags\' the most Potent Maritime Nation that ever existed in the World, . . .

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

Mansel Alcock

1. That is, purchasing agents for the Continental Army at the seaports.
2. Possibly, John Baptiste Millet, a Salem, Mass., privateer captain and shipowner.
3. That is, the position of Vice Adm. Howe\'s fleet in Delaware River and Bay stifled privateering in Pennsylvania, Delaware, and New Jersey.
5. Daniel Hopkins, of Salem, was one of the councillors.
April 1

ISAAC SEARS TO NATHANIEL SHAW, JR.

Dear Sir

Boston 1st April 1778

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

Isaac Sears

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

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

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

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

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

1 APRIL 1778

JOHN DESHON TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

New London April 1. 1778

Dear Sir

The bearer Mr. Jonathan Woodworth brings Twenty Men with him for which request to Mr. Vernon\(^1\) to give him first Le\(^2\) of Marines on board Ship Providence,\(^2\) I imagine this will near compleat y\(^3\) Compliment of Men for your Ship, I heartily wish you success in your intended Cruize and advise you of all means to wait for a proper time to sail,\(^3\) as the Enemy is no doubt apprized of your sailing. I think you cannot well have too much wind when you sail. if M' Woodworth had more time he could easily enter more men for the Cruize, I have advanced Mr. Woodworth Twelve hundred Dol[ars] the Remainder of Bounty for each man you must make[.] I am Sir [&c.]

John Deshon—

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

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

2. Woodworth was appointed first lieutenant in the Continental Marines on board frigate Providence.

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

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

April \([1778]\) At Anchor off New Castle
Wednesd\(y\) \(1^{st}\) AM Sett up Main Rigging.
\(d^{e}\)
1s\(t\) fresh breeses & cloudy PM Fired Ten Guns at a number of Rebels in a breast work\(^1\) on the Pennsylvania Shore.\(^2\) At 6 His Maj\(e\) Camilla came up & Anch\(d^{a}\) here.\(^3\)

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

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

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


JOURNAL OF THE MARYLAND COUNCIL

\([Annapolis]\) Wednesday 1\(st\) April 1778

[Ordered] Tho' Read Comm' of the Brig. Baltimore,\(^1\) receipt of 2 short 3 pounders 4 long 3 pounders with their Carriages which were sent to Baltimore & also 4 short 5 pounders the property of this State received for the use of the Congress

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

1. Elsewhere, Baltimore is identified as an armed galley. See, for example, NDAR 11: 8, 9, 10, 275.
COLONEL GEORGE DASHIELL TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Sir

Somerset County [Md.] April 1st 1778.

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

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

George Dashiell

L, MdAA, Maryland State Papers (Red Books), S989, 4584-122. In the left margin opposite the signature the following names are appended in column form: “Peter Waters, Wm. Waters, Wm. Gilliss, Whittey McLemmy, Lambert Hyland, Jacob Reis, Robert Elzey, Miss Sally Elzey, Miss Nancy Elzey.”

1. That is, Tangier Sound.

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

JOURNAL OF H.M.S. ST. ALBANS, CAPTAIN RICHARD ONSWALD

April 1778

Moored in Hampton Road Virginia—

Wednesday 1st Mod breezes & fair at 7 AM came off a Flag of Truce from Portsmouth, the Emerald, Virginia Prize, & Otters Tender Standing In.—

Moored in Hampton Road Virginia—

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

D, UkLPR, Adm. 51/828.

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

2. Brig tender Dunmore, Lt. John Wright, commander.
COMMISION OF ROBERT ELLIOTT AS CAPTAIN OF MARINES

By Oliver Pollock Esq' Agent for the United Independent States of North America
To all to whom these presents shall come Send Greeting, Know Ye, That by virtue of
full power and authority to me given by the Honourable Congress of the Said States
I do by these Presents Nominate and appoint Robert Elliott Gentleman Captain of
Marines on board the Ship *Morris* Captain Wm Pickles Commander in the service of
the Said States; I do moreover Promise he shall enjoy the pay and emolument of
Cap't of Marines and the Enemy whereby notified that in Case of his being taken
prisoner he is to expect the Treatment becoming his Rank as Captain aforesaid and
shall be exchanged as such and every Indignity offered to his person shall be retali-
ated, He Subjecting himself Nevertheless to Obey such Orders and directions as he
shall from Time to Time receive from me or other Superior or Senior Officer due-
ly Appointed by the Said States.— Given under my Hand on board the Ship *Morris* on
the River Mississippi the first day of April 1778

The above is a True Copy

Signed

Philip Francis,
O'l Pollock Agent

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

OLIVER POLLOCK TO CONTINENTAL COMMERCE COMMITTEE

Sirs

New Orleans 1st April 1778

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

The Amount of all the prizes made by Cap'n Willing in his Route down I believe will be Drs. 25,000 or thereabouts but it would been much more Considerable had his party been only double the number, as there was A Great many Sav'd themselves by flying to this Goverment which he has laid open for both parties for protection, and further Insists that the British shall not make Captures on us or we on them from the Entrance of the Balize to Manchak, though this point we have not and will not Give up till Such times as the Court of Great Britain Returns to the Court of
Spain the Vessells & Effects taken from Us in this River by the Sloop of war Nam’d the *Diligence* as youll see by Copy of A letter sent by Cap’n Willing to the Governor, though it is neither his wish or our Interest to Enter into any Altercation yet as its His desire, and may in future be of service by Establishing the same Right in this River which the English Claim’d & took our Vessells under their Guns here, which however I must Inform you this Governor Condemn’d as also all the Officers of the Custom, and declar’d their Sentiments to the former Governor Unzaga as being A weak Act of his own, which the[y] say the Court will bring him to an Account for Suffering. But till this happens, or that we Get some Satisfaction for the Injury done between them, I desire this Governor that he may permit me to dispose of the prizes so taken from the Balize up to Manchak, & let the proceeds be deposited in his own Treasury till that is done or Otherwise till the Court of Spain and you may determine the point—This I don’t know whether he will agree to or no But we shall Equally Reap the benefit Even if I am obliged to Give them up, as he will not suffer the English to make any Seizure on our Vessells or in short any American property within the same limits which he has already wrote the Captain of A sloop of war sent from Pensacola to demand the Sloop *Rebeca* & all the prizes &c brought in here by Cap’n Willing, but in place of Granting him that, he has Given us leave to dispose of Every thing taken above Manchak Either on the River or the English Teritories—and luckily the Ship *Rebeca* is one of these prizes, I have also the pleasure to Inform you that the Number of Tories that was settl’d on Baton Rouge which had form’d A plan for Cutting off our Boats in Going up we have totally Routed, and have taken about One Hundred of their Slaves which Cap’n Willings officers & men have bro’ down here, which I have sold at D° 140 Each Round for Ready Cash fifty of them I have deliver’d and the Remainder I am to deliver in four or five Days, this I can assure you is verry Hurtfull to the Enemy, as the[y] have been Suplyng Jamaica Constantly with Lumber & Pensacola with provisions, Ever since the Commencement of the warr, But the Inhabitants of the Natchez is in Generall friend to the American Cause for which I wish Sincerly you would send them some protection only Sufficient to Guard against the Indians will do for the present, as it is not in their power to send any Troops there from Pensacola, but I am afraid the[y] will set the Savages to work Against them for declaring their Sentiments to Cap’n Willing on his Arrivall. Nay theres severall of them has Joined him, and I Expect he will have A party of Two Hundred men with him by the time he sets off from here as there Coming to him Every day, but as our funds here is but small I am determin’d to let no more in the Service than what is Really wanted to take up the Boats—as the Governor has no Orders from the Court ofSpain to Supply me with any money, I am afraid he will be slow in assisting me Indeed he tells me he Cant take upon himself to lend out the Kings money which he has Receiv’d for the Use of the Province which he would be Oblig’d to ans for in particular in Case of A Rupture with Great Britain, he will want all the Cash he has here for the Use of the Militia which he would be Oblig’d to Raise to defend the Colony. However he has Assur’d me of Advancing A little in Case of Necessity which of Course I must have Recourse to Comply with your Orders, in Sending the quantities of Goods you want, I was Getting Every thing in Order for Cap’n Willing & his party to send off directly but he tells me its of no Use Going from here till Next month or Even the month of June as theres no such thing as passing the falls upon
the Ohio till the beginning of October, therefore I come to the Ressolution of dis-
patching Two Batoes under Spanish Colours deeply loaded with Sundry Merchandize
for which this serves now to Inclose you Invoices & bill of Loading Invoice Mark’d
S.U.S. Amounting to Twenty Five Thousand & Sixty Three Dollars Four Rials—¹¹
which sum I have here put to your debit and Credited by the Court of Spain the
prices the Governor had fix’d here by Impartial Judges in order to make an Estimate
of them so that you may at least near the Value of them for your Goverment in
making the payment in flour here which will be agreeable to him to Receive without
you have Otherwise provided for it at the Court of Spain, this mode he only points
out, it lays with you Intirely how far you may think it Convenient to Comply with.
The Invoice mark’d U:S.¹² is Goods I partly purchas’d here at Vendue belonging to
the prizes brought in by Capn Willing and the Greatest part I purchas’d here at the
first hands, and though theres some of the Articles Rather high youll upon Examining
find them in Generall well laid in at this market, I have paid down half Cash for
them & the Other half Engag’d to pay the latter End of this year for this and many
Other sums I shall have to pay them for account of the States; I shall Expect large
Supplys of flour or if this is not practicable A Credit fixt on France or Spain and this
once Establish’d you may be Assur’d of having Constant Supplys of all Sorts of Goods
you Chuse to Order. This Invoice with the Charges paid by me for the freight of them
& the Goods I have Shipt belonging to the states furnish’d by the Court of Spain
Amounts to 35970 Dollars 6 Ryals—which sum I have also debited the states for & if
found Right youll please note Accordingly I have about Eight thousand Dollars worth
more of verry fine French Goods purchas’d which I keep in Readiness by the time
Capn Willing will Set off, which shall be as soon as he thinks he Can pass the falls on
the Ohio, or Even A little sooner as he may lay thereabouts with his people at less
Expense than here and in the mean time I shall Order them to have five or Six Batoes
Ready and buy up about Twenty thousand Dollars worth of more Goods fit for your
market and dispatch the whole Under his Command as you direct. Those Good[s] which
I have sent up under the Spanish Colours I have Order’d to be Stor’d at the
Spanish Fort, under the Care of the Commandant there and Mr. Robert George
whom is a verry Carefull and fit person to take Care & Keep the Goods from any
damage or Embezlement of the Batoe men, The Commadant & George have Orders
to deliver Said Goods to your Orders therefore if you find it necessary you Can Send
for them Imed’ after this Comes to hand which I am in hopes this or the Duplicates
which I shall forward by sea will Reach you, so as you may have Batoes there Ready
to Receive them pretty near by the time the[y] Get to the Illinois Country and if your
flour is Ready you Can send it down the Ohio at the same time & Ship it in Spanish
Boats from there here, but youll please Observe Boats is not always to be Got there
However I have Given Orders for one of those to Remain there till Capn Willing Calls
there whom will take the whole of the Goods with him from that, Unless sent for by
you before he Gets up, theres another sloop of warr Arriv’d from Pensacola Nam’d the
Hound¹³ to Relieve the one here now which I am told Intends Going up as high
as Manchak, and I suppose will be Station’d there to prevent our Boats Getting past.
But perhaps we may Contrie some method of taking her before she Can do much
Damage as the fate of the Rebeca will now put them more on their Guard this will not
be so Easily Accomplish’d But we must at least Guard Against his Cutting off our
Boats or if there's no other chance I must endeavour to dispatch them as I have done the rest. I purchased a small schooner for one thousand dollars which I dispatch in about ten days for the continent under Spanish colours command'd by Cap'n Lafite with a small assortment of goods which I shall advise you of in due time.  

Cap'n Pickles arrived here about two weeks ago and delivered the packet with that to the G which you did me the honour of sending and for which I beg leave to return you my sincere thanks. The people belonging to the vessel raised on him & the captain & took the schooner from them & put them on shore at Havana where the[y] have been well treated, and came passengers down in the Spanish packet here.  

I have Pickles employ'd in taking care of the Rebecca & if I determine fitting her out shall give him the command of her as I believe him capable & steady to our cause— you'll observe to the commanding officer that you may send down with the flour or upon any other expedition that he must be careful in coming down the river for fear of an attack from the Indians, or perhaps some of the British sloops of war or other arm'd vessels that may station at or even above Manchik and to avoid any surprise or danger he will do well to call in at the Spanish posts where I shall have the necessary instructions lodged for his information, and if necessary I will desire the G to lodge orders for the boats to be put under Spanish colours, the first post is the Arkansaws after coming into the Mississippi, and the second point Coupee, where he may get every intelligence necessary of the enemy, this I only mention for your government as I believe the[y] will be no great danger, you desire my opinion with respect to lodging flour at the Cape for this market. In answer thereto I have to inform you the whole supply now comes from there and provided you can only send it there with any degree of safety the risk is entirely ours & the expense of its coming from there here may be obtained on moderate terms as the vessels in the trade generally comes half loaded from there— but should you be so circumstanced as not to have this in your power or find that the expenses high, by sending supply of flour either this way or via the Ohio river you must establish me a credit on France or Spain otherwise procure orders from the court of Spain to this Gov't to supply me with cash in proportion to the quantities of goods you'll want and the expenses I will have to be at in forwarding them & though I can pass my bills when you authorize me to draw, yet if you can't send me no supply of flour, it will be necessary to have a little cash here for paying the charges. I thought it necessary to have another conference with the G before I concluded this letter and am just now come from him, and he agrees to supply me with some Indian goods say strands & blankets & a number of other articles that will answer but in this expedition he expects a concern for his advances which will be advantageous for us, as it will enable me to send more goods than I otherwise could, and at the same time make a beginning for a larger concern in some other expedition particularly if this turns out well, but as those goods in all probability will be scarce here next fall as I don't suppose there will be any more imported from London the sooner you order supplies from France this way the better terms you'll have your goods on. The money I mentioned having laid out for the use of the States was chiefly on account of forwarding your letters an exact account of which I shall furnish you with the copy of the journals, I kept here since the commencement of this war, and upon examination if you think the states should pay it well, if not I shall
be fully Satisfied with my own Good Intent of serving the Cause, and the Honour you have already Confer’d on me. This Goes Inclos’d in the Governor’s letter to which I Refer\textsuperscript{18} and am with profound Respect [&c.]

Olr. Pollock

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

\textbf{CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO GOVERNOR DON BERNARDO DE GÁLVEZ OF SPANISH LOUISIANA}

\textbf{Sir} New Orleans April 1. 1778

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

By what I can understand by the Translations I have been able to obtain of the Letter of the 27\textsuperscript{th} Ult\textsuperscript{e} which you did me the honor to write,\textsuperscript{1} Your Excellency has been informed That I affixed Proclamations in the Publick parts of this City &c\textsuperscript{2} Permit me Sir to assure you that I set up a Notice in writing within side the House wherein I lodged by Your Excellency’s permission and in no other place whatever; This House I esteemed my Quarters under the protection of your Government—
This Sir I thought the least offensive method of requesting such British Subjects as were by me made Prisoner of War to the American Arms, to repair onboard the Prize Ship Rebecca when I should grant them Permission in writing with full assurance to remain unmolested by any American Officer or Soldier upon their pledging their Honor that they would surrender themselves when thereunto required upon any future Cartel and as those Gentlemen could not or would not have any opportunity of being acquainted with my desire, if the same had not been made known to them in this City, I hoped, that such Notice as I gave them was the least likely to give Offence to your Excellency and might have answered the desire purpose; But as it had an effect I did not forsee, I take this opportunity to begg Your Excellency to be assured; That I am exceedingly sorry, any Act of mine should give you the least degree of disgust or Offence and shall in future take particular care that I shall myself and all Officers and Soldiers under my Command be particularly cautious of avoiding whatever may possibly be esteemed disagreeable to your Excellency or prejudicial to any of his Catholick Majesty’s Subjects under your Government—I have the honor to be [&c.]

Ja’ Willing Captn
In the service of the Indt
united States of America

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

1. Gálvez’s letter has not been found.

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

American Revenue
April 1st:1778
Latitude 23.40[N]Long 48[W]—1

Dear Sir/

I have the pleasure to Acquaint you that yesterday Morning about Sunrise the Man at Mast head espied a Sail we gave her chace at two came up with her she prov’d to be the Ship Lovely Lass ——— Waid2 Comander from London bound to New York with an exceeding Valuable Cargoe on Bord consisting of near the following articles—Viz) 255 Bales Dry Goods 7 Baggs Hops 5 Bagg Pepper One H4 Hams 5 Coils Cordage 827 Bbs. Flower 29 Puncheons Old Spirit 4 Bales Beever Furr 64 Chests Tea 370 Casks Porter & Wine Eight Cases of Ascid 137 Basketts Cheas 21 Hh’s of Loaf Sugar 2 Hogsheads Porter 7 Hampers of Wine & Porter—&c &c—Which we wish safe to America—3 Cap’ Conclling is in Compy4 we have taken out a few pieces of Linnen &c &c We have on Bord Seventy Seven hands on bord Cap’ Conclling has as he says Sixty Seven the Sloop you know—

Have put on bord Nathl Thomson as prize Master and have orderd him to make the best of his way to some friendly port in America am in hast your Huml Servt

Sam’l Champlin

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

1. This is in the latitude of the Bahamas.
2. Andrew Waid, master.
3. For more on the capture of ship Lovely Lass, see The Connecticut Gazette; and the Universal Intelligencer, 8 May, and The Royal American Gazette (New York), 19 May, below.
1 APRIL 1778

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

April 1778

Wednesday 1st.

Old Cape Francois ESE 9 or 10 Leag\(^4\) off shore 2 or 3 Miles.

AM D\(^o\) W\(^r\)\, [Light Breezes & fair W\(^a\) at dawn of Day Saw a Schooner on our Starbd\(^a\) Bow & soon perceived it to be our Chace. Soon after saw another Vessel which we took to be a Virginia Pilot Boat upon our Beam & another Sail upon Larb\(^d\) Bow at \(\frac{1}{2}\) past 5 being almost Calm hoisted out the Barge & Sent her Mann\(^d\) & Armed after the Chace at Day light fired a shot at the Chace & another Shot at the Vessel on our Larb\(^d\) Bow. Perceiving that she hauld towards our Barge, Soon after fired another Shot at the Schooner upon which she Bro\(^v\) too with her head towards our Barge\(^d\) & Perceived that the strange Vessel ahead was a Tender who sent her Boat on board the Prize this Tender proved to be the *Southampton* Tender\(^2\) at 12 Prize in Company

Point Massquesea ESE Dist 4 or 5 Leag\(^d\) Mod\(^d\) Breezes & fair W\(^c\). At \(\frac{1}{2}\) past 12 Saw 3 Sail to Windwd. Prize in Company [Made] Sail & Gave Chace At 2 Saw a Sail on our W\(^a\) Bow & our Tender\(^3\) in Chace of her at \(\frac{1}{2}\) past 4 fired 8 12lb\(^b\) & 10 6lb\(^b\) Shot at the Chace & She Bore down to us D\(^o\) Shortened Sail Hove too Hoist\(^d\) out the Cutter & Sent her on board the Prize Tender in Comp\(^5\). Found the Prize to be the Schooner *Adventure* from Cape Francois Bound to Maryland.\(^4\) D\(^o\) took the Master & 7 Men out of her & left the Mate & Sent 4 Men to take Charge of her at Sun Set Isabella SSW dist. 7 or 8 Leag\(^d\) D\(^o\) made Sail Tender & 2 Prizes in Company. At \(\frac{1}{2}\) pt 11 Saw a Sail on our W\(^a\) Bow & tender in Chace

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

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


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

JOURNAL OF FRENCH NAVY FRIGATE ETTOURDIE,
LIEUTENANT DE VAISSAU MARQUIS DE MONTBAS

du 1\(er\) avril 1778

[St. Pierre, Martinique]

a neuf heures du matin la brize faible de la partie de ESE [illeg.] suis aperçu que le feu avait pris a bord d’un bateau insurgent, sur le champ j’ay envoyé le canot et la chaloupe avec des bailes et des sceaux, ayant donné ordre a l’officier qui étoit dans la chaloupe de couper les amares du bateau et de noyer les poudres ce qui a eue exe-cuté dans une minute, et le bateau a été halé au large. Après midi j’ay recu une let-
At nine in the morning with a faint breeze from the ESE [illeg.] I noticed that fire had broken out on board a rebel boat, immediately I sent the cutter and the launch with bails and buckets, having given orders to the officer who was in the cutter to cut the moorings of the boat and to drown the powder magazine, which was executed in an instant, and the boat had been hauled out to sea. In the afternoon I received a letter from Monsieur the Marquis de Bouillé\(^1\) by which he asked me to have anchored in the galleys’ roadstead all the Anglo-American privateers that are in the roads. Immediately I gave these orders in consequence to the captain of the port.

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

[Translation]
My Lord Fort Royal, 1 April 1778

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

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

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

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

The Chevalier De Dampierre

1. Lieutenant de vaisseau vicomte Duchilleau de la Roche.
2. Lieutenant de vaisseau Gabriel-François-Xavier Bartho, Marquis de Montbas.

April 2

ADVERTISEMENT OF THE SALE OF SHIP ROYAL BOUNTY

[Boston, April 2, 1778]

TO BE SOLD.
At Craft’s Wharf, North-End, BOSTON,
On WEDNESDAY, the 5th Instant,
At TWELVE o’CLOCK,

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

Copy—

Gentlemen

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

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

He is now recovered and I would propose him to your Hon’ble Board to be appointed to the command of the Frigate now building at Norwich,² which is so forward as to require the speedy appointment of a Captain—As much merit and service may be pleaded in favor of Cap’t Harding, as of any Gentleman, and there is no one who can man the ship more expeditiously than him, from the opinion which the Seamen in general entertain of him—

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

J T—l


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

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

JOURNAL OF RHODE ISLAND NAVY Schooner-rigged Armed Galley SPITFIRE,
CAPTAIN JOSEPH CRANDALL

April 1778
Thursday 2d

Remarks at Tiverton [R.I.]

First part this 24 Hours fine pleasant Weather small wind at SW, fitted out our barge, with Ten men, Under the Command, of Lieut. Cartwright[,]¹ and in Company with a Whale Boat, of Eight men, under Command of Cap —— Thomas attempted to Destroy a Sloop, on Shore on Rhodeisland² near the enemy’s fort,³ sat her on fire, Twice, which was put Out by the heavy Rain, attended with Thunder & Lighting
ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 2, 1778

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

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

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

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

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Thursday 2d April 1778

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

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

CAPTAIN JAMES NICHOLSON, CONTINENTAL NAVY, TO
CONTINENTAL MARINE COMMITTEE

“Gentlemen,” St. Alban’s, April 2, 1778.

“This will inform you of my misfortune in losing the Virginia, at three o’clock in the morning of the 31st ult. I had weighed from Annapolis at eight the preceding morning, and had taken the advantage of going down the Bay in company with a brig which had a pilot on board, supposed to be one of the best in the Bay, to whom I had agreed to give 100 provided he carried me out clear of the ground. The wind blew hard at N.W. and in every other respect it was a most favourable time; and altho’
my tender was absent with 19 hands, I thought it most advisable to proceed. At the above mentioned time she struck on the Middle Ground, and in about an hour and an half beat over it, with the loss of her rudder, and making as much water as we could well clear her from with four pumps; in which case, we thought it was advisable to come to an anchor until day light, when we found one of the enemy’s ships about two gunshots off, abreast of us, and another further up the Bay, upon which I hoisted out my barge, and took such of my crew as inclined to run the risque of getting on shore, viz. 10 including myself, and with the greatest difficulty I got on Cape Henry, where I waited until 10 o’clock, when I saw the two ships. I immediately went to Portsmouth, got a boat, and came on board the St. Alban’s with a flag, in order to procure the parole of my officers, which I expect to accomplish; after which I shall proceed to Baltimore, and from thence shall immediately wait on Congress. The Virginia is obliged to be towed, and is not yet got up. I am [&c.]

JAMES NICHOLSON.”

“The Hon. Marine Committee.”

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

1. The “Middle Ground” is a shoal area located at the entrance to Chesapeake Bay.
2. Nicholson meant that the Continental frigate Virginia was taking on water at such a rate that four pumps were needed to remove it.
3. H.M. frigate Emerald was credited with the capture, but shared prize money with H.M.S. St. Albans, H.M. frigate Richmond, H.M. ship-rigged sloop-of-war Senegal, and H.M. frigate Ariel, all of which were in sight of Virginia at the time of its capture. See the Journal of H.M. frigate Emerald, 31 Mar. 1778. NDar vol. 11: 848–49.
4. In his memoirs, written many years later, Joshua Barney, who served as a lieutenant on Virginia at the time of its capture, presented a less flattering portrayal of Nicholson’s actions. Barney wrote: “... at day light we saw three of the Enemy’s Frigates near us, we had passed them; & the loss of our rudder prevented us getting to sea, the moment Capt. Nicholson saw the Enemy he ordered the Barge to be hoisted out & left us, not waiting to take his papers or even the private Signals with him & in that manner escaped onshore; so soon as he was gone I ordered the Cable cut, in order to run the Ship on shore at Cape Henry, which could very easily have been done, the wind being fair, but in this I was overruled by the other Lieut. & Pilot, who declared we could not approach the land so that all I could say was without effect: the men gave themselves up, broke open store & slop room got drunk &c & would do nothing. I then cut the Rudder away which hung by its ropes & at 10 O’clock the Enemy’s Frigate Emerald Capt. Caldwell came & took possession of our Ship ... The next day Capt. Nicholson came on b² in a Flag of Truce to enquire after his Cloaths, on which occasion I could not help upbraiding him with his conduct in quitting his ship the first man, who if he had remained onbd there was not the least doubt but we should have ran the Ship on shore where she might have been destroyed by which means prevented her falling into the enemies hands & saved 300 men from being made prisoners.” Autobiography of Joshua Barney, DNDAR.
5. On 10 Apr., Nicholson’s letter was read in Congress and referred to the Committee of Intelligence. JCC 10: 328.

OLIVER POLLOCK TO CONTINENTAL COMMERCE COMMITTEE

Sirs New Orleans 2d April 1778—

I had the Honour of writing you by this Conveyance yesterday since which I have the Pleasure to Inform you I Receiv’d A letter from Capt² Calvert in the privateer Schooner Nam’d the Reprisall, fitted out by me lately, which letter Informes me of A prize he has made out side of this River, with the following Cargoe on board Vig 48 Slaves 98 Barells of flour 2 Bbls Sugar and 1 Bbl Coffee Arriv’d to A Safe Port,⁴ I have also the Satisfaction to Acquaint you, that I have Just Receiv’d A letter from Lieut⁵ Tho⁶ M’Intyre dated the 30th Ult⁶ at Manshack from which place he had Driven off (some Rangers & Tories) that was lodg’d there, and was then in full possession of the Place,⁵ which he had made an Offer of to the Spanish Commandant to take in
Charge till Demanded by you, M‘Intyre also writes that he had A large quantity of Stock Gather’d which he had his men then driving Over to this side. This will prevent the Enemy having any fresh Provisions should the[y] dare Retake that place from the present possessors, and be of Infinite Service to us when wanted for the Use of our Troops and Batoes. This goes by M‘George after the Batoes & Goods I sent yesterday and have Given him Orders to hurry down those Batoes here Again should you not have any demand for them up at the Illinois Country in Order that I may dispatch them back with more Goods, This I am Oblig’d to do as Chief of the Batoes belonging to this River is now taken up by diff’ People for that Place. Youll no doubt find the Charges come high on sending up those Goods, but youll please Observe I have try’d Every method I Could think of to avoid any Extraordinary Charges by agreeing for the first Boat at so much A Bale, and I thought to lessen that price, by fitting out the Second my self But notwithstanding all my Oeconomy I find my Error and for the future if possible agree by the Bale or Wt. for which the Customary prices is D— 25 25 500 lb which they Esteem to be [equal to a] 4 French Hhd delivered at the Spanish Fort in the Illinois Country As Mon‘ Poure€ the Patroon and Commander of the Two Batoes is the person [who] freighted me the first 4 month till his Return which may perhaps appear high to you yet he is well worth the money as he is A man of property & Character which will have A Great Charge & trouble for his wages. And I make no doubt will do his Duty. I have Given Orders that in Case they Should meet any of your Troops to Supply them with what any of the Commanding Officers may want I have the Honour to be [&c.]

Olf Pollock

1. For more on the seizure of the schooner Dispatch by the privateer schooner Reprisal, Joseph Calvert, commanding, see David Ross and Company to Gov. Don Bernardo de Gálvez, 11 Apr., below.
2. For more on the recapture of Manchac by Lt. Thomas McIntire, see Gálvez to Don Antonio Bucareli y Ursua, 24 Mar. 1778. NDIR 11: 777–80.
3. For more on Lt. Robert George’s mission, see Pollock to the Continental Commerce Committee, 1 Apr., above.
4. In a letter book copy of this letter in PCC, “equal to a” was written at this point. DNA, PCC, item 50, pp. 66–67 (M247, roll 64).
5. That is, Eugene Pourée.
6. Taken from the letter book copy in DNA, PCC, item 50, pp. 66–67 (M247, roll 64).

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

Ap 1778

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

Ditto SEBE ½ E 7 Leagues

Moderate Breezes and fair, Made & Shortnd Sail occasionally

1. For more on the seizure of the schooner Dispatch by the privateer schooner Reprisal, Joseph Calvert, commanding, see David Ross and Company to Gov. Don Bernardo de Gálvez, 11 Apr., below.
2. For more on the recapture of Manchac by Lt. Thomas McIntire, see Gálvez to Don Antonio Bucareli y Ursua, 24 Mar. 1778. NDIR 11: 777–80.
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6. Taken from the letter book copy in DNA, PCC, item 50, pp. 66–67 (M247, roll 64).
Master,” confirmed Pasley’s suspicions, whereupon the captain, saying his crew had “sold him,” confessed it was bound for the United States. Pasley adds: “The Captain so readily confessing was a fortunate circumstance, as it is my opinion that the bare affirmation of the three Sailors. . . would not have condemned her.” Pasley, Private Sea Journals, pp. 21-22.

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

[April 1778]

Thursday 2nd: Point Massqueasa ESE Dist 4 or 5 Leags

Mod’ Breezes & fair W’ at ½ past 12 [a.m.] made Sail & Gave Chace to a Sloop to Windwd. At ½ past 2 Tender & 2 Prizes in Comp at 4 Saw 2 Tenders to Windwd. At ½ past 5 the Southampton’s Tender brought too our Chace D° Hoisted our Colours & fired a Gun to Leeward at ½ before 6 fired another Gun to Lewd. the Tender not takeing notice of it Fired a 12 Shot at them ¼ past 6 fired another 12th. Shot at them, But they still took no notice of it D° Bore away AM D° W° Tender & Prizes in Company D° Read the Articles of War & Abstract to the Ships Comp°

Isabella Bay SBW dist. 2 or 3 Miles

D° W° [p.m.] Sent on board the Tender 3 more hands & Victualles the same for 4 days at 4 Mounti Christi at ½ past 4 Parted Company with our Tender who stood on the Wind to the Eastwd. do. made Sail & Edged away to go in our Prizes at Sun set Mounti Christi WSW dist 4 or 5 Leags Opened Cask of Pork Contg 308 ps Short 4 ps.

D, UkLPR, Adm. 51/637.

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

2. Probably H.M. frigate Southampton’s tender Vixen.

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

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

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

April 1778

Thursday 2d: Mounte Christ1 [SSE] 5 or 6 Leagues.

5 AM saw a Sail in γ° SW Quart° Gave Chace His Maj° Ship Stork in Sight

Mounte Christe E° 4 or 5 Leagues [at] Noon fir’d 8: 4 Pound° Round Shot & 4: 4 Pound: Round & Grape, Bro’ her [too] she proved to be a Sloop from Cape Francois Bound to Boston, sent an Officer & Boat & took Possession of her.2 His Maj° Ship Stork in Sight.3

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

D, UkLPR, Adm. 51/78.
1. Monte Cristi, Spanish Santo Domingo.
2. Sloop Nancy, James Howland, master, 70 ton burthen, on a voyage from Cape François to Dartmouth, Mass., with a cargo of molasses and rum. “A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778,” UKLPR, Adm. 1/240.

April 3

JOHN GALLARD TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

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

John Gallard Mariner humbly sheweth.

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

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

John Gallard

¹ According to the muster roll of the Continental Navy ship Columbus, Gallard entered as a seaman on 1 Jan. 1776 and was wounded in the action with Glasgow and left at New London to recover. NDAR7: 147. His bill for board while recuperating at New London is in NDAR5: 913.
² For more on the first New Providence Expedition commanded by Commo. Esek Hopkins, see NDAR4: 133–34, 225, 461–64.
⁴ Continental Navy sloop Sachem was captured by H.M. frigate Perses on 5 Apr. 1777 near Cape Henlopen. NDAR 8: 277–78.
⁵ On 5 Apr. 1778 Capt. Abraham Whipple certified that Gallard, while serving as quarter gunner on Columbus, had lost his left arm in the action with H.M. frigate Glasgow. He added that Gallard had in “every way approved himself a good, faithful and expert Gunner” and “acted with proper & becoming resolution, on all Occasions.” RNHi, William Vernon Papers.
At a meeting of the Governor and Council of Safety holden at Lebanon on the 3d day of April, A. D. 1778.

Voted, That Capt. Richard Dickinson’s account incur’d for services &c. for brig Minerva, an arm’d vessel belonging to this State lately under the command of Capt. Giles Hall, be refer’d to the Committee of Pay-Table for settlement and to draw on the Treasurer for the balance.

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

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


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

CAPTAIN HOYSTEED HACKER, CONTINENTAL NAVY, TO WILLIAM VERNON

Sir, Naraganset [R.I.] 3d. April 1778

I have rec’d yours 2d Ins’d— have got Chief of the Stores &c sav’d from the Shore. The best Conveniency we have for storing them, is a Corn Cribb, No way secure from the Weather. The sooner they are remov’d the better.

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

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

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

Hoysteed Hacker
3 APRIL 1778


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

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON

Sir [York, Pa.] April 3d 1778

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

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


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

2. Continental Navy Board of the Eastern Dept.

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


JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Friday 3d April 1778

Commission of a Letter of Marque & Reprisal issued to Henry Geddes Master of the Sloop Rising Sun mounting 2 Car. Guns & 4 Carines navigated by 8 Men Belonging to Archibald Buchanan & Co Balt. Town dated 20 Octr 1777


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

My Lord Emerald. Off Willoby’s Point, 3d April 1778.

I have the honour to acquaint Your Lordship, of our having taking the Rebel Frigate Virginia, of thirty Guns and one hundred and Fifty Nine Men, (there was
many more Men belonging to Her, but some were Sick on Shore, and others left behind,) She Sailed from Annapolis, at 9am the 30th of March, with a strong Notherly Wind, and in the Night to avoid us, got upon the Middle Ground Shoal, and knocked Her Rudder off[\], and beat into deep Water, and then Anchored; and we took Her in the Morning without opposition.— We were then lying between the Horse Shoe Shoal, and the Middle Ground.— She was going upon a Cruise.

The Captain\(^2\) got on Shore, which was not in my power to prevent, as it blew hard, and a large Sea.

Inclosed is an Account of the officers and Men.\(^3\)

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

B.C.


1. That is, Willoughby Point, Va.
3. Enclosure not found.
4. Virginia was later purchased from a representative of its captors for £4,523 by the British Naval Storekeeper at New York and brought into service on 1 June 1778 as H.M. frigate Virginia. UkLPR, Adm. 17/220; Adm. 51/1027, part 3, fol. 2.

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

“I have the pleasure to acquaint you of our taking the Rebel frigate Virginia (Congress ship) of 30 guns, and 159 men;\(^5\) she had a number more men belonging to her, but many were sick and left on shore. We have been a faithful watch upon her for 14 months, and almost despaired of having an opportunity of taking her, as she generally was under the protection of batteries. On the 20th of Jan. she had got down the bay, within a few miles of the Capes, when we gave chase; the wind came from the sea, and we had a fair chase after her for 21 hours, when she got up to Baltimore. She sails extremely well, was clean, and we were 26 months foul, or think then we should have taken her. On the 30th of March she took the opportunity of a strong northerly wind, and made another attempt to get to sea; but in the night, in order to avoid us as we lay at anchor within and between the Capes, she got entangled with a shoal or bank of land, struck upon it, and was obliged to anchor, when we took her without opposition.

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

The following is a list of French vessels, and others, taken by the Virginia squadron, from December 28, 1777, to the 31\(^{st}\) of March, 1778:—Arc-en-Ciel, with bale goods and sundries, taken by the St. Albans, and destroyed,\(^2\) Le Courier de Miquilon,
with molasses and rum, taken by the *Emerald*.\(^3\) *Alexandrine*, with tobacco, by the *Emerald*.\(^4\) *L’Elegante*, with tobacco, by the *Richmond* and *Emerald*.\(^5\) A brig, name not known, with bale goods, wine, and sugar, by the *St. Albans* and destroyed.\(^6\) *Marianne*, with bale goods and cordage, by the *Otter’s* tender.\(^7\) *Le Hardy*, by the *Otter’s* tender.\(^8\) *Fortune*, with rum and sugar, by the *St. Albans* and *Otter*.\(^9\) Viscomte de Veaux, of 26 guns, with bale goods and sundries, by the *Solebay*, *St. Albans*, and *Senegal*; she had another name when she left France.\(^11\) *Le Tonnerre*, of 20 guns, with bale goods and cordage, taken by the *Senegal*, and destroyed.\(^12\) *Le Hector*, of 16 guns, with bale goods and salt, by the *Richmond* and *Senegal*.\(^13\) Jean André, of 12 guns, with bale goods and cordage, by the *St. Albans*.\(^14\) Three Frenchmen, taken by *the Phoenix*, and sent into New York, their names not yet known.\(^15\) Good Hope, a Dane, with salt by the *Richmond*.\(^16\) Louisa Udrique, a Swede, with brass cannon, by the *Senegal*.\(^17\) Virginian frigate, of 30 guns and 159 men, belonging to the Congress, by the *Emerald*; besides one tobacco ship belonging to the Congress,\(^18\) and 20 small American vessels. In the *Viscomte de Veaux* was a French Viscount, an Officer in the French service, coming to America, to have the rank of Major-general.\(^19\)

*The London Chronicle*, 4–6 June 1778.

2. See NDAR 10: 705.
3. See ibid., 819n.
5. See ibid., 30.
7. This brig was *Petit Camarade*, M. Sylverieux, master. On its capture by H.M.S. *St. Albans*, Capt. Richard Onslow, commander, see NDAR 11: 304.
8. The tender of H.M. ship-rigged sloop-of-war *Otter* was the brig *Dunmore*, Lt. John Wright, commander. According to a report published in an extraordinary issue of *The New-York Gazette and the Weekly Mercury*, 8 Apr. 1778, the *“Marianne”* was a brig.
10. See NDAR 11: 237.
11. On the capture of ship *Viscomte de Veaux*, formerly *Anonyme*, see ibid., 415, 430.
12. See ibid., 620–21.
13. See ibid., 631–32.
14. On the capture of ship *Jean André*, Guillaume Couronnet, master, see ibid., 621.
15. One prize sent into New York by H.M. frigate *Phoenix*, Capt. Hyde Parker, Jr., commander, during the period 27 Dec. 1777 to 31 Mar. 1778 was brig *Genevieve*, Pierre Tournet, master. NDAR 11: 59. There is no mention of the other vessels in the Vice Admiralty Court of New York’s records or in the Journal of H.M. frigate *Phoenix*.
17. See ibid., 689.
18. The writer undoubtedly referred to the Maryland State trading ship *Lydia*, Ignatius Fenwick, master, which was captured by H.M. frigate *Richmond* and H.M. frigate *Solebay*. See NDAR 11: 311.

John S. Cripps & Mey to President of Massachusetts Board of War

Charles town S’ Carolina 3d April 1778

Sir

Capt. L Turner of your ship *Adams* arrived safe here the 21st past & delivered us your respected Letter dated the 25th Feb.,\(^2\) we learn thereby that you had received
Copy of our letter respecting the pliarne* & that some of the accounts mentioned to be inclosed, were by error left out, this circumstance we are sorry for & shall remedy it in a few days by sending them, as this opportune does not give us time, Permit us to assure you that the large disbursements for that Ship gave us much uneasiness but you may depend that we did all that we could to curtail the heavy expenses attending a vessel in her Situation & should be exceedingly sorry to meet another under the like inconveniences as the Charges on Shipping at present are in-Conceivable, every tradesman making the most extravagant demands for their Labour, owing partly to the high price of Materials & Provisions, & there being no resource—Sailors are grown so wanton, that they are not [worth] what they ask £18 Stg. a month & a privi-lidge is currently given, and by some £45 Stg payd in France for the run to there—

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

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

John S Cripps & Mey

MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

[Savannah]

Friday April 3rd 1778

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

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

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

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

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

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

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

Revolutionary Records of Georgia 2: 68–70.
2. Commo. Oliver Bowen.
Dear Sir

I have received yours of Yesterday by Cap' Prince. I am very Sorry that there has any disadvantage arisen to the Service by the Men going off from the Warren without their pay, with regard to them Individually it is of little Consequence. Since it is Intirely owing to their own Impatience, those that tarried a few days were Satisfied according to their wishes. Nothing but the Weather & a little touch of the Gout prevented my being here several days Sooner than I was, and you know it is an Old maxim there is no help for Sickness. I will take care to have the people Satisfied as soon as possible. I have this day wrote to Cap' Deshon Expressing my Surprize at the Conduct of the Governor & Council of Connecticutt, if they have any new powers for this purpose I think such Conduct implies a reflection on us, especially as Congress have given us no notice of them, if they have not they certainly interfere with a department they have no business with, in the other Case I hope & don't doubt he will act with Spirit & let them know they have Nothing to do with the Ship, & Insist on the New Captain & his Crew leaving her but this I submit to your better Judgment.

I very much Approve of your sending the Providence directly on her intended Cruise to France for the reasons you mention, but I believe it will not be proper to Intrust any Packages by her Unless it be one of news papers, which I will forward in Season. The Blanketts are obtained & will be ready for the first Opportunity the beginning of the Week, sooner they could not be had. What expectations are we to entertain of Cannon for Mr Cushing's Ship? It will be a Misfortune if she waits for us after hurrying him. What have you determined to do with the remainder of the pig Iron, but two loads are yet arrived, I look every Minute for the remainder weighed off, those Teams may carry up the Blanketts do you propose to send your Scales & Beam down. Can you make no use of the Fire ships at Providence, I have this afternoon agreed with M' Babcock for the Syrens Iron hearth at £12 P—C. he assures me it is almost as good as new, you will please to Enquire into the quality & take it away to Norwich or send it here as soon as possible the order is Inclosed. I Lament the loss of the Columbus it seems she took a poor time & was in some respects not well Conducted. I fear it will Encourage their Vigilence. I wish the Providence well Clear of them, but I have my fears about her. We have no kind of News foreign or domestick, if any thing Occurs shall write you again immediatly, I wish you had returned and gone thro' the Small pox which is very light, & by that means got Clear of any future Apprehensions, I am sure I heartily wish both for the Company & assistance of one of you at least. I am Sincerely [&c.]

J Warren
We have failed of the Iron
hearth at Salem & I do not know
at present where we are to get
one for the Ship at Salisbury &
have not more than 20 tuns of
ballast engaged for her.¹⁰

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

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

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

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

JOURNAL OF THE CONTINENTAL CONGRESS

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

The Committee on the Treasury brought in a report; Whereupon,

Ordered, That a warrant issue on Nathaniel Appleton, Esq. commissioner of the
continental loan office in the State of Massachusetts bay, in favour of the Marine
Committee, for 40,000 dollars; one other warrant in their favour for 30,000, dollars,
James Rivington
on John Lawrence, Esq. commissioner of the continental loan office in the State of Connecticut; and one other warrant for 30,000 dollars in their favour, on Nicholas Gilman, Esq. commissioner of the continental loan office in the State of New Hampshire; for which sums the said Marine Committee is to be accountable, the same being advanced on their application for the use of the navy board in the eastern department.

*JCC* 10: 308–9.

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

Dear Sir.

Wilmington. [Del.] April 4. 1778

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

W. Smallwood.

1. Hugh Congleton, 3d Lieutenant 8. Thomas Benney, Marine
   Of the *Roebuck*.2 9. Thomas Smith, Marine
2. James Donavin, Mate of 10. William Chritic, Sailor
3. Samuel Wischam, mate of 12. Thomas Maloney, do
   the same schooner. 13. Richard George, do
4. Windsor Donavin, 2d mate 14. George Lacho, do
   of the same schooner. 15. William Ketterick, do
5. Thomas Soltar, Sailor 16. Walter Williamson, do
6. Thomas Pusey, Marine 17. Walter Guthridge, do
19. James Watkins, do
20. Thomas Brown, do
21. Edward Hongchurch. Sailor of the Schooner.4
22. William Sprackett, do
23. Francis Carroll, do
24. John Mitchell, do died at Lancaster. 26th April, 1778.5
25. Joseph King, do
26. James Hamilton, do
27. John Richards, do
28. Richard Pierce, returned, being a soldier Col. Green’s regiment6
29. Benjamin Bearnes, Sailor
30. Dennis Coakley, do
31. Peter Adick, do
32. Peter Johnson, do
33. Charles Branson, do
34. John Thomas, Marine
35. Charles Kelley, Sailor


2. H.M. frigate Roebuck, Capt. Andrew Snape Hamond, commander. As seen in a report published in The Pennsylvania Packet of 8 Apr., below, a tender of H.M. frigate Roebuck had run ashore at Cape Henlopen on 22 Mar. and its crew of twenty-one men had been captured. Hugh Congalton must have been an acting lieutenant as he was not commissioned until 6 June 1778. UKLPR, Adm. 6/21, p. 562.

3. On 5 Apr., Gov. Caesar Rodney of Delaware wrote Smallwood requesting that he return the “Captain of the Schooner Reed,” whom Rodney had sent to Smallwood’s camp. Rodney added: “The veshell is Libeled in the Court of Admir[alty] and the Judge requests his being sent down here. . . . it seems the Veshell can’t be [con]demned without him.” Rodney Letters, 258.

4. This was the first line of the second page of the letter.

5. The entry reporting Mitchell’s death must have been added later.

6. Col. Christopher Greene, First Rhode Island Continental Regiment. It is probable that this notation was added later.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Present.

Mr Whiting, Mr Travis and Mr Lewis.—

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

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

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

Ordered that Doctor Mc.Clurg3 deliver to Doctor David Brown such Medicines as he may want for the use of the Ship Dragon.—

Ordered that a Warrant issue to Mr Joshua Storrs for the use of Messieurs Hewes and Smith4 for two thousand eight hundred and five pounds four shillings for the purpose of furnishing necessaries for the use of the ship Caswell.—3

Ordered that Cap$ Callender,6 deliver to Cap$ Saunders 12 Lb of twine for the use of the Manley Galley.

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

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


2. Anderson was a midshipman in the Virginia Navy.
3. Dr. James McClurg was director of the Virginia General Hospital.
4. Joseph Hewes and Robert Smith were merchants at Edenton, N.C.
5. Virginia Navy galley Caswell was preparing to proceed to Ocracoke Inlet, N.C., where it was to take station. Stewart, History of Virginia’s Navy, p. 53.

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

April 1778

Saturday 4

at 5 AM saw a Strange Sail to the Southward TKd. and gave chase at Noon fired 5 Shot at her to bring her too sent a boat on board her North Part Heneago NWBW 6 Leagues Light Air & Clear W at 2 PM the Boat Returnd took the Chase a Prize sent a Petty Officer & 4 Men to Carry her down to Jamaica

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

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

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

April 78

Saturday 4th

At the Pitch Kettle Moorings in English Harbour Antigua Fresh Breezes and clear W Came in the Fly from a Cruize.1 Our Ships Crew receiv’d Prize money for ye Success Schooner. Peggy Katty and Sampson Brigs and Maria Sloop.2 Our Tender ye Tartar3 sent into St.Johns An American Privateer laden with Rice and Indigo.4

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

2. For more on the capture of Success, Peggy & Katey, Sampson, and Maria, see List of Prizes Condemned in the Vice Admiralty Court of Antigua, 14 Jan. 1778. NDAR 11: 124–27.
3. Sloop tender Tartar.
4. This was probably sloop William, Joseph Watson, master, which was captured off St. Barthélemy, French West Indies, on 51 Mar. See, Young’s Prize List, 27 Apr., below; there the capture is credited to H.M.S. Portland.

April 5 (Sunday)

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

April 1778

Sunday 5th

Cape Lahave [Nova Scotia] bore NWBN about 8 Miles at 10 AM Saw a Sail to Windward bearing Down upon us At Merd spoke her and [found] her to be from Boston1 boarded by the Lydia Letter of Marque—
Cape Lahave bore NWBN about 8 Miles More Moderate [PM] Set T G1 sails and Staysails Thick Fogg out Boat & Sent 6 Men & an Officer on board the prize Made Sail saw the Lydia Barke to Wward in 2 Reefs in the Top sails & Main sail Down Top G1 yards hard Gales & Squally 3 Sail in Sight Sounded in 50 fms
D, UkLPR, Adm. 52/1636, part 3, fols. 36–37.

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

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

April 1778

Sunday 5th.

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

Latt’d in 40°..32’ N°.

First & Middle parts fresh Breezes & Hazy with rain, Latter fresh Breezes & Clear.— at 1 PM made sail the Prize in C°. at 6 got down T:G: yards.— soundings from 40 to [30] f°. Fine sand.—

D, UkLPR, Adm. 51/867.

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

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

Sir

I am extremely sorry that I should in any Case differ in Opinion from your Excellency, But I cannot help thinking that the Prizes No. 2.3 & 51 do not come within the same line with those others already deliver’d up at your Desire; And must yet take the liberty of insisting upon the right the Troops or Naval Powers of the American States have to seize and take the Persons and Property of all British Subjects upon any part of the River Mississippi from its source to the Sea in like manner as upon the high Seas provided the same is not on shore upon His Catholic Majesty’s Territories or under the Guns and protection of any Fort in Your Excellency’s Government, Neither of which was the Case of either of these Prizes

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

New Orleans 5th. April 1778

Ja Willing Cap’n

In the service of the

Indep’t United States of America
1. As seen at Willing to Gálvez, 24 Mar. 1778, where the circumstances of each capture are discussed in some detail, prize no. 2 was brigantine *Neptune*, John Knowles, master; prize no. 3 was a bateau owned by Stephen Shakespear; and prize no. 5 were boats captured above "Spanish Aux Arcs" after trading with a British post. **NDAR** 11: 776–77. The captured boats, prize no. 5, were owned by a merchant named Rapicaut. John Caughhey, "Willing's Expedition Down the Mississippi, 1778," *The Louisiana Historical Quarterly* 15 (Jan. 1932): 22.


**April 6**

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

April 1778

**Monday 6**

D° [Cape Sable] N53W Distance 31 Lgs

AM at 5 Set the Fore Sail at 6 Sat Main Top° at 9 Sat Fore Topsail at 11 Out all Reefs up T. Gall° Yards & sat the Sails at Noon saw a Sail to the North° gave Chace D° N12W dist 25 Lgs.

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

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


**CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JAMES LOVELL**

Navy Board Eastern Department

Sir Boston April 6. 1778

We have before us your favours of the 24th & 12th. Ult° Accompanied by Several Letters for your agents & Commissioners in Europe,° You will permit us to assure you of the most punctual Attention to the dispatch & Security of these Papers Letters We duly observe your hints, ° & have hitherto observed the line of Conduct you propose with regard to the Gazettes, & shall pursue it in future, no opportunity at present Appears but we shall omit none that shall in future offer ° I am Sr in behalf of the Board [&c.]

J Warren——

Cap° Burke° will hand you this I suppose he intends an Application to Congress for an Appoint° you know him & if his Conduct while a prisoner was without Exception will no doubt pay a proper Attention to his Applications there are Insinuations
to his disadvantage but I don’t know they are Supported by Evidence


1. The letter of 2 Mar. from the Committee for Foreign Affairs is in DNA, PCC, item 79, vol. 1, p. 173; the letter of 12 Mar. has not been found.
2. William Burke was appointed captain of Washington’s Fleet schooner Warren on 1 Feb. 1776. H.M. frigate Liverpool captured Warren on 26 Aug., and Burke was taken as prisoner first to Halifax and later to New York, where he remained until his escape in Mar. 1778. On 30 Apr. he presented a memorial to the Continental Congress, below, requesting back pay and an appointment as a captain in the Continental Navy.

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

April 1778

Remarks at Tiverton [R.I.]

Monday 6th

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

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

1. Paul Cartwright, second lieutenant of Spitfire.
2. David Gifford.
3. British battery at Bristol Ferry on the island of Rhode Island. Capt. Frederick Mackenzie noted on 7 Apr. in his diary: “The Rebels burnt the Sloop at Bristol ferry last night, without loss or opposition. Everything of value had been previously taken out of her.” Mackenzie, Diary 1: 265.

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

New-York, April 6.

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

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


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

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


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

Gentlemen [York, Pa.] March [April] 6th 1778

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

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

We have determined to stop the building of the Seventy four at Portsmouth for the present, and desire you will give orders accordingly, and for seasoning of the Timbers prepared for her 7 You will man and equip the Warren with all possible dis-
patch and order her out on a Cruize to the West Indies with directions to Captain Hopkins\(^8\) to apply to M' Bingham at S' Pierre Martinique or M' Ceronio at Cape Francois, Hispaniola, for such supplies as he may Chance to want, and send the Prizes he may take to their address or to the Continent as he may judge proper.—

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

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

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

“It is the opinion of this Committee from the representation of the said Board, that by the Resolves of Congress the Captors are only intitled to One half of said Vessel & Cargo”—Enclosed is a Copy of the Resolves referred to.\(^12\) You will see that a Claim is put in on behalf of the Continent we shall write to M' Landais by this opportunity—it is out of our power to comply with his wishes. We have a number of Captains out of employ, and it would be imprudent to pass by them.\(^13\) We shall immediately write Samuel Tuder and Captain Lawrence at Poughkeepsie on Hudson's River to send forward to you at Boston the sails of the two frigates, which were saved at the time said frigates were burned and which is in their possession.\(^14\) If they should receive directions from you therefore. One of those frigates was 28 and the Other 24 Guns—The sails of the 28 may suit one of the Ships building at the Eastward as they are large, and the sails of the 24 may suit for some of the sails of the other. You may direct both or either of the suits of sails of these burned frigates to Boston or Norwich or part to one place or part to the other as you shall judge proper—they had two suits each. We are satisfied with your report respecting M' Roche.\(^15\) How he came to be suspended by a Resolve of Congress from his command of the Continental Ship of war the [Ranger] when he never was appointed to the command of her we cannot tell. Captain Roche laid a plan before Congress, which they referred to the Marine Committee to carry into execution, whereupon they empowered M' Langdon to build a Vessel of war, and employed Captain Roche to advise and assist about the building &c. He wrote the Committee a Letter dated the 29\(^{th}\) of December last at the close of which he mentions that he had waited with that patience that became a Gentleman in his Situation living on his own Money for Six Months, wages &c being stopped ever since his suspension and that he waited impatiently for our farther orders. He hath a right, as you have reported in his favour, to his wages, and
therefore would have you enquire into what time he hath been paid, and what per month, and pay him off.

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

We approve of your altering the name of the Industrious Bee to that of the General Gates altho we think it would have been a higher compliment to have given his name to a frigate. We cannot determine upon a proper person to command the frigate at Salisbury.\(^6\) We would have the berth left open for Captain Manley as he may be exchanged, and for the present the Charge of her be given to the person who you may judge suitable for a first Lieutenant of her.\(^7\) We leave to you to determine respecting the Lieutenants who are desirous to make a Cruize of a few Months. Inclosed are the Rules & Regulations of the Navy—Congress has ordered us to Revise them—\(^8\) If you can suggest any New Rules or alterations that will be necessary, we would be glad you would propose them, and if you can by any means procure a British Privateers Commission, send it forward to us. Coppies of Captain Judds and the Captain of the Jamaica Packets may answer—they were taken by Captain Harding of the Connecticut State ship and their Commissions are in the Maritime Court of the Middle District Massachusetts.\(^9\) We have ordered Mr Barnabas Deane of Connecticut to lay his accounts against the frigate Trumbull before you, which you will please to examine and transmit to us a Copy of his account Current when we shall give orders for the paymt of the balance that may be due to him.\(^10\) We are Gentlemen \[&c.\]

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\(^1\) Internal evidence proves that this letter was not written on 6 Mar.; it was probably written on 6 Apr.
\(^2\) Letters not found. On the Continental Navy frigate Warren eluding a British blockading squadron in Narragansett Bay and escaping to sea, see Memoir of Elias Ware, 16 Feb. 1778, and Frederick Mackenzie’s Diary entry of 17 Feb. 1778. \(NDAR\) 11: 355–56; 362.
\(^3\) Warren arrived in Boston on 23 Mar. It had captured two prizes—an unidentified snow and the ship Neptune, but Neptune was retaken. \(NDAR\) 11: 781–82; \(The Providence Gazette; and Country Journal\), 18 Apr., below.
\(^4\) That is, the Providence River.
\(^5\) On 4 Apr., Congress approved a Committee on the Treasury report directing Nathaniel Appleton, John Lawrence, and Nicholas Gilman, commissioners of the Continental Loan Offices in Massachusetts, Connecticut, and New Hampshire, respectively, to advance money for the use of the Eastern Navy Board. \(JCC\) 10: 308.
\(^6\) See Continental Marine Committee to John Langdon, 3 Apr., above.
\(^7\) The Continental Navy ship of the line America being built at Portsmouth, N.H.
\(^8\) Capt. John Burroughs Hopkins.
\(^9\) For this resolution of Congress, dated 20 Mar. 1778, see \(NDAR\) 11: 741.
\(^10\) See Continental Marine Committee to Continental Navy Board of the Eastern Department, 23 Feb. 1778. \(NDAR\) 11: 410.
\(^11\) Capt. John Peck Rathbun of the Continental Navy sloop Providence argued that the armed merchant brig Mary, which Rathbun had captured when he occupied Fort Nassau, Bahamas, was a British warship and thereafter he and his crew deserved the entire value of it instead of the one-half share that Congress had mandated Continental naval officers and crews should receive when they captured merchants, transports, or store ships. See John Bradford to Leonard Jarvis, 4 Mar. 1778. \(NDAR\) 11: 505.
\(^12\) The resolutions, dated 30 Oct. 1776, are printed in \(NDAR\) 6: 1463–64.
\(^13\) See Continental Marine Committee to Capt. Pierre Landais, 7 Apr., below.
\(^14\) See Continental Marine Committee to Augustin Lawrence and Samuel Tudor, 7 Apr., below. These
ships were Continental Navy frigates Congress (28 guns) and Montgomery (24 guns).

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

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

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

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


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

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

Gentlemen

[York, Pa.] April 6th 1778—

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


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

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

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS READ, CONTINENTAL NAVY

Sir

[York, Pa.] April 6th 1778

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

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


continental marine committee to captain thomas plunkett, continental marines

Sir [York, Pa.] April 6th 1778

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

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


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

journal of H.M. brig-rigged sloop-of-war DILIGENCE, commander Thomas Davey

April 78 D° [Island Corvo¹] S° 35: 48 E
Monday 6th Dist 128 Lea²

Mod° & Cloudy. gave Chace to a schooner & came up with her prov’d to be an American Schooner from bilboa b³ to Boston.² took Charge of her.

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

1. An island in the Azores.

journal of the virginia navy board

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

Present.

Mr Travis.—

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

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

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

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

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

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

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

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

[Extract]
Copy of a Letter from Lieutenant Colonel Brown of the Rangers to His Excellency Governor Tonyn dated at Fort Tonyn on S't Marys River the 6th: April 1778

Sir/

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

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

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

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

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

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

Twenty were sent to Tybee to Garrison the Island, who boarded a French Snow laden with Rice and Indigo, and have conveyed her 'tis Supposed to New York or Augustine.⁴
A Fire broke out in Savannah a short time after our Affair at Fort Barrington destroyed a public store with clothing, ammunition &c &c, and ten houses—The Court house narrowly escaped as it was fired in three places.

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

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

The Gallies are laying manned entirely with Governor Wright’s Negroes at the following places, one at Sapelo high point—one at Sunbury—one at Ossabaw opposite to Shannons point, and the other at Savannah.

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

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

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

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

I have the honour to remain [&c.]

(Signed) Thos. Brown


1. Fort Moultrie on Sullivan’s Island, S.C., and Fort Johnson on Ashley River, S.C.
2. On Winyah Bay, guarding the approaches to Georgetown, S.C.
4. On 25 Mar., Capt. George Young’s company of Georgia Artillery was ordered to Tybee Island to relieve a detachment from the Fourth Georgia Continental Regiment posted there, but this company was not from the Third Georgia Continental Regiment nor is there any indication the posting was a punishment. “Order Book of Samuel Elbert”, p. 119.
5. On 13 Mar. 1778, Brown with a party of one-hundred East Florida Rangers and ten Indians captured Fort Barrington/Fort Howe on the Altamaha River. Too weak to hold the post, Brown burned the fort and retreated into East Florida taking the captured garrison of twenty-three men with him. Searcy, Georgia-Florida Contest, 1776–1778, p. 130.
9. That is, slaves taken from the confiscated estate of Georgia Royal Governor James Wright.
10. “Sapelo high point” is the northern-most point of Sapelo Island; Shannon’s Point was a spit of land at the confluence of the Ogeechee River and Green Island Sound.
11. Former President of the Continental Congress and Boston merchant John Hancock.
12. These are plantations and slaves confiscated from Loyalists.

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

April 1778          Antigua N° 4 lea
Sunday 6th:         D° Wea° [good & fair] A Commission was read appointing M° Spencer Lieut of the Ship in the stead of Lieut Hardy who was appointed to command the Pelican Brig. Sailed from English harbour. chaced & took a Sloop from Martinique to Boston.
1. Henry Spencer.


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

APRIL 7

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

PORTSMOUTH. [April 7.]

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

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

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


2. During the cruise to France, Raleigh and Alfred made the following known captures: on 2 Sept. 1777, snow Nanny, Anthony Hooper, master (See NDAR 10: 116 and n, 242, 847, 930, 959, 940–41, 946); on 28 Sept. 1777, brigantine Sally, Edward Marshall, master (See NDAR 10: 875, 939, 946, 948, 1001); on 28 Sept. 1777, ship Jamaica, David Watt, master (See NDAR 10: 875, 877, 900, 912–13, 939, 941, 947); and also on 28 Sept. 1777, ship Ann Susanna [Anna Susannah], John Taylor, master (See NDAR 10: 875, 877, 900, 912–13, 941, 947). Departing L’Orient on 29 Dec. 1777 on their return voyage to America, the squadron reportedly made the following prizes: brig Eagle, J. Morgan, master, captured on 30 Dec. 1777 on a voyage from Yarmouth bound to Genoa and Leghorn but escaped in the night (See NDAR 11: 1046 and n.; and The Independent Chronicle, and the Universal Advertiser [Boston], 9 Apr., below); and an unidentified sloop with wine taken off Senegal Bar, Africa. This sloop was probably the Granville. On 2 Feb. Capt. Thomas Thompson signed seven seamen from sloop Granville on board Raleigh. These were the last entries he made in the muster book of the Continental Navy frigate. (See The Independent Chronicle, and the Universal Advertiser [Boston], 9 Apr., and the Muster Book of Continental Navy Frigate Raleigh, Appendix A, below).


5. Capt. Thomas Dalling, commanding New Hampshire privateer brigantine General Sullivan, which mounted 14 carriage guns, manned by a crew of 100 seamen, and was owned by Eliphalet Ladd and others, of Exeter, N.H. It was commissioned on 13 Sept. 1777. DNA, PCC, item 196, vol. 6, p. 43 (M247, roll 205). General Sullivan was returning from a cruise in the West Indies from Jan. through Mar. 1778. See NDAR 11: 423, 739.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Tuesday April 7th. 1778

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

JAMES WARREN TO WILLIAM VERNON

Dear Sir Boston April 6. 1778

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

J Warren—

April 7th. The officer of the Providence who brought your favour Engaged to call on me
& I Intended to Send this & the money you wrote for by him he called at the office when we were all gone to dinner. Some of the Family Seeing a Letter on the Table before prepared Unadvisedly Suffered him to take it on which he went off without my Seeing him. I am still in quest of a Team to Carry the Blanketts without being able to procure one as yet. Shall Embrace first opportunity to forward this & the money—

L., RNHi, William Vernon Papers. Addressed at foot of second page: “Hon’ble Will Vernon Esq’.”
1. Salisbury Furnace, Salisbury, Conn.
5. John Deshon, member of the Continental Navy Board of the Eastern Dept.

JAMES WARREN TO JOHN LANGDON

Navy Board Eastern department
Boston April 7th. 1778

Sir

Your favour of the 28th Ult. is received,1 I am fully sensible of the disadvantage of doing public business under the circumstances you do, I wish it was in my power to afford you any relief, or to answer with any certainty the several questions you ask. That Congress intend you shall be supplied I have no doubt, but whether that supply will be seasonable I am unable to say. I have always flattered myself with prospects of supplies equal to the business assigned us, but have hitherto been disappointed & greatly embarrassed, I can therefore only say it is at present actually wholly out of our power to supply you with any even the smallest sum, we have repeatedly wrote & represented the bad effects both to the credit & interest of the Continent, by keeping us so short of money,2 we have about a month agoe wrote very pressingly on this subject, I hope this will produce the desired effect, but the marine committee dont seem to be fully imprest with an adequate idea of the extravagance of the times, & the extensiveness of our department, I hope soon to be able to give you more pleasing account of our own situation and am in the mean time [&c.]

J Warren—

1. Not found.
2. See John Langdon to President of Congress, 3 Mar., NDAR 11: 494–95.

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

Sir/

I have the honor to inform your Excellency of the proceedings of the detachment, under my command from their leaving the Hook—

The 5th, about 3 O’clock in the morning, we weighed, and at 8 O’clock, we anchored off Squam Inlet, after reconnoitring the place from the vessels, we landed at
about one hundred yards distance from a Saltwork, on the left of the Inlet, which we immediately destroyed.—

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

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

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

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

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

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

Boyd Porterfield
Staaten Island [N.Y.]
7th April 1778—

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

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

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

JOURNAL OF AMBROSE SERLE

[Sandy Hook, N.J.] TUESDAY, April 7th.
Two or three small armed Vessels, with Troops on board arrived last night from Egg Harbor, where they had destroyed some Salt Works, erected by the Rebels, and other Stores, to the Value of near £30,000, without the least Inconvenience.
on the Coast, by small Detachments, would annoy the Rebels exceedingly, and with
great Facility on our Part. . . .

Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, Secretary to Lord Howe, 1776–1778* (San
Marino, Ca.: The Huntington Library, 1940), 282–83.
1. For more on the British raid on American saltworks at Squan River Inlet, see Capt. Boyd Porterfield
to Lt. Gen. Henry Clinton, this date, above, and Extract of a Letter from Kildare, Monmouth County,
N.J., 9 Apr., below.

**CONTINENTAL MARINE COMMITTEE TO CAPTAIN PIERRE LANDAIS,**
**CONTINENTAL NAVY**

Sir [York, Pa.] April 7th 1778

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

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

**CONTINENTAL MARINE COMMITTEE TO AUGUSTIN LAWRENCE AND SAMUEL TUDER**

[York, Pa.] April 7th 1778

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

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

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

*Roebuck* at Philadelphia
the 7th April 1778.

D’ Sir

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

What can have become of the Admiral?—3 It is impossible to express the anxiety
we are in on his account, as ten days have elapsed since his Lordship was off New-
York. I hope we shall find He has gone back thither, and that He is not all this time
beating about at Sea.
The General is somewhat disappointed at his Letters not having gone to Rhode Island.— If you should leave the River before the Eagle comes in, You will be so good as to leave the Letters onboard the Pearl with Captain Linzee.

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

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

I have the honor to be [&c.]

AS Hamond.

1. The problem with its mainmast did not incapacitate H.M. frigate Brune, which performed convoy duty a short time later.
2. On the convoy of forage ships and victuallers escorted to Philadelphia by H.M.S. Isis, Capt. John Raynor, commander, see NDAR 11: 787.
3. On the whereabouts of Vice Adm. Viscount Howe, see his letter to Secretary of the Admiralty Philip Stephens, 23 Apr., below.
5. H.M. frigate Pearl, Capt. John Linzee, commander; H.M.S. Eagle, Capt. Roger Curtis, commander, was Viscount Howe’s flagship.
6. H.M. ship-rigged sloop-of-war Vulture, Comdr. James Feattus, commander, was patrolling an area from the Brown Shoals, near the mouth of the Delaware River, to the Narrows, some twenty miles up the river.
7. H.M. ship-rigged sloop-of-war Zebra, Comdr. John Orde, commander, was cruising near Cape Henlopen.

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

SIR,

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

Lieut. Spry, commander of his Majesty’s galley, the Cornwallis, Mr. Bradfould master, and twenty-two of the crew; Lieut. Bogue and ten marines belonging to the Camilla, and ten men belonging to the Pearl, on the 18th of March last, landed in two gun boats, a little above Red Lyon Creek, about four miles above Reedy Point, on the Pennsylvania shore, under cover of the gallies guns, marched about three miles up into the country to the head of Red Lyon creek, there surprised and took a rebel gun boat called the Fame, Joseph Wade commander, mounting one four pounder, four swivels, and two wall pieces, manned with twelve men. On the sight of the British seamen and marines on the top of a hill where the boat lay under, the rebels hove overboard the swivels, wall pieces, and most of the small arms, stoke the boat with a shot, and made their escape over the creek, not withstanding a heavy fire of small arms on them at the distance of about 150 yards.
The boat was got safe down the creek; and brought along side the galley, to the
great credit of Mr. Bradfould, and the seamen left in charge of her.\footnote{5}

\textit{The Royal Pennsylvania Gazette} (Philadelphia), Tuesday, April 7, 1778.

1. The date was taken from the date of the edition of \textit{The Royal Pennsylvania Gazette}.
4. Red Lion Creek is in Delaware.

\textbf{JOURNAL OF H.M. FRIGATE \textit{EMERALD}, CAPTAIN BENJAMIN CALDWELL.}

[April 1778] Sowels Point SW, Back River Point
Tuesday 7\textsuperscript{th} North, Old point Comfort West.

\begin{quote}
at ½ past 5 AM weigh’d & made Sail; at 8 AM anchored in Hampton Road without prize,\footnote{1} found riding here the \textit{St. Albans} & 2 Victuallers 10 AM employed bringing provisions onboard, Carp\textsuperscript{\textdegree} & arm\textsuperscript{\textdegree} empl\textsuperscript{\textdegree} onboard the \textit{St. Albans} in making a machine for Steering the \textit{Virginia} Frigate.\footnote{2}

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

Ditto Wea\textsuperscript{\textdegree} [Moderate Wea\textsuperscript{\textdegree}] employed bringing Provisions onboard, Moored Ship a Cable each way sent an anchor & Cable onboard the \textit{Virginia}, the Carp\textsuperscript{\textdegree} & arm\textsuperscript{\textdegree} emp\textsuperscript{d} as before.
\end{quote}

D, UkLPR, Adm. 51/311.

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

\textbf{JOURNAL OF THE VIRGINIA NAVY BOARD}

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

Present.

Mr Travis.—

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

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

Ordered that Mr William Holt\footnote{1} deliver to Captain Celey Saunders sixty gallons of Lintseed Oil, three barrels of pork, five ditto of Beef, four coil of two yarn spunyarn one ditto of four inch rope three barrels of turpentine, three coil of two inch cordage, three ditto of one and half inch ditto and two pound marline for the use of the ship \textit{Tempest}.—

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

1. Holt was the agent/contractor for the Virginia Navy on the James River. \textit{NDAR} 5: 1220n.
MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

Tuesday April 7th 1778 [Savannah]
The Board met
Present
His Honor the Governor [John Houstoun]

Richard Wylly
John Lindsay
John Fulton
Charles Kent

WHEREAS it appears that there is reason to apprehend an attempt by Sea is intended against the Town of Sunbury—Ordered that it be left to the discretion of the Commanding Officer in Liberty County\(^1\) whether to march the Militia with the Continental Troops,\(^2\) or to keep them for the defence of Sunbury—

ORDERED That the said Commanding Officer draft a detachment sufficient to Mann the Gallies\(^3\) at Sunbury and that they go on board the same as Marines and that the Commanding Officer of the Gallies\(^4\) act in concert with the Officers of the said Militia this order Nevertheless to be left to the discretion of the said Commanding Officer of Liberty County who being on the spot will be better enabled to judge from circumstances

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

Revolutionary Records of Georgia 2: 72–73.
2. Third and Fourth Georgia Continental Regiments commanded by Col. Samuel Elbert.

CAPITANE DE VAISSEAU FRANÇOIS, CHEVALIER DE LA LAURENCE
TO GABRIEL DE SARTINE

Monseigneur

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

Le 29 sur les dix heures du Matin j’eus Connaissance d’un brick qui M’apercevant prit chasse sans Mettre de pavillon. je le suivis sans pouvoir satteindre, quoique Ma fregatte eut une superie[ri]té de Marche il doubler la ploï de salines de deux bord avant Moy et aprés sa Manoeuvre je lay jugé corsaire Royaliste.

Le 30. apres Midy je Rencontray le Vau. La prothee, et la fregatte la blanche. jenvoyay prendre les ordres de M° Le commandeur de dampierre, qui Menjoignit de venir prendre un Convois a s° pierre. je My suis Rendus le 31. et Mon depart pour le deboquement fut fixé au 3. de ce Mois Conformament a la demande qui Men fut faite par le Commerce.
pendant les deux jours que jay Resté a s'pierre, il Me été parlé asses ouvertement du Convois (par les differentes question qui mont été faite, je juge qu'on désirait penetrer quel pouvait être la Conduitte que je projettais tenir Relativement aux batimens angloamericains qui profiterais de Mon escorte) le Sr bergame, députe du congrès dans Cette colonie sest un peu ouvert. il est venu Me voir Me demander protection pour les Navires Insurgens Ma Repose a été que jappareilleray a huit heures du Matin, que tous les batimens qui sortiraient sous pavillon francais fixeraient Mon attention, que je Ne Négligerais Rien pour Les Conserver. il me demandé de les defendre contre les Vaux de guerre anglais (je luy ay dit que surement ils Ne seraint pas attaqué si je Ne Rencontrais que des forces egalle a celles que javais, Mais que je Nen-gagerais point daffaire si je Me trouve inferieur; cela Na pas paru le sastisfaire) il Ma demande des Signaux je lui Refusé, il a en Recour a Mr. le Marquis de bouillé qu Men a parlé, jay crû devoir Rendre a ce general les Raisons qui Me faisais ágir ainsy. des signaux sont des [illeg.] qui peuvent Constater une protection trop ouverte, embarasser les Ministres du Roy, et Me compromettre beaucoup. Le sieur bergame a demandé qu'on se séparat du Convois la Nuit plûtôt que le jour, jay Representé au general que la separation de jour Me paraissait plus Convenable qu'il y avait tout a gagner pour les capitaine de la flotte. qu'ils seraient escorté au Moins jusqua lendroit fixé; que de jour Restant en panne jusquau [Moment?] ou je Ne les decouvoirais par du haut des Mats, ils aurent la facilité de se Replier sur Ma fregatte en cas de [illeg.] denemens.

Le Sr bergames Ma ecrit au Moment de Mon depart pour Me Recommender un batteau chargé d’effêts important pour larmée de Wassinnton, jay Repondu quil Navait que Me tenir de pres, que je le ferais observer, et que la Nuit pour la commodité des diferens capitaines jaurais des feux allumé.

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

permettez Moy Monseigneur qu’en vous assurant du désir sincere de Meriter votre confiance, je vous demande quelques éclairissements sur la Conduitte que jauray a tenir par la suite, je puis vous assurer de la plus grande disgretion. Les instructions donné jusqu’a present Relativement aux Convois se borse á escorter jusqu’a Vint cinq lieues d’antigues, M“ de bouillé et de dampierre scavent qu’il y a des angloamericains dans tous les Convois, le premier Regarde comme interressant de les protéger. Mais le Nombre saugmentent, cela devient embarassant quand il faut passer de pres devant la dominigue, et antique.

Le Commerce parait tres pêné de la prise d’un batiment Nantais arrêté par un petit corsaire Royaliste a 30 lieues dantigue. M‘ de bouillé a envoyé le Réclamer, je doibt que lit soit Rendu le Navire a eté Reconnu être une prise anglaise acheté en france et le capitaine avait Negligé de se Munir de suite de propriété formalité Necessaire selon les loix angalaise.

Larmée insurgente Manque de tout. un capitaine du Convois qui Commande un petit bateau francais a deposé avoir fait 26500 den objet qui luy en avait couté trente cinq. il luy fut permis de vendre pulpiquement, il est si satisfait de cette fortune qu’il hazarde un second voyage. il a preté une partie de son argent aux congrés a six
il y a bien des corsaires Rassemblés dans le port de s' pierre sans entrer dans les Vues politiques du gouvernement je Ne puis connaitre quel peut être l'avantage de les Reunir en si grand Nombre dans la Ville principale, en perspective a tout ce qui entre ou sort du canal, un acte dostillité commis par une Ville aussi Riche occasionnerait bien du Mal aux habitants et sa baye est peu défendue, il Me semble qu'il serait possible de leurs donner les Memes secours en leurs fixant un lieu plus fermé.

Le 1er. du Mois un corsaire préparant des artifices la pipe a sa bouche fit sauter la dunette de son Navire, l'explosion fut assés considérable, quatre hommes ont été brûlé. sans la chaloupe de letoudi et la Mienne le feu se communiquait dans les vais a la Rade.

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

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

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

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

jay trouvé la diligente sous Voile a la basse terre,3 jay prié M' duchilliau4 de prendre la queüe du convois jusqu'a ce que Nous fussion dépasse etant. il était tres possible que tous les batimens Nauray pú doubler Monsérá, et leurs position eut été facheuse. Mr. duchilliau me été dun grand secour. j'ay l'honneur detre [&c.]

Le chev.de la laurencie

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

en passant devant antique Nous avons aperceu deux frégattes et un Vau. Mouillé dans le port s' jeun, un batteau avec pavillon et flamme anglaise a elongé tous les batimens du convois, il était armé de six cannons et de quatre vint a quatre vent dix hommes. en passant près le batimen le plus de la queue, il luy a dit que dans la Nuit il comptait le prendre duchilliau la chassé, dans la Nuit il a cherché a penetrer dans le convois la diligente luy a envoyé un coup de Cannons.5

[Translation]

On board la Tourterelle, 7 April 1778

My Lord

Repairs to the mainmast of la Tourterelle were completed on 26 March. On the very next day I was under way from Fort Royal to go on a cruise to windward of Martinique, in the hope of meeting an English frigate that a few days earlier had examined a French ship that departed Brest on 15 February. I sighted said frigate in the middle of the channel tacking from the Pointe des Salines to the most windward
point of Saint Lucia; it had hoisted a white flag. Confident that it was a French frigate, the
shipmaster approached it. The Englishman had it searched; as it was loaded only with articles
for the King, it was allowed to pass.

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

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

During the two days I remained at St. Pierre I was spoken to very openly about the
convoy. Judging by the various questions asked of me, there was a desire to penetrate
what might be the conduct I planned to take regarding the English American ships which
would take advantage of my escort. Mr. Bingham,1 Congress’s agent in this colony, was
somewhat open. He came to see me to request protection for the insurgent ships. My
answer was that I would be under way at eight o’clock in the morning; that all the ships
going out under the French flag would hold my attention, and that I would neglect noth-
ing to preserve them. He requested that I protect them against English warships. I said
to him that surely they would not be attacked if I were to meet only forces equal to those
I had, but that I would not initiate anything if I were the weaker force. That did not ap-
pear to satisfy him. He asked me for the signals, which I refused him. He resorted to the
Marquis de Bouillé, who spoke to me about it. I believed in giving this General the rea-
sons for acting as I did. Signals are evidence that can prove a too-open protection, em-
barrassing the King’s Ministers, and compromising me greatly. Mr. Bingham requested
that they separate from the convoy at night rather than by day; I told the General that
separation in daylight hours seemed more fitting; that there was everything to benefit
the convoy’s captains, and they would be escorted at least as far as the predetermined
location; that by day, being hove to until I could no longer sight them from the top of
the masts, they would be able to fall back on my frigate in case an enemy approached.

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

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

Permit me, My Lord, while assuring you of a sincere desire to deserve your con-
fidence, to ask for clarification on the conduct I should follow in the future. I can
assure you of the greatest discretion. The instructions given me up to the present
regarding convoys are limited to escorting out to twenty-five leagues from Antigua.
Messrs. de Bouillé and de Dampierre know that there are English Americans in all
the convoys; the former considers it of concern to protect them. But their number
is increasing, that becomes embarrassing when one must pass close to Dominica and
Antigua.
Merchant shippers appear to be very hurt by the capture of a ship from Nantes taken by a small Royalist privateer 30 leagues off Antigua. M. de Bouillé has sent to reclaim it; I doubt that it will be returned; the ship was recognized as an English prize bought in France, and its master neglected to furnish himself with the deed of ownership, a formality required by English law.

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

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

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

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

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

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

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

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

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

The Chevalier de la laurencie

On board la Tourterelle in
Latitude 18º 20 □ [N]
Longitude 64º 30 □ [W]

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

3. That is, Basse Terre, Guadeloupe.
4. French Navy frigate Diligente, Lieutenant de vaisseau Charles-Louis, Vicomte Du Chillean de La Roche, commander, joined the convoy on 6 Apr. Ibid.
5. On 7 Apr., with no strange vessels in sight, the French Navy escorts left the convoy at 18° 4´ N, 65° W, that is, near the Danish West Indian island of St. Thomas.

Vice Admiral James Young to Secretary of the Admiralty Philip Stephens

[Extract]

Sir Antigua 7th. April 1778.

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

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

James Young

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

3. Young later pushed back the sailing date of the convoy escorted by H.M.S. Yarmouth to 2 May. Young to Stephens, 27 Apr. 1778, UklPR, Adm. 1/310.
4. H.M. frigate Phoenix, Capt. Hyde Parker, Jr., commander, had been damaged in a storm.
5. Capt. John Colpoys, commander of H.M. frigate Seaford, scouted Vice Adm. Graaf Lodewijk van Bylandt’s Dutch Navy squadron that had arrived at St. Eustatius in Mar. 1778. For the report, see Colpoys to Young, 31 Mar. 1778, NDA11: 852–53.
6. In a letter to Stephens of 18 July 1778, Rear Adm. Samuel Barrington, Young’s successor as commander of the Leeward Islands Station, complained of the continuing shortage of provisions, noting that for some time the ships assigned to that station had been “supplied with Rice in lieu of Bread which cannot but be prejudicial to the health of the Seamen.” Barrington blamed the contractors for the shortages. UklPR, Adm. 1/310.
JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Honble Gentlemen, Boston 8 April 1778

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

J B

1. This refers to 120 bales of duck and osnaburg Capt. John Burroughs Hopkins took out of the prize Neptune at sea. See NDAR 11: 653, 782.
7. Continental Navy Board of the Eastern Department.
13. The Continental Marine Committee replied to Bradford on 28 Apr., below. For more on this action, see NDAR 11: 575, 708.

JOHN BRADFORD TO NATHANIEL SHAW, JR.

Sir Boston 8th. Ap’ 1778

Yr favr of the 29 ulti is before me I have seen Colo. Sears on that business who tells me, if he Remembers Right Cap’t Lamb inform’d him that the Goods on publick Account Occupied the whole of the hold, which was a Motive for Giving his
Opinion as he did, But I told M‘ Sears that the Brig was floor’d with Molasses & Rum
the Navy board\(^4\) thought Cap\(^1\) Lambs demand very Extraordinary and Supposed
You would not pay it

The Memo\(^5\) you inclosed was an Exact schedule of her Cargo dld me, saving
an Error in the Musquet Balls, each box weighed one hundred w\(^6\), therefore there
was but three tuns. a Box the Cap\(^1\) made use of for the Brigs use, and must be
Charged. I weighed the powed \[powder\] it turned out \[six\]\(^7\) tons twelve hundred Net
weight. I think Cap\(^1\) Lamb told me he used a few four pounds Shot. Colo Sears has
promised he will see Waters\(^6\) again on this Occasion when You shall hear from me
in the Interim I am Sir \[&c.\]

Jno Bradford

I heartily deplore the Death of poor Cap\(^1\) Chew!\(^7\) in him his Country has lost a
Gentleman & a Brave officer, and his Acquaintance a Social Companion he did
honor to himself & to the Colours he fought under in his last moments.

\(^1\) Shaw wrote Bradford on 29 Mar. inquiring why freight charges were so high for the gunpowder,
lead balls, and arms imported on Continental account in the brigantine \textit{Favourite}, John Lamb, master.

\(^2\) Isaac Sears, merchant at Boston.

\(^3\) Capt. John Lamb.

\(^4\) Continental Navy Board of the Eastern Dept.

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

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

\(^7\) Capt. Samuel Chew, commanding Continental Navy brigantine \textit{Resistance}, was killed in an engage-
ment on 4 Mar. with H.M. Post Office packet boat \textit{Grenville}, Capt. William Kempthorne, commander.

Josiah Waters to Nathaniel Shaw, Jr.

[Extract]

Dear Sir

Boston April 8. 1778

Your favor of the 2\(^{\text{d}}\) instant I rec’d p’ Cap’ Allen. . . .

Yesterday came into this Port a Cap’ Smith in 25 days from Martinico, he
Brought a Letter from Wm. Leeds 1\(^{\text{st}}\) Lieut’ of the \textit{Resistance} dated S’ Pierre’s Mar-
tinico 10 March, the Contents of which though truly disagreeable I will Endeavor
to give you, he Informes the Navy Board,\(^2\) that soon after they saild from Martinico
they fell in with a Letter of Marque Ship Mounting 20 Six & 9 pdrs,\(^3\) which they at-
tackt,\(^4\) when our friend Cap’ Chew\(^5\) was the first who fell. he with I think three others
were kill’d instantly,\(^6\) Cap’ Leeds receivd a Shot in his Shoulder & several others
were wounded—Cap’ Leeds’s Wound obliged him to go below, where M’ Geo’
Champlin\(^7\) had been confined with severe Sickness of which he died two days after
the Engagement—

From this Situation of affairs the Brig at the Same time having suffer’d Consider-
eably twas thought to leave the Ship, which they did, having before taken a
Sloop & a Schooner—M’ Leeds’s Situation was such that he intimates his apprehen-
sion of not returning in the \textit{Resistance} he speaks very highly of the spirited Conduct
of the Crew—
The Relation I had from Capt Smith above mentioned, was, that the *Resistance* bore down upon the Ship, with design I suppose to board her, when Capt Chew sitting upon the Quarter deck tying a Handkerchief about his head and demanding an immediate Surrender (for it seems the Vessels were so nigh each other as to shout at each other) received a Shot from her Tops which immediately put an end to his Existance. I most sincerely Condole with his Family & Friends this unexpected Loss—I am Dr Sir [&c.]

J Waters

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

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

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2. Continental Navy Board of the Eastern Dept.
4. For more on the engagement of 4 Mar., see NDAR 11: 810–11.
6. Another report of Lt. Leeds’s letter of 10 or 11 Mar. from Martinique states that 12 of the *Resistance*’s crew were wounded. *The Connecticut Gazette; and Universal Intelligence* (New London), 17 Apr. 1778.

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**MILLER & TRACY TO COLONEL JEREMIAH WADSWORTH**

[Extract]

D’s S’t

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

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**THE CONNECTICUT GAZETTE; AND UNIVERSAL INTELLIGENCE**

New London, April 1778

The beautiful lady JANE WATTS, now a resident of the city of New York, has determined, on the approach of spring, to visit her native state, to spend some time in her father’s house, and then sail for the West Indies. She has therefore directed all her friends to send her any presents they may wish to make her, or any marks of esteem they may feel for her. She requests that all letters addressed to her should be directed to Mrs. Watts, New York.
from Ireland with provisions had got into Martineco,\(^5\) The Guinea Ship Sail’d from Martinico bound here,\(^6\) about the same time the Sloop did, in Company with The *Genl Lincoln* privateer,\(^7\) but neither has yet arriv’d. The Ship had in about Thirty Hogsheads Molasses & Forty Hogsheads Rum, so much for Privateering.

But I have now a Disagreeable acot. to give you I saw a Letter from Cap’t Leeds\(^8\) Dated at Martineco who was an Officer with Capt’n Chew, he Informes that Capt’n Chew was kill’d on the fourth of March in Attempting to Board A Ship mounted with Twenty 6 & 9 pounders\(^9\) That Several more of The Officers were wounded and the Brig’ Oblidg’d to Shire off had got her into Martineco That, George Champlin\(^10\) died after her arival there, & himself is badly wounded; The *Rawleigh* Frigate\(^11\) is arriv’d at Portsmouth & brings an acc’ of the *Alfred*\(^12\) being taken near Madeira.

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

Jared Tracey

Receiv’d From Colo. Sargent
1 Pipe Madeira wine 146 Gs. 6 out
1 Butt d’ 145 Gs.-3 out
3 Boxes Clarret 3 dz each
1 Kegg Gin 6 Gallons
7th or thereabouts Green Tea


1. Paul Dudley Sargent, merchant at Boston, and part-owner of Massachusetts privateer ship *Cumberland*.
2. Ship *Lady Gage*, Joseph Royal Loring, master, captured by Massachusetts privateer ship *Cumberland*.
3. Massachusetts privateer ship *Cumberland*, James Collins, master, which mounted 20 guns.
4. Brig *Lord Dungannon*, Charles Kirby, master, from Belfast and Cork bound to Antigua. For more on this capture, see Journal of H.M. frigate *Blonde*, 6 Apr., above.
5. That is, French Saint-Domingue.
6. This unidentified Guineaman was a prize of the privateer *Cumberland*. See NDAR 11: 301.
mander of the armed Ship *Trumbull*, against the Sloop *Industry*, —— Casey, late Master; against the Two Mast Boat ——, Joseph Vail, late Master; against the Two Mast Boat ——, —— Fordham, late Master; against a small Boat & their several Cargoes; also against a Parcel of Goods and Merchandize, found on the 19th of Feb. 1778.— Also one other Libel in Favour of Capt. John Kerr; Commander of the armed Schooner *Mifflin*, against the Sloop *Dory*, Thomas Nye, late Master, and her Cargo.— All which Vessels, Boats, Goods and Merchandize were taken as it is said, for Breach of the Laws of Trade, and brought into the County aforesaid.— For the Trial of the Justice of said Captures, the Maritime Court for the County aforesaid will be held in New-London, in the County aforesaid, on the 29th Day of Instant April, at 2 o’Clock Afternoon, of which all Persons claiming Property therein are to take due Notice and Govern themselves accordingly.

Per Order,

WINT. SALTONSTALL, Register.

April 8, 1778.

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

3. Continental Navy schooner *Mifflin*.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN JOHN ASHMEAD

“To John Ashmead, Esq.:”

“Continental Navy Board, BORDENTOWN [N.J.], April 8th, 1778.

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

“We are your friends,

“FRAS. HOPKINSON.”


*The Pennsylvania Packet, or the General Advertiser* (Lancaster), Wednesday, April 8, 1778

We hear from Lewistown, that on Sunday the 22d instant, at two o’clock in the morning, an English tender belonging to the *Roebuck*,1 mounting eight carriage guns and four swivels, with twenty-one men on board, ran ashore at Cape Henlopen; it being in the night, she was not discovered by the guards until day, before which time the crew had set her on fire and left her (the guns can only be saved). When the crew was first discovered, they were paraded on the beach, and surrendered themselves prisoners of war on firing one musket.
The next morning (being the 23d) a schooner called the *Reed*, and formerly belonging to Wilmington, mounting eight carriage guns and four swivels, James Donovan, Master, from St. Christophers bound to Philadelphia, with sugar and limes, consigned to Tench Cox, Merchant, also ran on shore at the Cape: The crew, consisting of eleven white-men and one Negro, surrendered themselves prisoners. The sugar, together with the rigging and sails, are saved.

The prisoners, being the crews of both vessels, amounting to thirty-three in number, are sent under guard to Dover, on their way to General Smallwood’s head quarters at Wilmington1,2.

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

Gentlemen [York, Pa.] April 8th 1778

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

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

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

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

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

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

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

We acknowledge the receipt of yours of the 12th of March and are pleased to hear that you had lodged the Stores in places of greater safety. We are glad to inform you that the *Virginia* frigate has got to sea.8 Mr. Read the Paymaster having represented that the duties of his office did not require his constant attendance he had our permission to transact some business for the Board of war. Congress has not appointed him to any new office—you will please to write to him and advise him to return to his Office if he hath not already returned. You have enclosed an Account of
Maxwell & Loyals which we refer to you for examination, we suppose you will require them to exhibit the particulars of the Charges in the said Accounts with the vouchers we have marked the drafts paid by this Committee since our removal from Philadelphia, and you have in your Books an Account of what had been paid before. You have also inclosed a Receipt of Lieut: Robert Harris’s late of the Ship Reprisal for 150 dollars paid him by the Navy Board at Boston which please to order to his debit in the Paymasters Books. We have your favour of the 25th of March and approve of the offer you have made the General of Rice Codfish and oil for the use of the Army. You will take the Commissarys Receipt for those articles and charge him in your Books. The Board of war have had consideration that part of your letter which relates to Captain Robinson and we suppose will communicate their Sentiments thereon to General Washington who doubtless will take proper measure for his releasement.

We are Gentlemen Your hble servants

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

1. Letter not found.
2. James Read.
5. On the destruction of the Continental ships in the Delaware River, see Navy Board of the Middle Department to Gen. George Washington, and Washington to the President of Congress, both 23 Nov. 1777. NDAR 10: 580–82.
6. The instructions, dated 5 Mar., are above. NDAR 11: 518–19.
7. James Maxwell and Paul Loyall were overseeing construction of Continental naval frigates at Gosport, Va.
10. The Board of War wrote Washington concerning the situation of Capt. Isaiah Robinson on 12 May, below. In his reply of 16 May, below, Washington discussed complications holding up Robinson’s release.
11. The letter from Capt. James Nicholson reporting the capture of Continental frigate Virginia is dated 2 Apr., above.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Present.

Mr Travis and Mr Archer.

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

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

Lieutenant Stafford Lightburne received Orders to proceed with the Galley under
Ordered that the keeper of the publick store, deliver to Captain Celey Saunders, One thousand Nails for the use of the ship Tempest.—

Ordered that Capt. Callender, deliver to Capt. C. Saunders, twelve pound twine for the use of the Tempest.—

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

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

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

April 1778 [Hampton Church NWBN, Old Point Comfort, NEBN, Sowels Point SBW.]
Tuesday 8th [PM] Ditto Wear. [Moderate Wear.] Completed the Ship to 3 months Provisions, Carpenters and armorers employed as before; sent our Tender up to Baltimore with some of the officers and men belonging to the Virginia.

D, UkLPR, Adm. 51/311.
1. Continental Navy frigate Virginia was captured on 31 Mar. 1778 after running aground near the entrance to Chesapeake Bay where the ship's rudder broke off and was lost. NDAR 11: 848–49. Carpenters and armorers from Emerald worked on board H.M.S. St. Albans to construct a substitute (finished on 11 Apr.) to allow the captured frigate to proceed to New York.

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

Ap3 1778 Cape Maize South 3 Leagues.
Wednes8 8 At 8 (AM) saw a Sail to SW. Gave Chase.
The Island of Cuba from West to NE 5 or 6 Leagues. Fresh Breezes and Fair Still in Chase, at 2 Fired a shot & bro4 her too. Sent an Officer to Examine her proved a French Sloop from Cape ffrancoise to Cape flair.1 took possession of the Prize sent a Petty Officer with Hands to take charge of her. Made Sail with the Prize in Company.2

D, UkLPR, Adm. 51/399.
1. In his private journal, Pasley identifies the sloop as Two Friends and writes that it was bound for Cape Fear, N.C. He also indicates that he only took possession of it as “punishment” for having forced
Glasgow to pursue it twenty leagues from its “Cruising ground” and because the captain of the sloop was “insolent.” Pasley, *Private Sea Journals*, pp. 23-24.

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

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

April 1778

**April** 9

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

April 1778

**Thursday 9**

D° [Cape Sable] bore North 12 Leag°

at 5 AM Sat¹ Close Reef Fore Tops¹ at 7 Sat Mizon Tops¹ & hauld down Main Stay¹ at 10 Out 3d Reef Main Tops¹

Cape Sable N°40°E 5 L°

Mod° & Clear at 1 PM sat the Fore Sail at 3 Saw 2 Sail to Windward Out all Reefs up Top Gall° Yards and gave Chace at 7 TK⁴ Ship [at] ½ past 8 Spoke the Chace it prov’d His Majesty’s Ship Orpheus who was in chace also. Gave Chace In Com° with her at 11 Came up with the Chace which prov’d a brig in Ballast from Marble Head bound to Carolina²

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1. That is, set.
**JOURNAL OF H.M.S. CENTURION, CAPTAIN RICHARD BRAITHWAITE**

April 1778

Thursday 9

D° [Cape Sable] N33W 23 Lgs

AM Commited the body of the deceased¹ to the Deep. At 11 Saw a Sail to the Eastwd. Wore Ship. Out all Reefs Topsails. Up Top-Gall⁰ yds set TopGall¹ Sails, Studdingsails & Driver & Gave Chace.

D° N25W 31 Lgs

First part fresh breezes & clear W° middle D° latter light Airs & calm. PM at 1 departed this Life Wm. Flowers. At 3 Shortened Sail, brought too, hoisted a boat out & sent her with an Officer on board the Chace which proved to be a Brig the property of Rebels.² at 7 made Sail.

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

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

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

Boston April 9, 1778

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

**JOHN BRADFORD TO LEONARD JARVIS**

Dear Sir,  

Boston 9th April 1778

I have loud Call from ye Secretary of the Board of Ordnance & War,¹ for a Return of all Ordnance & military Stores since I came into Office. I beg on Receipt of this you will be kind enough to forward me a Return as soon as may be not only of Ordnance & Stores but also of Tents Blanketts &c. As M’ Secretary presses the Matter in a most earnest tho polite Manner. Sorry I am to acquaint you that so far as Capt. John Adams² may be credited who was a Passenger on Board the *Raleigh*³ when the *Alfred*⁴ was taken it is the most criminal Matter that has happen’d this War. Adams declares that the *Raleigh* with 230 stout fine fellows on Board lay to Windward & see the *Alfred* engage two Ships, the one he says could not be larger than a 24,⁵ & the other an 18 Gun Sloop.⁶ Hinman finding himself deserted by his Companion before bore right before the Wind, & continued a running Fight about an hour the wind being very light, when the very Instant Thompson order’d to let down the Foresail & bear down to them, the brave Hinman overpower’d by so superior a Force was obliged to strike,
if he has survived the Carnage he & a very large Number of very useful Members are
for a time lost to the Community by such Conduct, as in Britain would bring him to
his Knees to receive the like Punishment a[s] Byng suffer’d,7 Im sorry the Post is
stopped what is the Reason. If money is wanted I will gladly Subscribe your &c

Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).

2. Adams had commanded the Massachusetts packet schooner Lynch which was captured on 9 May
1777 by H.M.S. Foudroyant off the French coast. For more on this capture, see NDAR 8: 866; 9: 381–82.
7. Adm. John Byng (1704–1757) was shot, while kneeling, at Portsmouth, England, on 14 Mar. 1757, after
a court-martial found him guilty of not doing his utmost to relieve the French siege of Minorca in May 1756.

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

BOSTON, APRIL 9, 1778.

The Raleigh1 and Alfred2 sailed from L’Orient the 29th of December, in Company,
and proceeded to cruise off the Coast of Africa; from thence crossed [to] the Wind-
ward Island[s], and from that to Boston. Saw no English Vessel during the Cruize,
except one Sloop, with Wines, which they took off Senegal Bar, from an Anchor,3
until they come to the Windward of Deseada,4 where they fell in with two British
Ships of War. The Alfred bore away at a very unfavourable Time, to try to make her
Escape, and was taken. They afterwards chaced the Raleigh 19 Hours, at about 6 Miles
distance, who got off by out-sailing them.5 The Raleigh and Alfred has taken 6 Prizes
since they left America;6 all which are safe arrived, except one Brig, with Salt.7

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

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

STATE of MASSACHUSETTS-BAY.

Middle District.

NOTICE is hereby given, That Libels are filed before me, against the following Vess-
els and their Cargoes, viz.— In Behalf of Peter Pollard, Commander of the armed
Sloop called the Independence,1 and all concerned therein, against the Ship Annapolis;2
of about 350 Tons burthen, James Hamrick late Master: In Behalf of William Rogers,
Commander of the armed Brigantine called the General Washington,3 and all con-
cerned therein, against the Brigantine *Swift*, of about 60 Tons burthen, Thomas Parks late Master: In Behalf of Edward Fettyplace, jun. Commander of the armed schooner *Dolphin*,¹ and all concerned therein, against the Ship *Canso*, of about 50 Tons burthen, Samuel Ingersol late Master: In Behalf of John Fletcher, Commander of the armed Schooner *Success*,² and all concerned therein, against the Brigantine *William and Polly*,³ of about 80 Tons Burthen, Edward Simons late Master: In Behalf of John Conolly, Commander of the armed Schooner *Terrible*,⁴ and all concerned therein, against the Schooner *Dove*, of about 45 Tons Burthen, John McGray late Master: In behalf of Thomas Simmons, Commander of the armed Schooner *Lively*,⁵ and all concerned therein, against the Schooner *Edward*, of about 65 Tons Burthen, ——— Taylor late Master. All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Boston on Tuesday the 5th Day of May, 1778, at Ten O’Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew Cause, (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

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


WILLIAM VERNON TO JAMES WARREN

Dear sir

Providence [R.I.] 9th April 1778

Two hours since I have ye favr. of ye 4th.¹ I rejoice to find you at Boston, and was confident nothing less then indisposition cou’d be the occasion of the delay your not being there sooner—and glad those Men belong to the *Warren*² are well satisfied who kept by the ship, & hope she will be soon Man’d & sail— Leitut Hyde³ whom I
take to be a judicious good sort of a Man, and indeed every other Person that I have seen belong to the Warren, complain bitterly of the 2nd Lieut. M' Page, & Tell me it will be almost Impossible to Man the ship if he is continued in her. I find by Corl. Tillinghast also by Capt. Whipple from his ship he was 3rd Lieut., that his behaviour & Conduct was such that he had not the good will of scarce a single Man on board. I shou'd think if Capt. Hopkins finds this to be his character it wou'd be best to dismiss him from his ship, as their are many Lieut. Out of Imploy belong to the Service. I thought but to give you these hints &c—I am glad you have wrote Capt. Deshon fully on the Subject of the Trumbull am confident he will attend to what will be best, and for the good of the cause— suppose you have advised him to secure the Duck as its probable it may be wanted, and as you well observe its not extravagantly high as goods are selling— The Warren says that she left at Providence, wou'd have been sent yesterday, but the Teemsters went off in an express sooner then expected. They will go first opy—

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

I also mention’d the disappointment of the Cannon at Connet and that the Browns wou’d supply them &c. and several

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

1. See James Warren to William Vernon, 4 Apr., above.
5. Daniel Tillinghast, Continental Agent for Rhode Island.
8. John Deshon, member of the Continental Navy Board of the Eastern Dept.
11. Salisbury Furnace, Salisbury, Conn. See Warren to Vernon, 6 Apr., above.
12. John, Nicholas and Moses Brown of Providence, owners of the Hope Furnace, Scituate, R.I.

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

PHILIP STEPHENS

Nonsuch off Newport Rhode Island

Sirs

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

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

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

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

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

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

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

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

The Ships now on the advanced Posts to this Island, are the Flora, Venus and Lark for the Middle passage; The Somerset for the Narraganset, or Western passage; The Kingsfisher Sloop, Alarm Gally (and soon the Spitfire Gally) for the Seconnet or Eastern passage.
The *Juno* will soon relieve the *Somerset* who is to go to New-York.

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

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

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

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

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

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

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

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3. Enclosure no. 5, not printed.
4. Enclosure no. 8, not printed.
9. That is, Sakonnet Passage.
EXTRACT OF A LETTER FROM KILDARE, MONMOUTH COUNTY, APRIL 9, 1778

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

The New-Jersey Gazette, 15 Apr. 1778.
1. That is, Manasquan Inlet, N.J.
2. The 36th Regiment of Foot was known as the “Saucy Greens,” but it was the 35th Regiment of Foot that participated in this operation. Richard Trimen, comp., The Regiments of the British Army Chronologically Arranged (London: William H. Allen and Co., 1878), 81; Capt. Boyd Porterfield to Maj. Gen. Sir Henry Clinton, 7 Apr., above.
3. British 71st Regiment of Foot (Fraser’s Highlanders).

JOURNAL OF H.M. ARMED SCHOONER VIPER, LIEUTENANT EDWARD PAKENHAM

April 1778
In Delaware River
Thursd. 9th
at 9 AM Weigh’d & tow’d up ½ p° Saw 3 Vessels on the Jersey Shore scuttled by the Rebels at 11 past by another Do° at 12

15. H.M frigate Apollo, Capt. Philemon Pownoll, commander.
16. Enclosure no. 4, not printed.
19. Ship Lyon, Jean Michel, master. See NDAR 11: 629 and n, 659, 797 and n.
22. H.M. armed sloop Haerlem, Lt. John Knight, commander.
31. H.M. frigate Greyhound, Capt. Archibald Dickson, commander.
32. H.M. frigate Phoenix, Capt. Hyde Parker, Jr., commander.
33. Ship Vicomte de Veaux, Pierre Donat de La Garde, master. See NDAR 11: 415 and n, 488 and n.
34. H.M. frigate Ariel, Comdr. John Becher, acting commander.
35. See NDAR 11: 658.
37. Enclosure no. 6, not printed.
Came too in 3 f'm. off Dunck's Ferry. Some Rebels fir'd at our Boats, the Galley<br>1 fir'd a 4 P' w'h Struck the House & drove them back. Bro't a Boat on b'd from the Shore.

In Delaware River
Mod' & Clear W' At 3 PM Weigh'd at 4 Came aground near Penrose p' D' Car'd an Anch' out & hove off, towed down w'th the 2 Gun Boats ahead at 6 Came agr'd near Pegestom Creek2 as did the Cornwallis ½ p' 10 Car'd the sm'll B' out in 2½ f'm at 11 Hove into the Channel,

D, UkLPR, Adm. 51/4385.
2. Probably, Pennsauken Creek, N.J.

JOURNAL OF THE CONTINENTAL CONGRESS
[York, Pa.] Thursday, April 9, 1778

The Committee on the Treasury Brought in a report; Whereupon,
Ordered, That a warrant issue on the treasurer in favour of James M'Clelland, for the use of Colonel George Morgan, for 4,000 dollars, to answer a requisition from Brigadier Hand, for building armed boats on the Ohio; Colonel Morgan to be accountable:1

The Marine Committee, to whom was referred the letter from Benjamin Tupper, of the 19 March last, brought in a report;2 Whereupon,
Resolved, That a copy of the said letter be transmitted to Isaac Smith, Ebenezer Storer and William Philips, Esqrs. of Boston, who are commissioners appointed by the Marine Committee, to settle and adjust the accounts of prizes with the agents appointed by General Washington, &c. and to require the said agents to pay the several proportions justly due to the captors, &c.3

The said committee, to whom was referred the letter of Thurmer Hoggard, brought in a report;4 Whereupon,
Resolved, That it be referred to Messrs. Maxwell and Loyal, superintendents, and to David Stodder, masterbuilder of the continental frigates, building in Virginia, to consider and report their opinion to the Marine Committee, whether an allowance, and, if any, what allowance should be made to Thurmer Hoggard, for the frame furnished by him for one of the said frigates, over and above the price originally stipulated, and in like manner to consider and report their opinion with regard to the frame of the other frigate agreed to be furnished by Thomas Talbut, deceased, to whom the said Hoggard is executor.5

1. For Gen. Edward Hand's requisition, see Hand to Col. George Morgan, 31 Mar. 1778. NADAR 11: 843–44.
2. Tupper's letter, addressed to Henry Laurens, is in the DNA, PCC, item 78, vol. 22, p. 557 (M247, roll 103).
3. See Continental Marine Committee to Phillips, Smith, and Storer, this date, below.
5. See Continental Marine Committee to James Maxwell and Paul Loyall and Continental Marine Committee to David Stodder, both dated 11 Apr., below.
CONTINENTAL MARINE COMMITTEE TO WILLIAM PHILLIPS, ISAAC SMITH, AND EBENEZER STORER

Gentlemen [York, Pa.] April 9th 1778.—

Enclosed is a Copy of A Letter from Col Benj Tupper to the President of Congress with A Resolve of Congress thereon1 You will please to enquire of Mr Watson whether the Vessels & Cargoes have been sold2— if not you will dispose of them and pay to the Captors the several proportions justly due to them. We are Gentlemen [&c.]


1. In a letter to Henry Laurens of 19 Mar. 1778, Benjamin Tupper requested assistance in obtaining a share of prize money for two ships captured by him in Oct. 1775 at Washington’s order. DNA, PCC, item 78, vol. 22, pp. 557–59 (M247, roll 103); see also, Washington to Tupper, 20 Oct. 1775, NAR 2: 539. Tupper’s letter was referred to the Marine Committee, which on 31 Mar. recommended that the commissioners be ordered to pay Tupper and the other captors their fair share. JCC 10: 297–98. On 9 Apr., Congress approved the committee’s recommendation. See Journal of the Continental Congress, this date, above.

2. William Watson had served as Continental agent at Plymouth, Mass.; he was appointed to that position by Gen. George Washington. NAR 2: 493–94.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 9th day of April 1778.—

Present.

Mr Hutchings. Mr Travis, Mr Archer and Mr Lewis.—

This Board doth recommend to his Excellency the Governour,1 and the honourable the Council Lieutenant John Laherty as a proper person to be appointed a Captain in the Navy of this State.—

Captain Francis Bright received Orders to go and take the command of the Henry Galley and proceed with her to reconnoiter the Channel of Cape Charles in order to form a judgment whether the ship Dragon2 cannot be properly stationed there, for the protection of the trade & inhabitants. After doing this business he is to return to Queens Creek and wait on the Board for further orders.—

2. Virginia Navy ship Dragon, Capt. Eleazer Callender, commander. At the time of this order, Dragon was stationed at Yorktown, Va. NAR 11: 694.

COLONEL SAMUEL ELBERT, CONTINENTAL ARMY, TO CAPTAIN GEORGE MELVIN, CONTINENTAL ARMY

Orders to Captain Melvin.

Sunbury [Ga.] 9th April, 1778.

(Dear Sir): You are to go with the detachment under your command,1 with the Captns. Hardy & Bradock2 who will proceed with you up the river Alatamaha, and take under their convoy a large flat and boat with sundry necessaries for the army which you are to forward with all expedition to me at Fort Howe.3 A Mr. Cantey
hires twenty negroes for the purpose of working the flat and boat up the river. Mr. Austin & Mr. Cantey\textsuperscript{4} likewise go as patroons. Let me intreat that you exert yourself in joining me with the above without loss of time, as the army can’t pass the river without the assistance of the boat and flat, and without a galley to cover their retreat it will be imprudent to pass it; please consult with Captns. Hardy & Bradock and with them do all you can for the public service, I wish you success, & am, sir, Yr. most obedt. Servant.

N.B. Should it be judged improper to leave the galleys with your men, the negroes will be sufficient to carry up the vessels if they don’t come as high as we are with the galleys.


1. In After Orders of this date, Elbert directed Melvin to “make choice of twenty four men from the 2 battalions of infantry” to make up his command. Ibid., p. 123.


3. Formerly, Fort Barrington, Ga.

4. Probably Montgomery Cope Austen and James Cantey, Jr. The former served in the Georgia Navy; the latter owned land on the Altamaha River.

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**LOG OF THE MASSACHUSETTS NAVY BRIGANTINE **TYRANNICIDE,**
**CAPTAIN JONATHAN HARADEN**

Remarks on Thursday April 9th. 1778—

No Observ\textsuperscript{1} to day—

Middle Part Pleasant Weather employed in Cleansing the Hold at 11 AM spoke the Lyon\textsuperscript{2} Broached a Tierce Beef & a Hhd. Water—

[Noon] Latt\textsuperscript{3} P\textsuperscript{e} Observ\textsuperscript{1} 25...33 N\textsuperscript{1} [at sea off Florida]

These 24 Hours begins with a Fresh Breeze & Clear Weather at 1 PM saw a Sail & Gave Chace at 2 PM spoke the Chace a Schooner from St. Augustine bound to Martinico with French Prisoners Close Reeft the Top Sails & Reeft the Main sail at 6 PM spoke with the Lyon at 8 PM saw a Sail & gave Chace at 9 PM Gave him a Waist Gun & he returned some Shott then hauled our Wind to the NW— we took him to be a British Frigate of 32 Guns he Fired several small Arms from his Tops into the Hazard\textsuperscript{4} & at the Lyon— at last he gave Chace to the Lyon and then we lost sight of them— at 12 spoke with the Hazard—

D, MSAE, Log of the Brigantine Tyrannicide (November 1777–May 1778).

1. Massachusetts privateer brigantine Lyon, Benjamin Warren, commander.


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**April 10**

**JOURNAL OF THE MASSACHUSETTS COUNCIL**

[Boston] Friday April 10th. 1778

On motion Ordered that the Secretary be & he hereby is directed to take Bonds of all Persons taking out a Commission for an Armed Vessel in the sum of two thousand pounds conditioned that they shall not carry out with them any person in pay of this State or any Officer or Soldier belonging to the Continental Army—

MASSACHUSETTS COUNCIL TO PRESIDENT MESHECH WEARE OF NEW HAMPSHIRE

[Boston] Council Chamber April 10th, 1778

I am directed by the Council to inform You that they have found it necessary in order to obtain a sufficient number of Prisoners to redeem our Suffering Brethen now Prisoners in the hands of the Enemy to take bonds of all Persons taking out a Commission for any Armed Vessel, in the Sum of Two Thousand Pounds Conditioned that they shall not carry out with them any Person in pay of this State, or any Officer or Soldier belonging to the Continental Army. And to bring home with them or deliver to some Commissary of Prisoners in some of the United States, all Prisoners by them taken—1

I am also directed to request the State of New Hampshire will take the same Precaution the better to effect the good purposes intended to be answered thereby—

In the Name & by Order of the Council I am with great Esteem [&c.]

John Avery Df Sf


1. See Journal of the Massachusetts Council, 10 April, above.

MARYLAND COUNCIL TO THE MARYLAND DELEGATES IN CONGRESS

[Extract]

Gen1 In Council Annapolis 10th. April 1778.

. . . The Commissions &ca for Privateers sent hither are all used, they are frequently taken rather with a View to ascertain the Property and prevent their being taken by Privateers under Pretences of Suspicion, as has been the Case in some Instances, notwithstanding regular Clearances, than any Expectation of making Captures. We therefore request you’ll have a Supply of Commissions &ca sent us by the first Opportunity— We are &ca

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 137, no. 158. Addressed at bottom: “Delegates for Maryland in Congress—.”

GOVERNOR PATRICK HENRY OF VIRGINIA TO WILLIAM LEE

Sir Virginia Wmsburg 10th. April 1778—

I have taken the liberty to apply to you several times lately to assist us in procuring the means of defence against the Enemies of America1 It gives me pain to be under the Necessity of making further Application to you, but we find it will be Impossible to Import Cloathing for our Soldiers for the Next Winter and other Necessaries unless we Can Obtain an Extensive Credit, our Bay is so Blocked up by the British Cruisers that very few Vessels of Burthen Escape however if this was not the Case, we have not Vessels Sufficient to transport Tobacco Enough to purchase the Articles we want I flatter my self Our trade is an object of Such importance to the French that on proper Application the Court will Indulge us with a Loan Necessary to procure the Goods. The Sum we wish to Borrow, is Two Millions of Livres which will not be more than we Shall have Occasion to lay out in the course of Twelve Months, in order to Discharge the Loan and the Interest arising there on, we will Ship Tobacco in such Good Vessels as may be Sent here for that purpose, and Allow what you think a proper freight, the Tobacco to be sold on Acco of the State I must
in behalf of the Common Wealth Intreat you Sir to use your best endeavours to Borrow the Sum Mentioned, either out of the Kings Treasury or of Individuals. I am told very few of the Merchts of France have Large Capitals, & therefore it is improbable that you will Succeed with them— Whether the Gentlemen not Concerned in Trade will think it a Matter worthy Attention I do not know, but I am persuaded the King is Disposed to aid us & Tobacco is so Essential an Article of Commerce, I must suppose he will lend a favourable Ear to a Petition in our behalf If you can by any means procure the Money or Credit for us, you will be pleased to have the Goods Shipped as soon as Possible agreeable to the Inclosed Invoice if there is War Between France & Britain, let them be sent directly to Virginia in fast Sailing Armed Vessels with orders to fall in with the Coast rather to the Northward of Cape Charles and to go into some of the Harbours on the Sea Side of the Eastern Shore or into Chesapeake Bay as may be found most safe we shall endeavour to keep Boats at Cape Charles and on the Sea Side to look out & to Pilot all Vessels into Safe Harbours. If there is no War between France & Britain, the Goods be sent in French Vessels to Cape Francois, and there Delivered to our agent Rawleigh Colston Esqr from thence we Can Import them Cannon excepted, in Small fast Sailing Vessels we have provided, and Are Providing for that Purpose, and Whether sent directly to Virginia or to Cape Francois let the Goods be Insured it will be proper to send them in Different Vessels that we may not be altogether disappointed It is Supposed many of the British Vessels will Cruise this Summer off Ocracook and the other Inlets of N Carolina to intercept our Trade, we therefore think it will be best to order the Vessels that bring the Articles wrote for by Cap LeMair, & the heavy Cannon now ordered, into the Harbours on the Ea. Shore of Virginia or perhaps the Pilot may bring them into the North Chanel of our Bay which we shall endeavour to guard with our largest Gallies.

I send here with Copies of the letter & Invoice by Cap' LeMair We mean to have the Tobacco Insured which we Ship in the Vessels you are to send, & the Mode we intend to adopt is immediately upon the Arrival of any such Vessel here to advise you of the time She will probably sail from this and of the Quantity of Tobacco to be put on Board, we Mention this matter Now that it may by no means be ever Neglected, in Case the letters of advice from the State agent Should at any time Miscarry I am [&c.] Copy.

P. Henry

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 10th day of April 1778.—

Present.

Mr Hutchings, Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr James Davis for the use of Cap' Christopher Calvert for Two hundred pounds upon acco' for the purpose of furnishing necessaries for the use of the south Quay shipyard.—
Ordered that the Keeper of the public store, deliver to Mr James Davis one thousand six penny nails two thousand eight penny ditto, and two thousand twenty penny d for the use of the ship at South Quay.—

Ordered that Joseph Davis foreman, and Jn Rochel master Joiner at the south Quay shipyard in lieu of their former pay, be allowed ten shillings each  day, and that the other carpenters & Joiners who are now at six shillings, be allowed eight shillings  day, commence from this day.—

Ordered that a Warrant issue to Captain George Elliot for seventy five pounds upon account for the purpose of furnishing necessaries for the Use of the Safe Guard Galley.—

Captain George Elliot received Orders to proceed with the Galley under his Command to the head of Elk, and deliver his Load to Colo: Hollingsworth, taking a receipt for the same, and to return as soon as possible to Queens Creek, and on his arrival there to wait on the Board for further Orders.—

Ordered that Mr Steele have leave to be absent from his duty in the Navy till the twenty fifth day of May next.—

Ordered that a Warrant issue to Captain Charles Thomas for One thousand five hundred pounds upon account for the purpose of purchasing hemp, and furnishing necessaries for the use of the public rope Walk at Warwick.—

Ordered that Joseph Martin, and Benjamin Hoare, sailors in the Navy being infirm, are discharged from the service.—


1. Elliott commanded the Virginia Navy galley Safeguard. Col. Henry Hollingsworth was the Continental deputy quartermaster in Maryland.
2. William Steele was a lieutenant in the Virginia Navy.

NEWBERN, April 10.

On Saturday last a sloop came up with Occacock Bar and anchored, the pilots knowing the vessel, as she had lately sailed from this port, went on board her, when to their great surprise, they discovered her to be an English privateer from St. Augustine, the Capt. of which told them, that they were come after the Frenchmen, and if they did not immediately carry him over the bar into the road where lay a French ship and a brig, with a considerable quantity of tobacco on board, he would instantly put them to death. The pilots accordingly carried the sloop in, when she immediately boarded the brig and ship, hoisted what tobacco was on board the ship, into the brig, and carried her, with a Bermudian sloop loaded with salt, out, and went off with them. They had taken two or three prizes off the bar before. Thus has a small sloop with 4 guns and 30 men robbed this state of two fine vessels with more than 100 hogsheads of tobacco and a considerable quantity of salt. This surely shews the necessity of keeping some force on Occacock island, otherwise our trade will be annihilated.
1. East Florida privateer sloop *Ranger*, George Osborne, commander. For another account of this incident, see the Deposition of John Adams, enclosed in Thomas Bloodworth to Gov. Richard Caswell, 20 Apr., below.

**LIEUTENANT COLONEL THOMAS BROWN, PROVINCIAL TROOPS, TO BRIGADIER GENERAL AUGUSTINE PREVOST, BRITISH ARMY**

[Extract]

Sir.

Fort Tonyn¹ 10th April 1778.

... By a letter from Capt² Mowbray³ I have received the following intelligence,—April 13th,—

The new created General Elbert⁴ is on his march with about 700 Men and 2 thirds of the Militia, was at the Altamaha last night, he has seven field pieces with him.—

The Gallies and Transports are advanced to Sapello and that his intentions are to destroy Fort Tonyn.

It is confidently reported that 800 men are on their march from the back parts of the Carolinas as friends and whether this Armament is to stop them or take you, time will tell, this is so confidently affirmed, that it is beyond a doubt;⁵ I wish you success we will endeavour on our parts to give the Gallies their deserts.—

Poor Ellis⁶ is no more he was unfortunately drowned on the 8th instant in crossing the sound after being on the boats bottom five hours; I escaped by swimming upon an oar with great difficulty. I am &c signed,

J: Mowbray

The number of Elbert’s party consists of three hundred men, upon receiving information of the march of the Carolinians he set off from Savannah for the Altamaha in order to intercept or harrass them on their march.

Part of the South Carolina and Georgia militia marched Hogechee⁷ and returned;

The above intelligence I have received from three rangers who crossed the Altamaha yesterday—I have the honor to remain [&c]

Tho° Brown

Copy, UkLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 1081. Note at top, “(Copy) of a letter/from Colonel Brown to/Brigdr General Prevost.”

1. Fort Tonyn was located on the St. Marys River in present-day Nassau County, Fla., near the hamlet of Mills Ferry.

2. John Mowbray, captain of East Florida armed sloop *Rebecca*.

3. Contrary to what Brown wrote here, Col. Samuel Elbert of the Georgia Continental line had not been promoted to general.

4. In a letter of 27 Apr. to Sir William Howe, Prevost, the military commander in East Florida, wrote that 350 loyalist refugees had escaped to East Florida from South Carolina. UkLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, 1124; microfilm copy, ViW, British Headquarters Papers, vol. 8, 1124.

5. Lt. Alexander Ellis who had commanded H.M. brig *Hinchinbrook*.

6. That is, Ogeechee River.

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

Monseigneur a St pierre le 10 avril 1778

Il Est arrivé icy le Six de ce mois un Bateau françois de le Barbade qui a amené le capte d’une fregatte du Congres de vingt deux Canons qui En venant de L’orient a
Eté prize au vent de nos isles. Ce Capte a dit que pendant Son Sejour a la Barbade il y Estait arrivé un Convoy de Trente huit Bts Marchands Escortés par deux corvettes L’une de Vingt & L’autre de quatorze Canons. La quantité de fregattes & corvettes que les anglois ont icy Est Enorme, & les corsaires americains ne peuvent rien faire actuellement.

Comme on Sçait a la dominique dans les vingt quatre heurs ce qu’on fait a S’s pierre les anglois detachent des Bts. Pour aller audela des debouquements & ils y prennent des Bts. Convoisés a plus des Soixante lieues au large.

Je crains que nos convois ne Soient insultés parce qu’ils S’y mestent Trop d’americains parmi nos françois. Dans le dernier qui Est Sorti les deux de ce mois & qui Estait Composé de vingt deux Bts. De Toute grandeur il n’y avait que Six Bts. Francois y Tout le reste Estait americain. Je n’estais pas a S’s pierre ; je crois que je m’y Serais opposé parce que ces insurgents mettent pavillon françois & Compromettent la fregatte qui Escorte. Je vais faire mes representations a m’s le general. il n’y a pas assez de fregattes icy pour [croiser] & garder les costes Surtout Si il faut convoyer les americains.

M’s L’amiral yong doit Estre relevé En may. Ne Sçavons Encores celui qui le relevr’a n’y avec quelles forces ils viendront.

On prepare Tout icy comme Si on devoit y Estre attaqué & on fait Baucoup de dépenses inutiles Si on n’a pas une forte Escadre icy pour Saisir au moment de la guerre des Touttes les isles angloises. Je Suis [&c.]

Le chvr. De Dampierre

[Translation]

My Lord St. Pierre, 10 April 1778

On the sixth of this month a French vessel from Barbados arrived here, bringing the captain of a Continental Congress frigate of 22 guns, which was captured to the windward of our islands en route from L’Orient. This captain said that during his stay in Barbados, there arrived a convoy of thirty-eight merchantmen escorted by two corvettes, one of twenty guns and the other of fourteen guns. The number of frigates and sloops the English have here is enormous, and American privateers can do nothing at this time.

Since what goes on in St. Pierre is known in Dominica within twenty-four hours, the English detach ships to sail beyond the narrow waters, and they capture vessels in convoy more than sixty leagues offshore.

I fear that our convoys may be insulted because too many Americans fall in among us French. In the last sortie on the second of this month, made up of twenty-two vessels of every tonnage, there were only six French ships and all the rest were American. I was not in St. Pierre; I think that I would have opposed it because these Insurgents fly the French ensign and compromise the escorting frigate. I am going to protest to the General.

There are not enough frigates here for cruising and to guard the coast, especially if Americans must be convoied.

Admiral Young is to be relieved in May. We do not know who will relieve him and with what forces they will come.
Everything here is being prepared as though attack is expected and with much useless expenditure, if we do not have a strong squadron here to seize all the English islands when war breaks. I am [&c.]

The chevalier De Dampierre

FrPNA, B4 140, fol. 41.
1. For the capture of Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, on 9 March, see *NDAR* 11: 575.
2. François-Claude-Amour, Marquis de Bouillé, Governor General of Martinique and the French Windward Islands.
3. Vice Adm. James Young, who was in command of the British Navy’s Leeward Islands Station.
4. Young’s successor was Rear Adm. Samuel Barrington. His instructions from the Lords Commissioners of the Admiralty, dated 3 May, are below.

April 11

JAMES WARREN TO WILLIAM VERNON

Dear Sir Boston April 11. 1778

I last Evening received your favour of the 9th. I wrote you on the 6th which with the money you wrote for Still remains on hand for want of a Conveyance. I hope for one this day & will give you my opinion of many Articles of your Enquiry. I shall only Add to what I have mentioned there that I have great doubts of the Propriety of putting 18 poundrs. on the Ship at Norwich. Hopkins says his Ship bears them. this Ship May carry them, but will they not Shake both of them to pieces if an Engagement should happen. I have been disappointed in the Pigg Iron Contracted for at Plymouth. I shall not get more than fifteen tuns where they talked of Thirty, so that we must have some more for the Ship at Salisbury. I have indeed Contracted for about ten tuns more but shall not get it soon enough to go in her bottom, therefore it may be best to send part of that at Providence down here the rest may perhaps go to Norwich if necessary hereafter. I am at a loss where it is best to send the Stores saved from the *Columbus*. It is true it will be Cheaper to send them to Norwich than Boston, but if any are sent there that will not go into the New Frigate it will Occasion a great Expence for in that Case they must finally be removed again perhaps to this place. The wrought Iron saved would soon be used in the Ships here & not much of it perhaps would be proper to go into the New one. you will be able to Judge what is best to be done— I hope the *Providence* will not go without a very good time. Cap’ Chew is indeed dead to my Grief, having conceived a very good opinion of him from a Letter received soon after you left me which exhibited Such a Specimen of Spirit & Industry as marked him in my mind for a good officer. The *Rawleigh* arrived at Portsmouth on the 6th. the *Alfred* is taken. many Censures are passed on the Conduct of Cap’ Thompson as the Account of the Matter was handed us by a passenger that came with him. I did not till yesterday receive a line from him when I received two Letters by his Clerk one of which gives a particular Account of this Matter, & the whole passage, which represents it in a more favorable View. He was in this Bay and yet went to Portsmouth instead of coming in here. I have now ordered him to proceed with the Ship Immediatly to this port knowing that she may be fixed for the Sea here with more dispatch & greater advantages than there. I wish
to have your Explicit Approbation of this Order as it is more than I like to do alone, & yet what I thought necessary to be done without delay. He has 100 men Engaged till August she wants little but Provisions, Cleaning, & manning, to fit for the Sea Again what shall we do for Men for the Warren & what shall we do for money. I have thoughts of Sending an Express on purpose. I wish the Small pox was gone that you Could return I hope it will soon. There must be another of us here. Do write immediatly to M' Deshon12 & Impress him with the Necessity of it— I am Your Friend [&c.]

J Warren

P.S. I will talk with Cap' Hopkins about M' Page13 his Second Lieut. but if recollect right he considers him as the best officer he has—

I shall send a packet of News Papers which we are desired to direct should not be drowned on any Occasion, as the Intelligence will be scattered by the Enemy, & our Commissioners will have their Share of it

Your Son14 preparing to go to Providence, Send the money by him

L, RNHi, William Vernon Papers. Addressed on cover: “The Hon'bl. /William Vernon Esq/ Providence.”

1. See Vernon to Warren, 9 Apr., above.
3. Continental Navy frigate later named Confederacy.
5. Continental Navy frigate later named Alliance.
7. Continental Navy frigate later named Alliance.
12. John Deshon, member of the Continental Navy Board of the Eastern Dept.
14. That is, William Vernon, Jr.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO DANIEL TILLINGHAST

Ship Providence April 11. 1778—

[Providence, R.I.]

Sir,

Any Men that L' Devol1 or Captain Jones,2 may enter I desire that you would supply them with monys to pay them. My Business detains me on board till tomorrow morning— if M' Varnon3 or you should want me before then send word by the Boat that brings this, should be glad that M' Varnon would give the Purser4 Orders so that he may come on board and serve out the Blankets, and let me know the price. Your Compliance will greatly Oblige Your friend at Command

AW—


3. William Vernon, member of the Continental Navy Board of the Eastern Dept.
PROVIDENCE, April 11.

Saturday last a large Sloop being observed from an eastern Port, standing westward, Capt. Charles Jenckes, of this Town, went in a Boat, with 7 Men, and brought her in. She proved to be a Transport from Halifax, bound to Rhode-Island, laden with Coal for the Troops, having one Swivel and two Musquets, but made no Defence. The Crew, which consisted of 4 Seamen, beside the Captain and Mate, have since been conducted here.

Sunday last about 30 Transports, under Convoy of a Frigate, sailed from Newport, and steered to the Westward.

Capt. Joseph Smith, in the Sloop Victory, of this Port, on his Passage from the West-Indies, was lately taken by three British Tenders, and ordered to an Enemy’s Port; but he soon after re-took the Vessel, and carried her into South-Carolina.

2. Sloop Victory, 20 tons burthen, with no guns, sailed from Providence on 18 Nov. 1777 bound for Virginia in ballast. R-Ar, Maritime Papers, Outward and Inward Entries (1776–1787), 56.

M ASTER ’S JOURNAL OF H.M. GALLEY Dependence, LieutenaNT JAMES CLARK

April 1778

Verplanks Point North ¼ Miles—

Saturd$ 11$h.

at 9. AM. Weighed & made Sail, at ½ past 10 A:M: gave chace, to a Rebell boat crossing the river, at ½ past 11 (A:M) the boat run on shore, sent the boats manned & armed to bring her off, fired 4: 24 P$ round & Cannister, Shotd: & 6: 4 P$ round & grape, to Scower the woods & Cover the boats, at noon the boats returned without Loss, Hauled our wind.

Donderbarrack P$ as $ margin—

Donderbarrack P$ North 1 Mile—

Light airs & variable, the first & middle P$s. Latter P$ fresh Gales & thick fogg, at 3. P.M. anchored in 5 f$ W$ Donderbarrack P$ NBW ½ mile,

D, UklPR, Adm. 52/1694.
1. In the report of this capture in the Captain’s Journal of Dependence, Clark noted that the captured vessel was a “Guard boat with all her Arms.” UklPR, Adm. 51/4159.
2. That is, Dunderberg Mt., N.Y.

R IVINGTON ’S THE ROYAL GAZETTE (NEW YORK), SATURDAY, APRIL 11, 1778

The letter of marque ship Levant, Capt. Martin, sailed from Sandy Hook the 5th inst. And returned yesterday with a large sloop from Virginia for Bourdeaux, Steel, master, which he took three days after he went out: She has on board 105 hogsheads of tobacco, &c. &c. &c.


**VICE ADMIRAL VISCOUNT Howe to ROYAL GOVERNOR WILLIAM TRYON OF NEW YORK**

(Copy.)

*Eagle*, off Sandy Hook, [N.J.]

Sir,

Captain Duncan¹ has delivered to me the Copy of the circular Letter from the Secretary of State,² and the Message he was charged with by Your Excellency,³ respecting your Determination to grant Letters of Marque conformable to the Tenor of it, as soon as you shall be furnished with the requisite Authorities from the Lords Commissioners of the Admiralty.

Persuaded of the dangerous Consequences that must ensue to the King’s Service by the Temptation thereby offered the Seamen to withdraw from the Transports, on which the Subsistence of the Army immediately and entirely depends, as well as from the Ships of War, I trust that you will in regard thereof be prevailed on to postpone the Issue of such Letters of Marque; at least in the present Circumstances of the War, or untill the King’s further Pleasure (if deemed necessary to be taken) can be had upon the Matter.⁴

I am more particularly encouraged to hope for this Testimony of your Indulgence, when I consider the Tenor and Spirit of the circular Letter, which, as I conceive, is not obligatory, nor indeed applicable to the State of this Province.

The Letter obviously respects the Province in which the civil Government is regularly exercised and the Laws are still in Force.

Application is to be made to the Assemblies regarding the Maintenance and Security of the Prisoners: And as a necessary Ground for the Operation of that civil Authority, it is presupposed that the Captures will be brought into some Port within your Government whereas, by the late restraining Acts, the special Licence of the Commissioners therein mentioned, is required for exempting this Port from the Effect of the general Prohibition extended in the case to all the Provinces not in the King’s Peace. I have the Honor to be, &c.

Howe.


3. Not found.

4. Tryon replied on 12 Apr. that he would not grant letters of marque until he received instructions and authority from the Lords Commissioners of the Admiralty. UkLPR, Adm. 1/488, fols. 258–59. Tryon acknowledged receipt of such powers in a letter to Lord George Germain of 5 Sept. 1778. UkLPR, C.O. 5/1108, fol. 262.
Vice Admiral Viscount Howe to Captain George Keith Elphinstone, R.N.


Being informed that the Difficulties the Rebels find in attempting to make their Returns of Tobacco from Chesapeake Bay, have induced them to prosecute that Commerce through North Carolina; Putting to Sea out of Ocracoke Inlet, and receiving Supplies by the same Channel; I desire You will acquaint Captain Fanshawe1 with my Wishes, that all the Attention which the State of his Force admits, may be had to that essential Object.

I am at the same Time informed, that a French Frigate-built Ship is now, or has lately been stationed in Cape-Look-out Harbour;2 and an uninterrupted Trade carrying on there with the Rebels: It is desirable that the earliest Opportunity should be taken to obstruct this Intercourse also. I am, [&c.]

Howe

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1. Capt. Robert Fanshawe, Senior Naval Officer commanding the British squadron patrolling off the Carolinas and Georgia.
2. Ship Ferdinand, Denis-Nicolas Cottineau de Kerloguen, master. It anchored off Beaufort, N.C., and transferred its cargo to that town. See NDAR 11: 441–43, 534. See also, Cottineau to Gov. Richard Caswell, 12 May, below.

General George Washington to the Continental Navy Board of the Middle Department

Gentn Head Quarters Valley Forge [Pa.] 11th April 1778

I am fav’d with yours of the 31st ulto. All the Articles which you send over are to be directed to the Commy Gen’l of purchases or his deputy in Camp and they will give Receipts upon delivery.

I have never had an answer from General Howe respecting Cap’l Robinson and Galt.3 Our Commissioners are now sitting at Newtown to endeavour to procure a general Release of prisoners and to settle a more extensive Cartel than has hitherto subsisted.4 I am in hopes if they agree, that Cap’l Galt may be redeemed notwithstanding his indiscretion.5 If Cap’l Robinson is detained I shall not fail to make a demand of him in a proper manner.6 I am with great Respect Gent. Your

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2. Jeremiah Wadsworth. His assistant at camp was Royal Flint.
5. For more on the “indiscretion” of Galt and Robinson, see Robinson to Washington, 17 Mar. 1778 and Howe to Washington, 19 Mar. 1778. NDAR 11: 674, 711.
6. Washington wrote Howe again on behalf of Robinson and Galt on 27 May, below.
Chart of the coast from New York to North Carolina
CONTINENTAL MARINE COMMITTEE TO JAMES MAXWELL AND THOMAS LOYALL

Gentlemen [York, Pa.] April 11th 1778

We have determined for the present to stop the building of the Frigates in Virginia. We find on examining your Account that you have neglected giving us Credit for the following Sums which will make a considerable balance in our favour.

Your draft of the 9th July last
in favour of Wm Holt for £390:0:0 Va Curr

A Warrant on the Loan Office in
Virginia for 10,000 Dollars transmitted 3000. 0.0
you the 24th of November last a 6/ p Doll
your draft of the 5th March last
in favour Wm Holt for £3633.0.0

Mr Stodder tells us that you have not received any Money on the Warrant on the Loan office transmitted you the 24th of November. If there should be no money in the office you must negotiate the Loan Office Certificates. We enclose you A Resolve of Congress empowering you & M' David Stodder Master builder of the Frigates to consider and Report what allowance if any you think ought to be made to Thomas Hoggard for the frames of the Frigates over and above the prices originally stipulated. When we shall resume the building of these Frigates we shall be glad to have your superintendancy of them in the mean time we are with great respect [&c.]


2. On 11 April, Congress ordered a warrant for $8,000 for Maxwell and Loyall, but according to a note written by Henry Laurens, the President of Congress, the order was “Postponed by desire of the Marine Committee.” JCC 10: 338; DNA, PCC, item 136, vol. 2, pp. 215, 217 (M247, roll 145).
3. Congress had asked the committee to consider additional compensation for Thurmer Hoggard, which Hoggard had requested in a letter to the Marine Committee of 20 Mar. 1778, above. N DAR 11: 744.

CONTINENTAL MARINE COMMITTEE TO DAVID STODDER

Sir [York, Pa.] April 11th 1778

We have determined for the present to Stop the building of the Frigates in Virginia of which you are the Master builder and are willing that you should enter into the employ of the State of Virginia, and continue therein until we shall think proper to resume the building of them or you shall be ordered to build other vessels for us. In the mean time we would have you take particular care of the Ships Frames and Materials for building so as to prevent any rot or embezzlement, and shall make you a reasonable allowance for your trouble therein. When we shall have an opportunity to converse with the Honorable Richd Henry Lee Esq who was the Gentleman that agreed with you respecting the terms of your employment we shall be able to determine upon an allowance to be made you. So soon as we shall have decided on this matter we will give you notice thereof, and at the same time will inform you whether the terms you have proposed for your future service is agreeable in the mean time we are Sir [&c.]
HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO BARNABAS DEANE

Sir,

York [Pa.] April 11th 1778

We have received your letter dated the 11th ulv requiring a Remittance of 20,000 Dollars to pay off Bills against the Frigate Trumbull. As it is high Time that your Accounts against that Vessel were closed, we must request that you will make them up and produce them to the Navy Board at Boston¹ for examination and we shall give Orders for the payment of the balance that may be justly due to you. We are sir Your hble servants

Henry Laurens
President.

Mr Barnabas Deane.

[Superscribed] Mr Barnabas Deane Wethersfield Connecticut
[Endorsed] Honbe Henry Laurens Esqr April 11th 1778

¹That is, Continental Navy Board of the Eastern Department.

CAPTAIN JOHN BARRY, CONTINENTAL NAVY, TO GENERAL GEORGE WASHINGTON

Dr. General

I send by the bearer the things I have Purchased for Your Excellency.¹ It would have gave me grate pleasure to have had it in my power to have Complated the whole, but some of them selling so high and others not good was the Occasin— the men I have here that your Excellency Ordered me from Camp Wants close² and the[y] Grumble Very much About it— I fear there Is some of them that will not stay unles the[y] can be suplyed With them— I think in a little time our Cruising will be At an end but I want to have one sweep more among them before we give up, we have being unhappily blocked up here for this few days past but if the men stay will be out in a few days— Should be glad if Your Excellency wood let Me know the time you wood want the men and the Gratest Care shall be taken that the[y] Join thare Respective Regiments— Your Excellency will oblige me Very much if you will desire General Varnum³ to send the men and Close by the Bearer as soon as posable if the[y] dont Come soon it will brake up my cruising which I should be Very Sorry for as I think we can be of use for some little time yet—¹ I Remain [&c.]

John Barry

Wilmington [Del.]
April 11: 1778

1. The items undoubtedly came from the British Army armed schooner Alert and the British transport ships Mermaid and Kitty, all of which Barry had captured, and included sugar, tea, and hair powder amounting to $356. Barry to Washington, 6 Apr. 1778, DLC, George Washington Papers, Series 5.

2. That is, clothes.


JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Saturday 11th April 1778.

[Ordered] That the said Commissary of Stores1 Pack up forty Blankets, and send them onboard the Dolphin Capt. Rich’d Bryan, to be delivered to George Keeports in Balt2

That the said Commissary of Stores deliver to James Boyle3 of the Galley Baltimore, 40 pair Shoes, 10 Shirts, 20 Coarse dº 20 check Dº or Check to make them, 50 yds Oznº 4½ yds black serge Denim, ½ yd Buff Cloth 12 yds russia Drab, 3 yds Stript Holland & 4½ yds red Cloth with Thread and Trimmings—


1. John Muir was officially appointed commissary of stores on 21 Apr., but may have been functioning in the office before that date.

2. Keeports was the storekeeper in Baltimore.

3. Boyle was a lieutenant of marines.

MARYLAND COUNCIL TO CAPTAIN JAMES NICHOLSON, CONTINENTAL NAVY


The Dolphin1 goes up for such of the Virginia’s Crew as are at Baltimore2 The Plater3 will lie ready for a Part of them. If it can be done instantly perhaps the Dolphin’s Bottom had better be cleaned in Baltimore: We wish to see her return as quick as possible, with a full double set of Men. It had better be given out that the Design is to Man the Johnson Galley.4 If Capº Nicholson is gone to York, we hope he has said enough to make this intelligible.— We are &c.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 139, no. 163. Addressed at bottom: “Capt. James Nicholson or the 1st Officer now at Baltimore of the Virginia.” The first lieutenant of Virginia, Joshua Barney, had been captured with the ship.


4. Maryland Navy galley Johnson. As seen in Maryland Council’s journal entry of 16 Apr., below, Johnson had been removed from active service.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 11th day of April 1778.—

Present.

Mr Hutchings, Mr Travis, Mr Archer, and Mr Lewis.—
Ordered that a Warrant issue to Mr John Lewis for the use of Fielding Lewis esquire for one thousand five hundred pounds upon account for the purpose of furnishing necessaries for the use of the ship Dragon.—

Captain James Barron received orders to proceed with his Boat to Cape Charles as a look out if he has provision for this expedition, but if he has not then he is to come round to Queens Creek, and take in such as may serve. But if in consequence of orders given some time ago to Capt Rich Barron he shou’d have come away from Hampton, then he is to apply to Cap. Allen or the commanding Officer of the fort for the rigging sails &c which belong to the Brig Liberty, and bring them to the College Landing.—

Ordered that Captain Elliot deliver up his Pilot to Lieutenant James for the use of the Brigantine Northampton —

Captain Richard Barron received orders if he has not left Hampton to take on Board his Boat the Rigging, sails, &c, belonging to the Brigantine Liberty and proceed up to the College Landing that Cap James Barron may the sooner comply with his Orders.—

Captains Taylor, Callender and Bright recieved Orders to proceed to Cape Charles on the eastern shore for the purpose of taking a survey of every channel and harbour there, which they are to report in writing to the Board.—


1. Virginia Navy armed pilot boat Liberty.
3. Virginia Navy brigantine Liberty, Capt. Thomas Herbert, commander.
4. Capt. George Elliot commanded the Virginia Navy galley Safeguard.

JOURNAL OF H.M.S. EMERALD, CAPTAIN BENJAMIN CALDWELL

April 1778

Saturday 11th

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

at 10 AM anchor here a Sloop from New York; got the machine from the S' Albans to the Virginia; at Noon employed fixing it.

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

Ditto Wea' [Moderate Wea'] at 2 PM departed this life Jn Reynolds Seaman, at 6 PM got the machine fixed onboard the Virginia.

D, UkLPR, Adm. 51/311.

1. In the journal entry of H.M.S. St. Albans for this date, Capt. Richard Onslow identifies this vessel as “the Nautilus Tender,” which presumably means it was the tender of H.M. ship-rigged sloop-of-war Nautilus, Capt. John Collins, commander.
2. Continental Navy frigate Virginia, Capt. James Nicholson, commander, was captured on 31 Mar. 1778 after running aground near the entrance to Chesapeake Bay where the ship’s rudder broke off and was lost. NARA II: 848–49. Carpenters and armormen from Emerald worked on board St. Albans in constructing a substitute rudder to permit the captured frigate to sail to New York.
The Petition of David Ross & Company English Merchants in the Mississippi, Most Humbly Sheweth.—

That the Schooner Dispatch commanded by Capt. James McCraight coming from Kingston in Jamaica, last from Pensacola with a Cargo of fifty prime Negroes, a hundred Quarters of flour belonging to David Ross and Company, about the 24th of last March, was seized in the river Mississippi, about four Leagues above the South West pass, by an Armed Boat, belonging to the Rebel Subjects of his Britannic Majesty, and Commanded by one Joseph Calvert, who pretended to Act under the Authority of the Confederate Rebels in his Said Majestys Colonies.—¹

That the Said Joseph Calvert, as soon as he had Seized the said Schooner, Conducted her from the River, where she had Anchored, into the Bay of Barataria to the westward of the entrance of the Mississippi where he discharged, in the Territory of his Catholic Majesty, the Negroes and Flour abovementioned, as with the personal Effects of David Ross, and Others that were upon freight belonging to the Passengers.— That on Sunday last the 6th of this Month, the Said Joseph Calvert being at Barataria embarked the said Negroes as well as the Flour, on Board the said Privateer, and four Periaguas,² and Conducted them by a Canal that leads from the Bay of Barataria to a habitation about a League above New Orleans.—

That he still Continues at this habitation with a part of the Slaves; and that the Rest have been Conducted higher up the River by land (Supposed) to the habitation of Oliver Pollock, who calls himself Agent for the American Congress.—

That the Said Oliver Pollock has already offered to Sell a part of the Slaves, and that he and his accomplices have Sequestered all the Negroes, as well as the Rest of the effects of the Cargo.— That at the time of the Surprize of the said Vessel he had on board (belonging to a Mr. Barnardie, an Inhabitant of your province) Two Negroes who had taken a passage for their Masters Habitation and which Negroes were put in Irons, and Carried off in the Said Vessels.—

That those who have been on board, the Schooner at Barataria since she has been Seized, have seen neither Captain McCraight, his Crew, or the passengers and from the Character of the Said Joseph Calvert, there is Reason to fear they have been destroyed by him, and his Accomplices, in order that the Act they have Committed (in Violation of the Rights of Men) may not be discovered And this Suspicion is Strengthened from the Said Joseph Calvert’s having Endeavored to engage People at New Orleans by offering exorbitant Wages, to Conduct the Said Schooner to Campeche.—³

As this Act of hostility, or Piracy, had been committed in the Part of the Mississippi, which is bounded on both sides by the Territories of his Catholic Majesty, and which has been declared by your Excellency to be in every Respect a Spanish Port.—

Your Petitioners most humbly intreat that your Excellency will be pleased to take this affair into Consideration, and give Orders that the Said Privateer (now in the Canal which leads from Barataria to the house of the Lieutenant Governor) be seized; as well as the Captain & Crew.—
That the Bodies of Oliver Pollock, who calls himself Agent for the American Congress, and James Willing in the Service of Said Congress, be arrested as Encouragers and Accomplices of the Acts above mentioned and they may be obliged to Produce the Subjects of his Britannic Majesty, who were on board the Schooner as well as the Vessel and Cargo, seized in Violation of the Rights of Men, and in Contempt of Treaties, and good harmony that Subsists between their Sacred Catholic and Britannic Majesties.—

Your Excellency was so good as to grant a protection for this Vessel, as soon as she should be in the River, and there is every Reason to believe that She was in possession of the Captain, at the time of the Capture.—

Your Petitioners, trusting in the humanity and Justice, of your Excellency, hope to find the Reparation they have Solicited, and their Gratitude for this favor shall finish but with their Lives.—


1. The South West Pass was one of three entrances into the Mississippi River from the Gulf of Mexico.
2. That is, piragua, which was a kind of dugout canoe or a two-masted flat-bottomed boat undecked or decked only at the ends.
3. Campeche is in present-day Mexico.
4. As seen in his letter to Gov. Peter Chester of West Florida of 1 May, below, Gálvez ordered the schooner returned to Ross.

**EXTRACT OF A LETTER FROM GRENADA, APRIL 11**

“We have no late news from America; the French in these islands (notwithstanding all their protestations to the contrary) still continue to assist the Americans openly; prizes are still carried in there and sold, and every protection given them. Last week 16 sail of vessels, American and French, left St. Pierre’s, Martinico, for America, under convoy of a 14 gun brig, a 10 gun sloop, and a French frigate. This is a fact, and what they do frequently. Nine sail left it about a month ago, under convoy of a French 64 guns ship, who saw them clear of the islands. We are much plagued with French privateers round this island.— They have lately taken a sloop called the Fly, with 21 hhds. Rum, 10 hhds. Sugar, and 6 negroes; also another sloop.

“The Botetourt government sloop has brought in a schooner from Carolina, with 219 tierces of rice, and the Delight, a small schooner privateer of 14 swivels, belonging to this port, has sent in here and into Tobago prizes to the amount of 20,000l. currency.”

*The London Packet; or New Lloyd’s Evening Post*, 1–3 June 1778. The paper’s masthead bears the date 1–3 June, but someone has crossed through those printed numbers and written 3–5 June above them. The latter dates are correct as certain of the reports in the paper are headed 4 June.

1. Probably the convoy discussed in the letter of Chevalier de La Laurencie to Gabriel de Sartine, 7 Apr., above.
2. Probably, French Navy ship of the line *Protée*, Capitaine de vaisseau Chevalier de Dampierre, commander.
April 12 (Sunday)

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

Nonsuch off Newport Rhode Island 12th. April 1778.

Sir,

Since the making up my Pacquet by Captain Reddall of the Grampus,1 (the Wind continuing to blow in, that they cannot Sail) I have thought proper to give him directions to take onboard, or distribute amongst the Ships of his Convoy Forty Sea Prisoners, that were taken in Arms, and belonging to the Port of Boston; and I desire to explain to you the reason for sending such to England, as from a Cursory View of the Papers, and Conversation, on the Subject, I judge to be the Case.—

Sir George Collier at Halifax having Heretofore Charter’d the Ship Royal Bounty, for the purpose of sending Prisoners to this Port, for Exchanging (the State of the Province of Nova-Scotia making such a Step necessary,) he fitted her in every respect as a Cartel & Sail’d under that Sanction for this Port, in Company with other Vessels that were under Convoy of the Cabot Arm’d Brig,2 but between the Time of the Prisoners being Embarked, & Sailing, a Flag of Truce arrived from Boston to Halifax with English Prisoners for Exchange, but Sir George Collier, I believe, having already Charter’d the Royal Bounty, for a Stipulated Price and for a Stipulated Time, and the Number of English brought, not adequate to the Number he had Embarked, He continued his intentions and Order’d her to proceed accordingly.3 Having lost Company with the Cabot, the Prisoners Rose and took possession of the Royal Bounty, and went immediately to Salem, upon that information Lord Howe directed the Commissary of Prisoners here (Mr. Waller)4 to remonstrate, and Demand, that the Royal Bounty shou’d be returned, as being been under a Flag of Truce, & that the Men shou’d be accounted for, by Exchange. And it being his Lordships intention, that if this just and Elegeble mode was not adopted on their Part, that the Prisoners here taken in Arms, belonging to Boston, (the Culpable Port) shou’d be sent to England; The inclosed Copy of Mr. Waller’s Letter,5 and the answer from their Commissary,6 on that Subject will evidently Manifest, that the Truce is broke on their Side.

I am further to add that the Men sent Home are such as may in future be most able to injure our Trade, & as far as I can learn, there’s none at Boston of Our Seamen to Exchange in lieu of them. I am Sir [&c.]

Wat: Griffith

2. See NDar 11: 73–74, 94–95.
5. For Inclosure no. 1, see NDar 11: 461–62.
6. For Inclosure no. 2, see NDar 11: 801–2.
JOURNAL OF H.M. FRIGATE APOLLO, CAPTAIN PHILEMON POWNOLL

Ap\(^1\) 1778
Saturday 11
Cape Henlopen NE 25 Leagues Sandy Hook NNW
6 AM out 2\(^{d}\) Reef Topsails, at 10 employd Hogging Ship.
Cape Henlopen E\(^4\) [35 Leags.?] S\(^o\) Part of Nantucket [NE] 40 [Leags.]
[Light] Winds and hazey, \(\frac{1}{2}\) past 5 PM saw a Schooner to the Northw\(^d\) set Studding sails \([\frac{1}{2}]\) past 7 fired a Shot at her; a Schooner from Cape Ann in Ballast bound to Virginia took her in tow;
Sunday 12
from 7 AM to Noon clearing her of Provisions, Wood & Water &c &c
S\(^o\) Part of Nantucket NE 30 Leagues
[Do\(^o\)] Winds and Clear, 1 PM to 6 employd breaking the Prizes upper Works for fire wood, at 6 set her on fire and made sail.

D, UkLPR, Adm. 51/52, part 2, fol. 11.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR STORK, COMMANDER FRANCIS L’MONTAIS

April 1777\(^1\)
At Sing\(^b\) Anchor in Isabella Bay
Sunday 12
Mod\(^c\) & Cloudy with rain, [A.M.] saw the Southampton’s Tender\(^2\) board a Sloop, Prov’d French Sloop from Chas. Town to Cape Franc\(^s\) took D\(^o\) & Sent her to Jamaica Hoisted in our Boats & at 10 AM weigh’d & Came to Sail, found the Halm of the Sm\(^l\) B\(^s\) Broke Isabella Point East, Dist\(^e\) 2 Leagues
Fresh Breezes & Clear W\(^a\) at 2 PM Reef TS, TK\(^d\) Occasionally

D, UkLPR, Adm. 51/930, part 7.
1. L’Montais mistakenly wrote 1777 instead of 1778.
2. The tender of H.M.S. Southampton, Capt. William Garnier, commander, has not been further identified.
3. Sloop Swallow, ——— Kohue, master, 20 tons burthen, with a cargo of tobacco. The prize was credited to H.M.S. Southampton, Capt. William Garnier, commander. “A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778,” UkLPR, Adm. 1/240.

JOURNAL OF H.M. ARMED BRIGANTINE ANTIGUA, LIEUTENANT BILLY DOUGLAS

April 1778
S’ Martins S\(^o\) 49:00 W\(^i\) Dis\(^j\) 100 leagues
Sunday 12
at 1 (AM) Bro\(^i\) too a Brig too a Brig from Philadelphia bound to Antigua at \(\frac{1}{2}\) past 5 Saw a Sail Gave Chace as did the Beaver\(^d\) at \(\frac{1}{2}\) past 11 Fired 2 Four P\(^h\) Shotted to bring too the Chace, She proved to be a Schooner from Virginia bound to Martinique with Tobacco flour & Lumber Sent an Officer & 4 Men to take Charge of her & Bro\(^j\) the Prisoners on Board—
S’ Martins S\(^o\) 77:00 W\(^i\) Dis\(^k\) 80 leagues
D\(^o\) W\(^e\) [Light Breases & Cloudy] at 1 PM Gave chace at \(\frac{1}{4}\) past 1, the Beaver made our Signal to leave of[f] Chace Shortened sail
& Bro too, at 2 the Beaver came up with us & took charge of the Prize at ½ past 2 make sail in Company with the Beaver & prize at 6 PM Close Reeft the Topsails.

April 13

LIBEL FILED IN MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts-Bay Maritime Court, Eastern-District.

NOTICE is hereby given, That a Libel is Filed before me, by George Deake, in Behalf of this State, himself, and others, against the Schooner TWO BROTHERS, burthen about 50 Tons, Thomas Louden, late Master, her Appurtenances and Cargo. And for the Trial of the Justice of said Capture, a Maritime Court, for said District, will be held at Falmouth, on Wednesday the Sixth Day of May, 1778, at the Hour of Ten in the Forenoon, when all Persons concerned may appear and shew Cause, if any they have, why the said Vessel, her Cargo and Appurtenances, should not be condemned.

TIM. LANGDON, Judge of said Court.


1. Falmouth is today Portland, Me.

ADVERTISEMENT FOR SURGEONS FOR THE CONTINENTAL NAVY

[Boston, April 13, 1778]

Any Gentleman qualified to serve as Surgeon on board a Continental Cruizer, may be provided for, by applying to the Navy-Office.


BRIGADIER GENERAL WILLIAM SMALLWOOD TO GENERAL GEORGE WASHINGTON

[Extract]

Dear Sir Wilmington [Del.] April 13th 1778

... Yesterday morning 50 men from a Frigate and Sloop planted west of Newcastle 6 miles, and were getting Grain & Stock off, I detached a Party and all the Waggon to be had— (except such as are always held ready for a sudden Move)— with Orders to remove the Grain to Christiana Bridge wth is within three or four Miles. This man has 1000 Bushells of Corn, & 2000 of Wheat which lying on the Shore, which he has had repeated Orders to move, but hitherto to no Purpose, The Grain will be moved Tomorrow & I have ordered the Party to burn his Hay if he does not also move it— these Waggon will be a draw back to the Object in View but
as they were at this Duty Yesterday I thought it best not to order them off till Tomor-
row when I expect it will be finished— We have drew latterly chief of our Supplies
from that part of the Country to Christiana from whence they are brought down in
one of the Captured Sloops— this Measure I judged best as the Stores & Forage in
that part lye most exposed to the depredations of the Enemy— As you seem to rec-
ommend a Circular March to avoid a possibility of being intercepted I don’t know
but I shall touch at Fags Manor⁴ in my way up— but shall submit this to further In-
quiry.

50 Sail have passed up within this two Days 30 of which are Transport Ships &
Brigs the remainder Sloops &c which seem to be loaded[,] the Transports are light
and appear to have no Troops on Board they passed up under Convoy of a 64 & a
Frigate— in haste remain with sincere Regard (&c.)

W Smallwood

of the letter not printed here, Smallwood acknowledged receiving Washington’s orders of 12 Apr. and
discussed the removal of his detachment’s wounded and stores.

1. H.M. frigate Thames, Capt. Tyringham Howe, commander; H.M. frigate Brune, Capt. James Fergu-
sion, commander; and H.M. ship-rigged sloop-of-war Dispatch, Comdr. Christopher Mason, commander,
were all operating in the area mentioned by Smallwood, though none of the logs of these vessels mentions
any such expedition. UkLPR, Adm., 51/982; 51/117; 51/253.


4. That is, Faggs Manor, present-day Londonderry, Pa. In his letter to Smallwood of 12 Apr., Wash-
ington ordered the stores at Faggs Manor moved unless Smallwood “think them safe.” DLC, George Wash-
ington Papers, Series 4.

5. In his journal entry for 11 Apr., Capt. John Montresor reported the arrival in Philadelphia of “40
Sail of Transports &c. from New York under Convoy of the Nautilus Ship of War.” Montresor, Journals,
485. The H.M. ship-rigged sloop-of-war Nautilus, Comdr. John Collins, commander, was a 14-gun sloop.
Also, an eleven-ship convoy was proceeding up the Delaware River at that time, escorted by H.M.S. Isis,
51/484.
7. The journal entry of H.M.S. St. Albans for 13 Apr. gives the following information about this unidentified polacca: “from Cadiz bound up James River load’d with dry goods and Salt.” UKLPR, Adm. 51/828.

8. Presumably tender schooner Dasher.

**JOURNAL OF THE VIRGINIA NAVY BOARD**

[Williamsburg] Monday the 13th day of April 1778.—

Present.

Mr Hutchings, Mr Travis, and Mr Archer.—

Ordered that Mr Armistead,1 be desired to purchase for the use of the Navy twelve tons of ship Iron, three d° of nail Iron of different sizes, and one ditto of iron plates for Cambooses.—2

Ordered that the Keeper of the public store, deliver to Lieutenant Joshua Singleton five hundred pump Tacks for the use of the Henry Galley.—

Ordered that the Keeper of the publick magazines, deliver to Lieutenant Michael James eighteen pound of Lead for the use of the Brigantine Northampton.—

Mr Isaac Mercer received Orders to proceed with the Boat Nicholson under his command to Cabinpoint, and call on Mr Belches for ten thousand weight of Bacon, and as much pork as will fill up his Boat, observing to be careful to receive none but what is good, and to be particular as to the quantity, returning as soon as possible and wait on the Board for further Orders.—

DS, Vi, Navy Board Journal, p. 381.

1. William Armistead, Jr., Virginia’s Commissary of Stores.

2. A camboose or caboose was a small deck house used as a galley on larger vessels or, on small coasting vessels, a cooking-stove usually used on the open deck.

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**THOMAS SMITH TO SAMUEL PHILLIPS SAVAGE, PRESIDENT OF THE MASSACHUSETTS BOARD OF WAR**

Virginia Williamsburg 13 April 1778

I received your Favour of the 31st Jan and 6th & 6th February last,1 and observe the Contents, am sorry it has not been in my power to have answered you before now the necessary requisitions made by your Honble Board naturally led me to make the necessary inquiries after the papers which were supposed to have been in the care of Capt° Thomas Herbert (who Captured the Portland Prises),2 but, Sir after my most earnest desire of obtaining the necessary papers and every proof essential for the Condemnation of the Vessel. I find myself defeated,—

therefore at the matter must rest on the papers you have now in your Possession; and which I hope will be suff° to prove her British property at least amount to a presumption equal to our wishes and should I be happy enough to discover anything in future which may Beam a light on the affair you may be assured of my earliest transmission of the same.

You would, Sir, have been addressed in this Subject by a dif° hand had there have been a Board of War in this State, but that not being the Case Your Address came, and under the Cognizance of His Excellency the Governor and his Honble Council,
who have given me Instructions to answer your sundry favors which I shall think my self Honord in doing as Occasion requires from particular desire I have drawn on you, Favor Mr. Henry R. Harvey of Salem, New England for 333 Dollars which I flatter myself will meet due Honor having rec'd Value here, the Balance of the Nett proceeds of the Prize you'll please Remitt to the Honble the Members in Congress for the State of Virginia. I am with due respect &c.

Thomas Smith

LB, Vi, Thomas Smith Letter Book, vol. 1. Addressed at top: “The Honble the President of the Board War Boston.” Smith was Virginia’s State Agent.


2. Capt. Thomas Herbert formerly commanded the Virginia Navy brigantine Liberty. The prize, sloop Portland, T. Bayley, master, 100 tons burthen, had been taken into Boston by Prize Master Seth Cobb.

3. On 20 Apr., Smith wrote the Virginia delegates to Congress informing them that he had requested the Massachusetts Board of War to send them the net proceeds of the prize and asking that they inform him when they received it. Vi, Thomas Smith Letter Book, vol. 1. On 25 July, Smith wrote to his assistants on Virginia’s Eastern Shore that reportedly 382 barrels of raisins and figs, the cargo of the prize Portland, had arrived on board the schooner General Smallwood but that his assistants had sent Smith neither notice of it nor information concerning the distribution of the goods. Smith to Isaac and Thoroughgood Smith, 25 July 1778, Vi, Thomas Smith Letter Book, vol. 3.

RETURN OF OFFICERS AND MEN ON BOARD GEORGIA NAVY ARMED GALLEY Congress FROM MARCH TO APRIL 1778

A Return of Officers and Men doing duty on Board the Congress Galley From 13th March to 13th April 78

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Rations</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Newdigate</td>
<td>Capt</td>
<td>3</td>
</tr>
<tr>
<td>S. Watson</td>
<td>Lieut</td>
<td>2 D°</td>
</tr>
<tr>
<td>Lewis Mumford</td>
<td>Clerk</td>
<td>1</td>
</tr>
<tr>
<td>Jas. Sutor</td>
<td>Boatswain</td>
<td>1</td>
</tr>
<tr>
<td>Jas. Bigot</td>
<td>Gunner</td>
<td>1</td>
</tr>
<tr>
<td>Jas. Brown</td>
<td>Carpenter</td>
<td>1</td>
</tr>
<tr>
<td>E. Morton</td>
<td>Steward</td>
<td>1</td>
</tr>
<tr>
<td>Jas. Manly</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Har' Russel</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Joseph White</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>G. Scott</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>B. Brown</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>N. Pirrett</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Jas. Robinson</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Negroes</td>
<td></td>
<td>12</td>
</tr>
</tbody>
</table>

28 Rations

1 day Rations for 9 Additional Seamen. Order Com'c Bowen
1 Days Rations for 28 of the Artillery Cap'c Young. Comodores Order

Mr. Sheftal. S° dl° the above twenty eight Rations for the Crew of the Congress and the additional thirty seven rations served as above specified.

O Bowen

Comm°

Received March 13th. 429° Beef 3 BBL° Rice & the Within Rations of Salt 8th Can-
dles & 54 Gallons Molosis in part of the Within Rations.
And 163lb. Beef March 24 &
96lb. Pork—6lb. Soap

Rec" 103lb. Beef
& 125 do.
& 45lb. Pork
820lb. Beef
372lb. pork

Received the Within Rations in fact April 3d. 1778
Lew's Mumford

D. NNAJHS, Mordecai Sheftall Papers, D-92. No place is given but for much of this time, the armed galleys
of the Georgia Navy were stationed at Sunbury, Ga.
1. On a return for the Georgia Navy galley Washington for August 1778, his name is given as “Nickles
Parrot.” NNAJHS, Mordecai Sheftall Papers.
2. The column actually totals 29 rations.

PROVISION RETURN FOR THE CREW AND MARINES SERVING IN
GEORGIA NAVY ARMED GALLEY CONGRESS

A Provision Return of Officers and Men, including Marines doing duty on Board
the Congress Galley commanded by Capt Jn“ Newdigate-Monday April 13th. 1778—

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jn“ Newdigate</td>
<td>Captain</td>
</tr>
<tr>
<td>2</td>
<td>M. De Songy</td>
<td>1st Lieut</td>
</tr>
<tr>
<td>3</td>
<td>Lewis Mumford</td>
<td>Clerk</td>
</tr>
<tr>
<td>4</td>
<td>John Manley</td>
<td>Boatswain</td>
</tr>
<tr>
<td>5</td>
<td>John Bigot</td>
<td>Gunner</td>
</tr>
<tr>
<td>6</td>
<td>Jo“ White</td>
<td>Armourer</td>
</tr>
<tr>
<td>7</td>
<td>Benj. Brown</td>
<td>Seaman</td>
</tr>
<tr>
<td>8</td>
<td>Har“ Russel</td>
<td>D“</td>
</tr>
<tr>
<td>9</td>
<td>Geo: Scott</td>
<td>d“</td>
</tr>
<tr>
<td>10</td>
<td>John Robinson</td>
<td>d“</td>
</tr>
<tr>
<td>25</td>
<td>15 Negroes</td>
<td>15</td>
</tr>
<tr>
<td>26</td>
<td>Jn“ Alcock. Sergt</td>
<td>4th Battlion</td>
</tr>
<tr>
<td>27</td>
<td>Jn“ Culy</td>
<td>3rd do</td>
</tr>
<tr>
<td>28</td>
<td>Rob” Cass Cor</td>
<td>4th Do</td>
</tr>
<tr>
<td>29</td>
<td>Laury Harrison</td>
<td>do</td>
</tr>
<tr>
<td>30</td>
<td>Wm. Bishop Priv“</td>
<td>Do</td>
</tr>
<tr>
<td>31</td>
<td>Hen“ Grayon</td>
<td>do</td>
</tr>
<tr>
<td>32</td>
<td>Roger Carrol</td>
<td>do</td>
</tr>
<tr>
<td>33</td>
<td>Ja“ Moore</td>
<td>do</td>
</tr>
<tr>
<td>34</td>
<td>Rawly Griffiths</td>
<td>do</td>
</tr>
</tbody>
</table>
35 Jesse Smith— do do 1
36 Jn" Tomlinson— do do 1
37 Mooreman Dobbs do do 1
38 John Junior— do do 1
39 John Philips do do 1
40 Geo: Stapleton do do 1
41 Tho" Elliot— do do 1
42 John Bartrap do do 1
43 Mich'l Cockburn do do 1

Total—46 Ration

1 Weeks Rations for 46 Men
Rec'd the Above In full

Lew' Mumford

D, NNAJHS, Mordecai Sheftall Papers, P-12. No place is given but the Congress galley was stationed at Sunbury, Ga. There is a note on the first page of the return that reads: “Mr. Sheftall/dld one weeks Rations agreeable/to the within return. O Bowen Commo.” This list of the crew and marines differs from the list dated 13 March 1778 to 13 April 1778, this date, above.

1. That is, Fourth Georgia Continental Battalion, Col. John White, commander.
2. That is, Third Georgia Continental Battalion, the commander of which, Col. James Screven, resigned on 21 Mar. 1778, and his successor, Col. John Stirk, did not assume command until 9 May 1778.

Searcy, Georgia-Florida Contest, 1776–1778, p. 139.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHIP OLIVER CROMWELL

[1778, April] 13th Crosd the Tropick1 Shav'd & Duck About 60 Men.2

Log-Book of Timothy Boardman, p. 51.

1. This passage refers to the traditional “crossing-the-line” ceremony in which sailors who had never crossed into the tropics (polliwogs) were initiated into the ranks of veteran mariners (shellbacks). For an account of another “crossing-the-line” ceremony, see Diary of John Adams for 7 Mar. 1778 in NDAR 11: 1068.

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

April [1778] [At Sea, off St. Eustatius]1

Sunday 13: [AM] Chaced a Brig to the Sow'd. Fresh breezes and squally. [PM] fired a shot to bring too the chace. She brought too and return’d a broadside fired a broadside into her. She struck & proved a brig from Carolina loaded with rice & indigo.2 Exchanged her people & made sail in chase of a schooner. In a squall carried away the Main and fore topmasts. Employed all night clearing the deck.

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

1. That is, the Tropic of Cancer (Lat. 23° 27' N).
2. Brig Friendship, Archibald Young, master, 100 tons, carrying 6 guns and a crew of 12, from South Carolina. Young’s Prize List, 27 Apr., below.
April 14

JOHN WENDELL TO ROBERT MORRIS

Sir

Portsmouth N: Hampshire April 14th 1778

I did myself the Honour to write You under the 4th November last, in which I took the Liberty to write you on the Subject of the Impolicy of not supporting Gentlemen of the Navy, in proper Rank, and just hinted that John P. Jones Esq’ of the Ranger thought Himself degraded, that others were no ways connected in the Service, when he was the Eldest Lieutn & yet they superseeded Him. He felt the Degradation, & could scarce yield to it, however he was persuad to do it, & from the personal Respect he bore to You, and the Presumption you was not consenting to it he made himself contented, I have the Pleasure to assure you, that from a Number of Letters from the Officers under his Command, they give him an excellent Character, both as a Gentleman & Seaman, a Man of Resolution & Prudence and give me Leave to add, worthy of y’ Patronage. He looks to You for the Preservation of his Rank. I have a Number of Friends in Congress but not in the marine Department, that it is not in their Way to serve him; The Raleigh Frigate is arrived here, tho’ the Alfred is not, she being taken by two Frigates (both of which she ingaged in sight of the Raleigh but without her giving Assistance, Capt Henman is suppose’d to be carried into Antegua, & I hope will be soon discharged, That if there is any bad Management, it will be known, the Passingers & Sailors make great Complaints. I forbear my own Thoughts till a fair Examination of the Case, but this I will say, I dare believe Cap’ Jones would not have suffered this Disgrace without the Risque of a Battle.

I am now to beg your Pardon for the trouble I give you in perusing this Letter & the Freedom I have taken in writing it, being unknown to you, but I have done it from a Principle of doing Justice to Capt Jones’s Merit. I have the Honour to be with singular Respect [&c.]

John Wendell

I have a Family Connection with the Morris Family in Morrisania how so with Yours I know not—


1. On the capture of the Continental Navy ship Alfred, Capt. Elisha Hinman, commander, by the H.M. frigate Ariadne and H.M. ship-rigged sloop-of-war Ceres, see N DAR 11: 575, 624. Capt. Thomas Thompson, who commanded the Continental Navy frigate Raleigh, was tried by a court-martial in early July for his role in the affair.

2. Robert Morris, a delegate to the Continental Congress from Pennsylvania, was not related to the Morris family of Morrisania, N.Y., which included Gouverneur Morris, a delegate to Congress from New York in 1778. Gouverneur Morris later served as assistant superintendent of finance under Robert Morris.

DAB.

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 14, 1778

I received yours of the 10th Instant last Evening. the money was delivered to your Son last Saturday, and I dare say received by you on Monday Morn-
ing. I was and am Still unable to say anything of the Cost of the Blanketts. The truth is I received them and a much larger Number, with some Stockings, and a quantity of Ravens Duck, from Bilboa on Acco of the Continent, and Ventured to reserve 300 blanketts, one bale of Stockings, and forty pieces of ravens duck for our Board. one hundred and forty of these blanketts were forwarded to you, they are very good and you’l be able to set a proper price on them. I suspected the late Movements would Excite the Vigilence of the Enemy. Would it not be good policy to give out in such a manner as will reach them, that we mean only to keep in port a larger Number of their Ships, and to Guard Providence River. If they get it and it Succeeds it may put them off their Guard, and at the same time their laying there may make many objects for our fireships if you think proper to improve them. I have already wrote you on the Subject of the Columbus’s Stores. I cant think of a better disposition of them than sending to Boston or some Secure place this way. I don’t at present know of any birth for Mr Brown. he must be remembered when we have. I will mention Mr Dunham to Cap’ Hopkins as you desire. We have not any News of any kind. I am Your Friend and humble. Serv’t

J Warren

1. Not found.
2. The blankets were for the Continental Navy frigate Providence, Capt. Abraham Whipple, commander, which was fitting out for a cruise.
3. Continental Navy ship Columbus.

RHODE ISLAND COUNCIL OF WAR TO CHARLES WALLER

State of Rhode Island &c. In Council of War Providence April 14th. 1778.

Sir,

We wrote you yesterday proposing the Exchange of sundry Prisoners, since which we are inform’d that the Ship Neptune ——— Smallwood Master lately Captured by the Warren Frigate has been since retaken and carried into Newport Harbour. We would therefore propose to exchange the said Cap’ Smallwood and his Crew, for Allen Brown & his Prize Master and the Crew of the said Ship Neptune now Prisoners in Newport, And upon your sending us the said Allen Brown and his Crew or assuring us that the Exchange shall be made agreeable to this Proposal we will see that the said Cap’ Smallwood & his Crew be immediately sent to Newport. We are Sir [&c.]

Signed by Order and in Behalf of the Council of War by

Df, R-Ar, Letters from the Governor, vol. 3 (1778–1779), 26. Waller was commissary of prisoners at Newport. Addressed at foot: “Charles Waller, Esqr.” Docketed: “Council of War to Charles/Waller Esqr; Commissary of/Prisoners, April 14th. 1778.”
1. Not printed.
2. Capt. Joseph Smallwood was master of the English merchant ship Neptune.
MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

The Council met
Lancaster, Tuesday, April 14, 1778.


Francis Bryan, a private belonging to the Chatham Galley, having lost his Arm in the Service, made application to the Council, for a present Supply of Money, (& producing a furlow for one Month) On consideration, An Order was drawn on the Treasurer in favor of the said Francis Bryan, for the Sum of Five Pounds to be charged to William C, Bradford, Paymaster of the Fleet.


CONTINENTAL MARINE COMMITTEE TO WILLIAM SMITH

Sir
[ York, Pa.] April 14th 1778

Enclosed is Captain David Porters receipt for Ten thousand Dollars paid him by this Committee which he will deliver to you and you will apply towards purchasing the flour and Iron for the use of the Navy in the Eastern Departm’1 We are Sir [&c.]


1. On 11 Apr. Congress ordered that a warrant be issued “in favour of the Marine Committee” for $10,000 to pay Smith. DNA, PCC, item 136, vol. 2, p. 215 (M247, roll 145); JCC 10: 338.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Tuesday 14th April 1778

[Ordered] That the Said Treasurer Pay to Captain John David five hundred and Thirty Eight Pounds, seventeen Shillings and four Pence due to the Crew of the Galley Conqueror lately under his Command and the further sum of Twenty six Pounds one Shilling & five Pence per Accounts passed by the Auditor General1


1. Zephaniah Turner.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Tuesday the 14th day of April 1778.—

Present.

Mr Hutchings, Mr Travis and Mr Archer.—

Ordered that the Orders given to Captain George Elliot of the tenth instant, be countermanded, and that he now proceed in Consequence of fresh Orders with the Galley under his command1 to the head of Elk, taking with him thither under Convoy the Brigantine Northampton, and deliver his Load to Colo Hollingsworth, from whom he must have a particular receipt for the same as its for the Grand Army,2 then he is to apply to Mr Tobias Rudolph for as much ship iron as he can conveniently bring for the use of the Navy and to return as soon as possible to Queens Creek and wait on the board for further Orders—
Lieutenant Michael James receives Orders to proceed with the Brigantine Northampton under his Command, under the Convoy of Captain George Elliot to the head of Elk, and deliver his Load to Colo Hollingsworth taking a receipt for the same, then he is to apply to Mr Rudolph for as much ship iron as he can conveniently take on Board for the use of the Navy, and to return as soon as possible to queens Creek, and to wait on the Board for further Orders.—

Ordered that the Keeper of the public store, deliver to Lieutenant John Laherty one hundred yards of light duck for the use of the ship Dragon.—

Ordered that a Warrant issue to Mr David Anderson for the use of Captain Eliezer Callender on account for fifty pounds for the purpose of furnishing necessaries for the use of the Ship Dragon.—

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

DS, Vi, Navy Board Journal, p. 382.

1. Virginia Navy galley Safeguard.

2. The “Grand Army” was Gen. George Washington’s Continental Army. On 5 June, the Council of the State of Virginia instructed that an order be drawn on the state’s delegates in Congress for $7,784 2⁄3 “in favour of Mr Tobias Rudolph for a Quantity of Bar Iron purchased by him for this State.” H.R. McLwaine, et. al., eds., Journals of the Council of the State of Virginia, 4 vols. to date (Richmond, Virginia State Library, 1931-), 2: 145.

COMMANDER JOSEPH NUNN, R.N., TO GOVERNOR PETER CHESTER OF WEST FLORIDA

Copy (A) On Board His Majestys Sloop hound off New Orleans 14th. April 1778—

Sir

I take the Earliest opportunity to acquaint your Excellency that I arrived here on the 12th. Instant after a very Tedious and painful navigation. I have not yet had time to make myself perfectly acquainted with the Situation of the Kings affairs in this Country, therefore I think it necessary to send, for your Information Copies of Captain Ferguson’s Correspondence with the Governor of Louisiana, and with his Majestys Subjects now under the protection of the Spanish Government—1 I will at Present confine myself to the following observations That the head Quarters of the Rebels is now at New Orleans from whence they make their plundering Excursions both by Land and water, in so private a manner that it is not possible for the Kings Ships to prevent it, I most earnestly wish to know what your Excellency would recomm mend in such a Situation. Do you think I should Commence hostilities with Spain—2 or would you have His Majestys Ships proceed up the River, where there is Scarce a Subject left— and the most fertile parts of the Province are laid waste— Manchack is Totally Stript, and only the bare walls of the houses remain as a Monument of the Cruel depredations that have been committed by a Rebel Banditti— A number of His Majestys Subjects have Escaped with a Considerable part of their property, and Sought Protection on the Spanish Territory; and I am well assured, that they will not return to their Plantations ’till they Can have the protection of a Sufficient Military Force; if such Protection can be afforded from Pensacola the officers
and Crews of His Majestys Ships under my Command, will be happy in Cooperating with the Kings Troops in bringing about so desirable an end—I heartily wish such a measure may be adopted, if not I have only to lament the loss of the most Fertile parts of West Florida—and perhaps a number of Industrious People who will be under the necessity of becoming Spanish Subjects. I beg leave further to observe to your Excellency that I think all British Commerce to this River, should on our part be prohibited, whilst an Enemy is in Possession of the Country. I am well assured that Goods have been lately Introduced into this place by British Merchants, which Goods have been purchased by the Spanish Commissary for Indian Affairs expressly for the purpose of gaining over the Indian Nations, a Circumstance that may prove fatal to the peace and welfare of your Province.

Captain Fergusson by his good Conduct and perseverance has succeeded so far as to prevail on the Merchants, to draw all their Ships from the Town of New Orleans. Mr Campbells Brig that was taken is given up, and will fall down the River this day, the only British Ship remaining here is the Rebecca Still under the protection of the Spanish Governor, in Consequence of her having been taken upon English Territory.

I could wish to know whether your Excellency conceives this affair, is to be Settled by Arms, or by Negotiation; if the latter I think it would be highly necessary, that your Excellency should send deputies from your Council, who I think would have much more weight than possibly could be expected from the Commander of a Kings Sloop, whose line of Service is quite Foreign to such Business. Neither Captain Fergusson or myself have heard a Word of M' Burdon since he has got his reinforcement, but I have the Mortification to learn that a Party of Rebels (under the Command of one Rumsey formerly an officer in His Majestys Service) have plundered Several Plantations, and burned Houses near the Lakes— For any further Information I refer you to the Bearer who is a good Subject and has His Majestys Service much at heart—I have the honor to be &c.

Jos. Nunn

P.S. Since writing the above I have received an account of the Capture of a Schooner in the Mississippi and that you may be fully acquainted with the Particulars I have enclosed to you, a Copy of a Petition from Mr Ross to Governor Galvez on that Subject— The very difficult Situation that I am in in Consequence of the part that the Spanish Governor has taken in this affair renders it unnecessary for me to point out to you how far it may be requisite to take some Speedy and Spirited measures to prevent a growing evil—

This I am Convinced, of that you have more force in the Province than the Spaniards have in Louisiana, altho Joined by their associates— I had forgot to tell your Excellency that your Letter was delivered to Governor Galvez Yesterday.—


1. Nunn forwarded twelve letters that passed between Comdr. John Fergusson, commander of H.M. ship-rigged sloop-of-war Sylph, and Gov. Don Bernardo de Gálvez, covering the period 14 Mar. through 6 Apr. 1778. He also forwarded four proclamations and/or letters between Fergusson and the British subjects residing in Louisiana and New Orleans, spanning the period 23 Mar. to 3 Apr. 1778. Copies of all of these documents were enclosed in Chester to Germain, 7 May 1778, and can be found in UkLPR, C.O. 5/594, fols. 559–90.

2. Chester referred this question to Germain in his letter of 7 May, below. As seen in a note at that letter, Germain expressly forbade initiating hostilities with Spain.
3. On the release of the brigantine *Neptune*, see Gálvez to Chester, 1 May, below. John Campbell was the brigantine’s owner.

4. Lt. George Burdon, commander of H.M. armed sloop *West Florida*, then operating on Lakes Pontchartrain and Maurepas.

5. For more on Captain Rumsey, see Willing to Continental Marine Committee, this date, below.


7. As seen in Gálvez to Chester, 1 May, below, Gálvez ordered its American captors to return the schooner *Dispatch* to its owner.

8. Nunn delivered Chester’s letter to Gálvez of 21 Mar. That letter is discussed in Gálvez’s reply of 1 May, below.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO THE CONTINENTAL MARINE COMMITTEE


Copy

Sirs

I have scarce time even to give you an imperfect sketch of my route to this place, for the particulars of which I must refer you to some future occasion by which I propose sending my Journal agreeable to the Instructions I had the honor to receive from You.1 I left Fort Pitt with your Dispatches the 11th. Janr taking with me 24 Privates Two Serjeants and a Mr. McIntyre2 whom I appointed to act as Lieut until your Pleasures was known, whose prudent and courageous conduct since will recommend him to your Notice when Known beyond any thing I can possibly advance.—

After making the best of my way I found on my arrival at the English Aux Arc opposite the River Arcansaw,3 The British Flag was hoisted in Defiance by the Indian Commissary whom I made Prisoner took his Goods, and notwithstanding the opposition I met with from several Chickasaws carried with me also sundry Traders.

The Spanish Commandant Monsr DeVillier4 received me with uncommon Politeness and offer’d me every service or assistance in his Power against the Indians detached by Stewart against any Americans they might fall in with. from hence I pushed to the Walnut Hills where I was informed lay a Body of 60 Indians with some British Soldiers to attack Us—I took prisoners 50 Indians and four white Men the Indians namely Chactaws where sent to their Nation upon a promise of laying down the Hatchet and the white Men I carried along with me to the Natchez which I took possession off the 20th. February[,] The Inhabitants all except the Magistrates taking an Oath of Neutrality a Copy of which I inclose,5 from hence I proceeded down the River taking all the British Property in my way to Manchac where Henr Stewart the Indian Com5 narrowly escaped being my Prisoner by saving himself in his Shirt and crossing the Ibberville.—6

To this place was detached Lieut. McIntyre with 12 Men whose Conduct has gained him immortal honor for it was owing to his success that we did not loose in a great Measure the honor and property we acquired. He took by a most resolute and well conducted Plan a large Ship belonging to London called the *Rebecca* mount8 8 Dble fortified 3 Pounders 6 dble fortified 4 pounders 12 Swivells (and 10 Men on-board) besides small Arms[,]7 I likewise took a Brig8 with a load of Lumber burnt a considerable quantity of Staves &c As I delivered the whole into the hands of the Agent9 I must refer you to his Letters at this time for particulars.— I am sorry to inform you that Yesterday I received an account from the Natchez that One Colonel
Hutchins who had made his escape from this place had by his Storeys & influence got
a number of Men assembled to protect their Property pretending to apprehend Dan-
ger from the Americans, But as One Mr. Hiorn\textsuperscript{10} one of the Delegates is arrived and
has in a great measure as I understand removed their prejudices and fears I appre-
hend no bad consequences, however I shall depart from here speedily to settle matters
and from thence proceed to the Illinois where I shall endeavour to secure myself (per-
haps take possession) of the Country until you send me the necessary succours to
mount the Ohio, As we have good information the Enemy intend to interrupt and
cut us off if possible I imagine I may be able to carry back with me about 150 Men
owing to the junctions of the Two M' Harrisons & Eliot\textsuperscript{11} who have enter'd with alacrity
into the service as Lieutenants and who have since lost their Property for their noble
and spirited behaviour. Captain Rumsey formerly an Officer and Engineer in the
British Service has joined me at the particular recommendation of the Agent and ap-
probation of Captain Willm Pickles—and as we have the strongest reason to conceive
him a valuable acquisition to the States, We have conjointly sign'd assured and recom-
manded him to be confirmed in the Rank of Captain of Engineers, He acts as Adjutant
here and will be of considerable utility in forming my work that may be necessary
upon the River or at the Illinois, he has already been out upon the Lakes in search of
the Kings Sloop of War but she was returned to Pensacola—\textsuperscript{12} However it has had this
good Effect that most of the Inhabitants along the Coast as far as Mobile are bringing
in their Cattle to this place by which means Pensacola will in some measure be Dis-
tressed— If it was not for four Frigates that are now in the River and seem to intimi-
date a little our Protector\textsuperscript{13} I proposed sending a Detachment to Mobile, at present I
believe we must think of our Retreat Capt. Calvert has taken a Vessell belonging to
a Mr. Ross the property of the Capture is as yet disputed\textsuperscript{14} But for the particulars I must
again refer You to Your Commercial Agent and remain wth the greatest Respect [ &c.]
J. Willing

Since writing the foregoing I am sorry to inform You that Lieut. Rueben Harri-
on and Ellis with 20 Men of our Party were cut off at the Natchez who went up with
an intent to pacify the minds of the People and remove their prejudices. Both Offi-
cers and five Men agreeable to the best information I have yet [got?] were kill'd on
the Spot four wounded and the rest made Prisoners—\textsuperscript{15} I refer you to the Agents
Letters for particulars & to Lieut. George who has charge of this— As the Enemy
have posses'd themselves of all the passes on the River and there is Two Frigates now
lying here I am incapable as yet of determining how to act; We want assistance both
Men and Boats: I shall do myself the honor of writing You sirs in a few days in expec-
tation of better News, as I hear Genl. Hand is on the Wabashe—\textsuperscript{16} The Ship Rebecca
is put under protection of the Spanish Govr. and we are in all about 70 in Number

The party who cut off our Men as above consisted of about 300 Men backed by
about as many Chactaws headed by one John M' Gillivray of Mobile and Alex' M' In-
tosh of the Natchez\textsuperscript{17} I am—Sirs/Yours—

J W——g

3\textsuperscript{d} [May, 1778]

Copy, DNA, PCC, item 78, vol. 23, pp. 491–94 (M247, roll 104). Notation at the bottom of the last page:
“Copy.”

1. Willing’s journal has not been found.

2. On 8 Mar. 1779, Congress not only confirmed Thomas McIntire’s appointment as lieutenant, but
3. At the site where the Arkansas River flowed into the Mississippi River were the posts of Aux Arc. On the east side of the Mississippi stood English Aux Arc; on the west side of the river stood the post of Spanish Aux Arc.

4. Don Baltasar de Villiers, commander of the post at Aux Arc or Spanish Arkansas.

5. For the text of the capitulation signed by the residents of the Natchez District, see Minutes of the Governor’s Council of West Florida, 17 Mar. 1778. NDAR 11: 678–80.

6. On the escape of Henry Stuart, British Deputy Superintendent of Indian Affairs, Southern District, see NDAR 11: 524, 526. As seen there, Stuart took refuge inside the fort at Spanish Manchac.

7. On the capture of the Rebecca, John Cox, master, see NDAR 11: 490–92.

8. On the capture of the brig Neptune, see NDAR 11: 699. As seen there, the capture was credited to Thomas McIntire and Richard Harrison.


10. William Hiorn, one of the delegates named by the residents of Natchez to treat with Willing, had accompanied Willing to New Orleans as surety that the residents would abide by the agreement. NDAR 11: 679, 682.


13. Only two Royal Navy vessels, H.M. ship-rigged sloop-of-war Sylph, Comdr. John Ferguson, commander, and H.M. ship-rigged sloop-of-war Hound, Comdr. Joseph Nunn, commander, were in the Mississippi River. As seen at Gálvez to Don Diego Josef Navarro, this date, below, the report that two additional British frigates were approaching the river was false. The “Protector” was Don Bernardo de Gálvez.

14. Capt. Joseph Calvert commanded the privateer schooner Reprisal. The prize was the schooner Dispatch, which was owned by David Ross & Co. Gálvez later ordered that it be restored to its owner, Robert Ross, because it was taken in Spanish-controlled territory.

15. There were conflicting claims concerning this engagement, but it appears that Anthony Hutchins laid a trap for the Americans at White Cliffs, some five leagues below Natchez. Lt. Reuben Harrison learned of the ambush from a resident and sent word via that resident that he had come to enforce the oath of allegiance and not to stir up trouble and therefore would approach Hutchins’ position peaceably. Upon arriving at Hutchins’ position, the Americans recognized the trap and ordered “friends of the United States to separate themselves.” In the confusion that followed, one of Hutchins’s more ardent disciples fired on the Americans, which precipitated a general exchange of gunfire. Hutchins’s force of thirty men, who were less exposed, got the best of the exchange and the Americans, who had five killed (including Harrison) and four wounded, were forced to surrender. “Deposition of William Ferguson, November 6, 1797,” in Andrew Ellicott, The Journal of Andrew Ellicott. [Philadelphia: William Fry, 1814]; Hutchins to Lord George Germain, May 21, 1778, in Davies, Documents of the American Revolution, 15: 123–26.

16. Brig. Gen. Edward Hand, the commander at Fort Pitt, was not at the confluence of the Wabash and Mississippi rivers en route to reinforce Willing.

17. As seen in note 15, the force that captured the Americans at White Cliffs numbered only thirty men and was commanded by Anthony Hutchins. McGillivray and his subordinate, Capt. Alexander McIntosh, did not arrive at Natchez with reinforcements until 28 May, more than a month after the engagement. Farquhar Bethune to John Stuart, 16 June 1778, Davies, Documents of the American Revolution, 15: 145.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON DIEGO JOSEF NAVARRO, GOVERNOR OF CUBA

Reservada—

Muy Señor mio: Según varias noticias secretas, y que por distintos sugetos he recevido parece que los Yngleses proyectan un atentado contra esta Ciudad por haver recivido en ella á los Americanos, y sus presas,1 y aunq’ La recepcion hecha á dhos Americanos es la misma q’ Se verifica en los Puertos de Europa, y en las Yslas de America, contra los q’. Dhos Yngleses no han tomado venganza alguna, quizá se atreverán con esta Plaza por verla indefensa: Nada tendría de cuerdo dho proceder, y mas quando no parece q’ Ellos estan en estado de procurarse la Guerra, pero las
The Mississippi River from Balize to Fort Chartres
apariencias se conforman con las noticias, pues ya tengo al frente de esta Ciudad dos Fragats y según los avisos deven venir otras dos. ò tres, de las cuales la una se considera en el pasaje este Río, y se dice que. Es de 32.. Cañones, cuya Artillería la pasará otro buque para poder entrar por ellas;3 Si esto es, así no pueden dhas Fragatas tener otro objeto qe. el esta Plaza, pues à Manchak, Natches, y los demas establecim““. Yngleses, no tienen que Subir, ni qe. hacer pª., qe. no ay nadie en ellos: El que manda estas Fragatas se dice és un hombre brutal, y capaz de cometer cualquier atentado, sin pararse en consequenc®. Su intencion parece qe. és la de pedirme las presas de los Americanos, y sus personas particularmente la del Comandante, Ofiziales de su partida, y si no combengo en ello, hacer fueo sobre la Ciudad, y destruirla: Ya se deha ver, y Vs. Conocerá qe. yo no devo asentir à tal demanda, (que ya me la hace el Governador de Panzacola en carta qe. acavo de recibir)5 y qe. devo estar como efectivamente lo está Resuelto à defender dhos Americanos, y sus presas, y emplear pª. ello todas las fuerzas que tengo aunque son bien pocas, pues seguramente el Rey no aprovaria el que yo dejase impunemente violar el Asilo que dhos Americanos pidieron en su Real nombre, y que bajo la misma proteccion se lo ha Concedido; pero como moralmente és casi imposible que yo pueda hazer una gran defensa con poco mas de 200.. hombres casi todos Cumplidos y acrehedores à Ymbalidos, y quatro Artilleros que aun estan divididos, uno destacado, y los tres en esta Plaza, se hace indispensable, qe. Vs. me auxilie con algunas Compañias, ò piquetes de esos Regimientos, y algunos Artilleros,6 esto es por lo que hace à fuerzas de tierra, pues pª. las de Mar és preciso tambien qe. Vs. pida à el S°., Comandante General de ese Departamento el que embie tres ò quatro embarcaciones de Guerra ligeras, y manejables en este Río, à fin de que con estos auxilios no sean inutiles mis esfuerzos, y qe. en caso de Ataque queden con honor, y ventaja las armas del Rey.

No creo sea menester qe. yo Suplique à Vs la prontitud con que deva venir el re-fuerzo (sea qual fuese) qe. Vs. me dé pues mis ideas son las de entretener las Contextaciones, y valerme de todos los medios que tengo premeditados para ganar tiempo.

No obstante los bien fundados Rezelos que tengo, aun no creo que los Yngleses se atreven à Ynzultarme pero al mismo tpò no devo Confiarme de una nacion qe. ha dado pruebas de poco escrupulosa en guarder feé quando se le antoja.

La situacion de esta Plaza és la mas rara, y Critica que puede haver; ella esta abierta, y és la unica frontera qe. la España tiene con los Yngleses: si la Guerra estubiera declarada estaria mas Segura, por que las defensas empezarian desde la Baliza, pero no estando yo no puedo imperdirlo el que den fondo en la misma Levé, ò Muelle y esta és una ventaja como la de tener la Punta de la Espada sobre el pecho, y esperar á que el Enemigo hiera, y me atraviese para desembainar la mia; Por fin ninguna fatiga ni precaucion perdonare que pueda Contribuir á la mejor defensa de esta Provincia que el Rey me ha Confiado: Deme Vs. los auxilios que pueda con la mayor prontitud, y ál mismo tiempo este sin Cuidado, pues como ya he dicho en nada cederé qe. pueda perjudicar el honor de la nacion.7

Dios Guê à Vs. mª. a e°. Deseo. Nuevo Orleans 14. de Abril de 1778/ B Lm. de V.S. su mª. at°. serv.
My Very Dear Sir: According to various secret reports I have received from different individuals, it seems that the English are planning an attack against this City in retaliation for the refuge given to the Americans and their prizes.\textsuperscript{1} And although the reception given to said Americans is the same as in the ports of Europe and the Islands of America, against which the English have taken no revenge, they will perhaps venture to do so here because they see the town as defenseless. That action would not be prudent particularly since they do not appear to be prepared to wage war. Nevertheless, appearances seem to confirm these reports as I already have two frigates in front of the City\textsuperscript{2} and according to reports, an additional two or three are expected, one of which, said to be a vessel of thirty-two guns, is at the mouth of the river; her armament will be transferred to another vessel to allow her passage.\textsuperscript{3} If this is true, these frigates cannot have any other object but this town, as there is no need to move upward and no business to attend to in Manchac, Natchez, and the other English settlements given that no one is there. I have been informed that the commander of these frigates is a brutal man, willing to commit any kind of transgression without regard to the consequences.\textsuperscript{4} It appears he intends to demand I turn over the Americans and their prizes, especially the Commander and the Officers in his party, and to open fire and destroy the city if I do not accede to it. His intention is clear, and Your Lordship knows I cannot accede to such a demand (which the Governor of Pensacola has already made in a dispatch I have just received)\textsuperscript{5} and that I should be, as in fact I am, determined to defend these Americans and their prizes and to use all the forces at my disposal, although they are few, for this purpose; surely the King would not approve of my allowing the violation of asylum and protection granted to the Americans in his Royal name to go unpunished. But, since in practicality it is nearly impossible for me to mount a strong defense with a few more than two hundred men, the majority of whom have served their full terms and are eligible for retirement allowances, including four artillery men who are separated, one on detachment and the other three in this town, it is indispensable Your Lordship assist me with several companies or a detachment from your regiments as well as some artillerymen.\textsuperscript{6} These will be used for land defense while for the defense of the sea it will be necessary that Your Lordship request from the General Commander of that department to send three or four shallow-draft vessels that may be suitable for navigation in this river, so that with this support my efforts will not be futile and that the King’s arms may stand victorious and with honor.

Your Lordship, I do not believe it necessary to point out the immediacy with which these reinforcements should arrive (whatever your Lordship may send me). In the meantime, my idea is prolong the negotiations, making use of every means at my disposal to gain time.

Although my suspicions are well founded, I still cannot believe the English would dare attack me. At the same time, one must not trust a nation that has proven less than scrupulous in keeping faith when it serves their purpose.
The situation in this town is as critical and unusual as it could be. It is exposed and is the only border that Spain has with the English. It would be more secure if war was openly declared, as its defenses would begin at Belize, but since it is not, I cannot prevent vessels from anchoring at the levee or wharf, and this is as disadvantageous as having the Tip of a Sword at your chest, just waiting for your enemy to strike, while trying to unsheathe one’s own. Be sure, I will forego no precaution that may contribute to the best defense of this province entrusted to me by the King. Your Lordship, give me as soon as possible whatever support you can, and at the same time, rest assured I will not accede to any demands that may jeopardize the honor of the nation.7

May God protect Your Excellency for many years. New Orleans 14 April 1778./
Your most loyal servant kisses Your hand

Bernardo de Gálvez

1. The “Americans” were the expeditionary force commanded by Capt. James Willing.
3. The report that other frigates were then en route to the Mississippi River was false as Gálvez acknowledged in a letter to Navarro of 27 April. Kimmaird, ed., *Spain in the Mississippi Valley*, pp. 269–70.
5. The letter from Gov. Peter Chester of West Florida has not been found.
6. In a letter to José de Gálvez of 12 Apr., Bernardo de Gálvez wrote that the threat to New Orleans had caused him to construct a battery of eight cannon. He hoped the King of Spain would approve this “pequeno gasto” or small expense. SpSAG, Santo Domingo, Legajo 2596, no. 140.
7. The requested reinforcement had arrived at the Balize by 22 May. Gálvez to Navarro, 9 June, SpSAG, Papeles de Cuba, Legajo 1232, no. 86.

April 15

**AFFIDAVIT OF THOMAS CARRUTH**

Know All Men by these Presents—
That I Thomas Carruth of Marblehead in the County of Essex Marriner for And in Consideration of the Sum of Eighteen pounds Lawfull [money] to Me in hand paid By Ebenezer Graves of Marblehead, in Said County, Blacksmith the Receipt Whereof I do hereby Acknowledge, do here by Sell and assign and Make Over to him the Said Ebenezer Graves and his heirs, or Attrony, One Quarter part of A Single Shear of All prizes that Shall be taken By the Brigganteen *General Gates*1 Cap’ John Skimer Com’ in the Continental Service, Bound A Cruise Against the Enemies of the United States of America, for the Space of five or Six Months—Further More I Do promise that he Shall be Intitled to all the One Quarter of A Share of All prizes that Shall be taken in Company or Any Other Ways Concern’d this Said Cruse And I the said Thomas Carruth, do hereby Covenant and promise the Said Ebenezer Graves, that I the said Thomas Carruth, Will proceed in the Said Briggantteen and do My Duty th[torn] there As to Intitle the Said Ebenezer to the Said of Quarter of A Share During the Whole of the Said Cruse be it Longer Or Shorter and I do hereby fully Impower, the Said Ebenezer Graves in My Name to demand and Receive of the Agent
or Agents for the Said Briggateen During the whole of the Said Term and in My Name to pass Ample Receipts and Discharge for the Same, In Witness Whereof I have hereunto Set My hand & Seal this fifteenth Day of Aprill Anno Domini one thousand Seven hundred & Seventy Eight—

Signed Sealed and Delivered in presents of us—

Benj a Wormsted
Thomas Vinning

Marblehead [Mass.] Aprill the 15th 1778

To the Agent

Sir Please to Deliver to Ebenzr Graves of Marblehead Or his Order All that May Be Due On the One Quarter of A Share that May be taken By the Brigganteen Genearll Gates, Or Any prize Or prizes she May be Concerned in this Cruse and So doing you will Oblidge your Hble Servt

thomas Carruth


1. Continental Navy brigantine General Gates, Capt. John Skimmer, commander, which was fitting out for her first cruise at Boston.

2. In a postscript of 6 July Ebenezer Graves designated Maj. Richard Reed his attorney to receive all monies arising from Thomas Carruth’s service during the cruise of brigantine General Gates in the summer of 1778.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Honble Gentlemen,

I have the honour to transmit by this Opportunity the Schooners Acc as compleat as Circumstances would admit, there being a Number of the Warren & Lynchs Men yet absent, which prevents my closing their Accounts at present. I’ve the pleasure to acquaint you of the Arrival of the Snow Robert, at Bedford, a prize to the Warren, laded with Flax Seed & Fustic the non appearance of the Ship makes me apprehensive she is retaken, the Cargo of the Robert is four puncheons, with three hundred & eighty six tierces of Flax Seed, & fifty Tons of Fustic, having nothing material I’m yours &c

J B—


1. These are the final accounts of Washington’s Fleet schooners that Gen. Washington first placed in operation in the fall of 1775. In June, 1776, Bradford, as Continental Agent, became responsible for all charges concerning the fitting out and provisioning of the remaining schooners as well as the final accounts of all prizes taken by Washington’s Fleet schooners from June onward. Warren was captured on 26 Aug. 1776 by H.M. frigate Liverpool and her crew carried into Halifax. Lynch was taken off the French coast by H.M.S. Foudroyant on 9 May 1777 while sailing as a packet. The Continental Marine Committee on 30 May requested that Bradford turn over to the Continental Navy Board of the Eastern Department copies of his final accounts of Washington’s Fleet schooners for settlement and adjustment by that board.

2. Snow Robert, James Hall, master.


Honb\(^{1}\) Gentlemen, Boston 15\(^{th}\) April 1778

I have the honour to transmit by this Opportunity to the hon\(^{2}\) Committee my Acc\(^{3}\) Curr\(^{4}\) with ye particular Acc\(^{5}\) of each Vessell as by the Schedule inclos’d, when the Goods belonging to the Dispatch\(^{1}\) are dispos’d of I will forward that Acc\(^{6}\) together with her Outfit for Carolina,\(^{2}\) as likewise the Acc\(^{7}\) of Sales of a parcell of Blanketts recei’d from Bedford\(^{3}\) which arriv’d at Nantuckett to the Address of Mess John & Nic\(^{4}\) Brown of Providence with the Acc\(^{1}\) of the half of Brig Friendship & half her Cargo of Salt when sold. M’ Grant\(^{4}\) the Owner of the Brig left orders to sue Me for half what she sold for, which was accordingly done,\(^{5}\) tho I’ve charg’d in my Acc\(^{6}\) the Ballance paid Cap\(^{1}\) Cleveland\(^{6}\). I’ve not paid him but £400 chusing to keep the Remainder in my hands ’till he produces his Vouchers & till I know if his Accounts receive the Approbation of the honble Committee, every Account has been carefully check’d & I believe them free from Errors. I shall be very glad if they are acceptable to those to whom I’m under the highest Obligations yours &c

J B—

P S. The Number of Acc\(^{5}\) sent forward as follows

viz N\(^{0}\) 1. Supplies to Major Chace\(^{7}\)

2 Cost of [blank]

3 Brig Robert’s Cost\(^{8}\)

4 Brig Fanny\(^{9}\)

5 Brig Tryton\(^{10}\)

6 Brig Elizabeth\(^{11}\)

7 Schooner Lynch Voyage\(^{12}\)

8 Sales Salmon\(^{13}\)

9 Brig Trytons Invoice

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2. That is, South Carolina.
4. Thomas Grant.
5. For more on the sale of brig Friendship, see NDAR 11: 653, 654n.
9. Brig Fanny, William Tokely, master, owned by the Continental Secret Committee, was taken illegally by Massachusetts privateer schooner Eagle, Capt. Elijah Freeman Payne, commander, and sent into Boston. See NDAR 7: 470–71, 809, 906, 1216.
10. Brig Triton, Thomas Brinton, master, was captured on 7 Nov. 1776 by Washington’s Fleet schooners Hancock, Capt. Samuel Tucker, commander, and Franklin, Capt. John Skinner, commander. See: NDAR 7: 104, 105, 137, 139, 1014.
12. Schooner Lynch’s accounts for voyage to France as a packet under the command of Capt. John Adams.
13. This refers to 426 tierces of salmon, part of the cargo of the brig Triton.
MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present— Boston April 15th 1778—

Sam'l Ph'ps Savage Esqr Jonathan Glover Esqr
John Brown Esqr Isaac Phillips Esqr
Thomas Walker Esqr Eleazer Johnson Esqr
George Williams Esqr

Sam'l Ph'ps Savage Esqr President—

Order’d, That Ebenr W Calf be paid for Water for Brig’ Favorite 9/.— Also for
Brig’ Dolphin 1£.. 7..—as p’ his Bill—

Order’d, That Jon’a Glover Esq’ be paid for Spy Schooner William sundries as p’
Bill . . . . . . . . . . ..17..—

Also, d” for d” for Sch’ Orne Cap’ Dennis .. 6.—

Order’d, that Benja Cushing be paid Sundrys for Brig’
Favorite Seven Pounds, seventeen Shillings & Six.

d” for Brig’ Massachusetts 3..—.—
d” for Schooner Starks 1..12..—
d” for Brig’ Dolphin 21..17..—

Order’d, That Colo Glover be paid Sundry Disbursements &c. for Brig’
Favorite commanded by Cap’ Bartlett as p’ said Bartletts several Bills am’ to 75..—. 1—

Also for 30 yards old Canvas he supplied s’d Brig’ £9..—.—

1. Massachusetts State trading brigantine Favorite, Nicholas Bartlett, Jr., master.
2. Massachusetts State trading brigantine Dolphin, Israel Turner, master.
3. Col. Jonathan Glover of the Massachusetts Militia and member of the Board of War.
5. Massachusetts State trading schooner Starks.

NATHANIEL SHAW, JR., TO ANDREW PERKINS

New London [Conn.] April 15th 1778

I sent up a Quantity of Cordage by Nathl. Harris which I purchas’d of Cap’ Michel, and a Great part of it I Suppose will be for the Continental Use, and you must Send me the Inclos’d Receit, and deliver it out to my Orders, as I may have Occasion for it—and also Inclose the Receit you gave Harris—have given Mr. Potter orders to Bring down such as he has Occasion for— I am Sir [&c.]

Nathl Shaw Junr.

2. This cordage was for the Continental Navy frigate, later named Confederacy, building at Norwich, Conn.
My Lord

I just now had the honor of receiving Your Lordship’s letter of yesterday with the enclosures. The complaint in Mr. Martin’s letter is consistent with those I heard daily even before the Act came over making it lawful to send prizes into New York and before the prizes were condemned.1 to take pains to convince but interest is blind

After that Act of Parliament2 came over pointing out the method of sending home prize Goods and the court of Admiralty opened; the most ignorant was convinced that without license from one or other of the Commissioners prize goods could not be shipped. I received the 23rd of December last a letter from Capt. Duncan3 dated on board the Eagle at Chester on Delaware the 3rd December enclosing me a form for the blank licenses Your Lordship proposed for the sending home of prize goods desiring me to get a number printed, which was immediately done and the Blanks sent to Rhode Island. Your Lordship returned them signed4 in your letter of 9th January which I received the 19th of January. As soon as I received Capt. Duncan’s letter of 3 December I made it known publicly that licenses were to be sent me; by an advertizement at the Coffeehouse I informed the moment I received the licenses which was the 19th January & a London Ship sailed with one of the licenses 30th of January; every step to forward the shipping of prize Goods I made my particular study agreeable to Your Lordship’s orders. The Court of Admiralty opened5 the 16th September last, from the first libelling a vessel to condemnation requires near one month, so that no great number of prizes could have lain any considerable time when Mc. Clean & Kelsick’s letter of the 16th December was wrote as there was but two months from 16th October to 16th December.6 There is one part of Mr. Kelsick’s letter I positively deny, I never did write to the Commissioners about Prize Goods till I had Capt. Duncan’s letters, for two reasons—as Superintendent I had nothing to do with Prize Goods the act confining it to the Commissioners from whom I had no orders on the head—and secondly because I was certain from every part of their conduct they would give the proper orders, as soon as attention to things of greater moment allowed; I therefore never did tell Messrs. Mc. Clean and Kelsick that the Commissioners would take it into their consideration. The attending to Acts of Parliament, and regulations of trade made by Commanders in Chief in America for the publick good, will ever occasion complaints from individuals where particular interests cannot always be attended to—I have the honor [ &c.]

1. In a letter to Lord George Germain of 20 Jan. 1778, Samuel Martin, a merchant of Whitehaven, England, complained that prize goods could not be shipped from New York without the consent of Vice Adm. Viscount Howe and Gen. Sir William Howe, which consent had been withheld. He added that denying permission to ship prize goods might be “sport” to the Howes but was death to Martin “and suchlike.” Germain referred the letter to members of the Carlisle Commission. Davies, Documents of the American Revolution 13: 235.
2. Elliot is referring to “An Act to prohibit all Trade and Intercourse with the several Colonies therein mentioned,” which was passed by Parliament in 1777.
3. The letter from Capt. Henry Duncan has not been found.
GENEAL GEORGE WASHINGTON TO CAPTAIN JOHN BARRY, CONTINENTAL NAVY

Sir, Head Quarters 15th. April 1778

In a letter rec’d from you some days past were inclos’d the Paroles of some Officers— these I have deliver’d to the Commissary General of Prisoners— yesterday I rec’d the Articles agreeable to the Bill sent me by Major Burnet & by him, or when he sends down you shall receive the amount—

The men at present under y’r Command belonging to Genl. Varnums Brigade I cannot think of suffering to remain with you so long as you perhaps may wish, & have to desire that you will send them by a careful Officer to Camp by the first day of next month— Their time of stay will be so short, that I cannot think it necessary or right that they should receive their cloaths untill they join their Corps— I am &c

GW——n.


1. Washington’s headquarters was at Valley Forge, Pa.
2. These were undoubtedly the paroles of the officers from the ships Kitty and Mermaid and the British armed schooner Alert, all of which Barry had captured on 9 Mar. 1778. NDAR 11: 560–61.
3. See Barry to Washington, 11 Apr., above.
4. Barry’s request concerning the men of the Rhode Island Continental brigade serving with him is in his letter to Washington of 11 Apr., above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Wednesday the 15th day of April 1778.—

Present.

Mr Hutchings, Mr Travis and Mr Archer.—

Ordered that William Mullock and Robert Hamilton sailors on Board the Safeguard Galley be discharged, having served the time of their Enlistment.—

Ordered that the Keeper of the publick store deliver to William Plume as many necessaries not exceeding thirty pounds in value for the use of Amelia, the daughter of Captain John Harris late of the Musquetto who is now a prisoner, on his paying for the same.—


1. As worded, this order is confusing. What it meant was that Amelia Harris was to receive £30 worth of supplies and that amount was to be deducted from the wages owed to Capt. John Harris, who was captured in the brig Musquetto off Bermuda on 4 June 1777 and was then in Forton Prison, Portsmouth, England. John Harris to Benjamin Franklin, 14 July, in Benjamin Franklin Papers 27: 92—94.

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO THE NORTH CAROLINA GENERAL ASSEMBLY

[Extract]

To the Honorable, the General Assembly Gentlemen.

... A Letter from the Governor of Virginia of the 23rd of February, respecting the Ship Caswell was delivered me a few days ago And a pay roll of the Crew belonging to the said Ship with the Captains remarks on the usefulness of a Tender; these I also lay before you for Consideration; And think it necessary to Acquaint you that Captain Wilson informed me he had one hundred & forty five Men on Board the
said Ship, that the Ship was properly fitted to proceed to Ocacock\(^3\) Bar and waited my orders,

But as I was not fully Acquainted with the Contract made by the Commissioners of this State with the State of Virginia in Respect of the two Gallys\(^4\) Sayed to be Built at the Joint expence of the said States, I could not tell how far I might be Justifiable in giving Capt. Wilson Orders, therefore only advised him to proceed with his Ship immediately to Ocacock and protect the Trade in the best manner in his power untill he heard further from me; And that in the mean Time I would lay this Business before the Legislature—— The defenseless Condition of Ocacock and the recent Behavior of the Enemy there, shew the necessity of a Speedy determination in the Measures you shall think proper to take

New Bern 15\(^{th}\) April 1778.

R\(^4\) Caswell

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**Journal of H.M. Frigate Carysfort, Captain Robert Fanshawe**

April 1778  
Wednesday 15\(^{th}\).

Charles Town Barr N71°W 25 miles

at ½ past 7 AM Saw a Sloop bearing S\(\frac{1}{2}\)E Standing to the Wtward  
D\(^{o}\) made Sail & gave Chace At 11 Out 1\(^{st}\) Reef Topsails  At Noon Still in Chace.

Charles Town Lighthouse N36°W 31 miles

First & Middle part Mod\(^{e}\) & Hazey Latter Foggy Wea\(^{c}\)  At 1 PM fired a Shott at the Chace— At 2 Made Sail— At 5 the Chace br\(^{e}\) too D\(^{o}\) found her to be a Sloop Cape Francois for Charles Town, loaden Sundry’s Merchandize\(^{1}\) D\(^{o}\) took the Prisoners on board & Sent a Midshipman & 6 Men on board the Prize & Dispatched her for St Augustine

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**Journal of Timothy Boardman, Carpenter’s Mate of Connecticut Navy Ship Oliver Cromwell**

[19°..18’□ Nth Latt]\(^1\)

15th [April 1778]  
At Day Break We\(^{2}\) saw two Sail Bareing SEbS Distance 2 Leagues We Gave Chase Under a Moderate Sail  At 9 oclock P.M.\(^{3}\) Came Up with them they at First Shew French Colours to Decoy us when we Came in About half a Mile of us\(^{4}\) the[...[y] Ups with English Colours We had Continental Colours Flying We Engaged
the Ship Admiral Kepple as Follows When We Came in About 20 Rods of her We Gave her a Bow Gun She Soon Returned us a Stern Chaise & then a Broad Side of Grape and Round Shot Cap' Orders Not to fire till we Can See the white of their Eyes We Got Close Under their Larbard Quarter they Began Another Broad Side & then We Began & hel'd Tuff & Tuff for About 2 Glasses & Then she Struck to Us at the same Time the Defence Engaged the Cyrus who as the Kepple Struck Wore Round Under our Stern We Wore Ship & Gave her a Stern Chase at which She Immediately Struck. The Loss on our Side was One Kill'd and Six Wounded one Mortally Who Soon Died. Our Ship was hull'd 9 times with Six Pound Shott Three of which Went through Our Birth one of which wounded the Boatswains yoeman the Loss on their Side was two Kill'd & Six wounded their Larbourd quarter was well fill'd with Shott with Shott one Nine Pounder went through her Main Mast. Imply'd in the After noon Takeing out the Men & Maning the Prise The Kepple Mounted 20 Guns 18 Six Pounders & two Wooden D's with about 45 Men the Cyrus Mounted 16 Six Pounders with 35 Men Letters of Marque Bound from Bristol to Jamaica Laden with Dry Goods Paints &C.

Log-Book of Timothy Boardman, pp. 51–52.

1. The bearing is taken from "Sailing Directions on Second Cruise," Ibid., p. 54. Latitude 19° North is in the latitude of the Leeward Is.
2. Connecticut Navy ship Oliver Cromwell, Capt. Timothy Parker, commander.
3. Obviously an error for "A.M."
4. That is, "them."

April 16

SIMEON DEANE TO AMERICAN COMMISSIONERS IN FRANCE

Casco Bay Falmouth [Me.] 16 Apl 1778

Honorable Gentlemen

I have the Pleasure to inform you of my arrival here yesterday in the Frigate L'Sensible & do this day set out for Congress— It wou'd be with much satisfaction could I write whatever News there may be now Current but the short Time I am here previous to my departure gives me no Opportunity of any particular inquiry, further than that no very Considerable Transaction between the Two Armies has lately occurred—

The Continental Fleet which left France in Feb'y last we have not yet any intelligence of nor of Capt'n Courter from Spain

Chevalier Marigny being very apprehensive of the British Cruizers who are so plenty here is desirous of leaving this Place as soon as Possible for which reason am not able to be more particular in my Intelligence.

I beg leave to observe in behalf of that worthy Officer that I have experienced the utmost Politeness & Civility from him as well as the other Officers of the Frigate—

From Boston I shall send to this Port (Express) if any thing particular occur & hope to be in Season for the Ship—I am happy to inform your Honors that I hear the Spirits of the People are very high & I make no Doubt the good News which I have the Honor to be bearer of will give the greatest Satisfaction—
I must at the same time add that a report prevails that Quebec is in our Hands by a revolution in Canada. As the News is not yet Confirmed I have desired the Gent of the Committee here to write if they obtain any further Intelligence that may be authentick—and Inclose it (if in Season by this Frigate) To the Hon. Commissioners at Paris—I am [&c.]

Simeon Deane


2. The “Continental fleet” was the vessels that departed from Nantes in late February under the protection of a French squadron commanded by Chef d’Escadre La Motte-Picquet, which accompanied the vessels part of the way across the Atlantic. The “fleet” then broke up and sailed to various American ports individually. For the make-up of this “fleet,” see Lord Stormont to Lord Weymouth, 6 Feb. 1778.NDAR 11: 977–79. Capt. Harmon Courter had also been dispatched with copies of the Franco-American treaties. Courter sailed from El Ferrol, Spain, on board the French Navy frigate Nympha. Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander, and arrived in Boston on 5 May and at Congress on 18 May. See Harmon Courter to Franklin, 13 March and 5 May 1778 and James Lovell to Franklin, 20 June 1778, Benjamin Franklin Papers 26: 105–6 and n; 400; 662–63.


4. The report was false.

ADVERTISEMENT FOR DESERTERS FROM CONTINENTAL NAVY FRIGATE RALEIGH

DEserted from the Continental Ship of War Raleigh,

John Frost, Midshipman.
Daniel Lang ditto
Francis Little, G’rs Mate.
Hen. Frost Cate, Master at Arms
Phillip M’Cann, Boatswain Mate
Mathius Bell, do. Yeoman.
Peter Messuere, Qr. Mastr.
Mark Pitman do.
Michaile Everet, Seaman.
John Simpson, do.
Robert Spencer, do.
James Wright, do.
James Richardson, do.
John Spinley do.

Sam. Demerrit, Ordinary.
Benjamin Prince, do.
Rob. M’Daniel, Ordinary.
Rob. Williams, do.
Rob. Furnass, do.
George Shaw, do.
John Mills 1st, Corporal
John Mills 2d, Marine.
Timothy Gleeson, do.
Satchivel Runlet, do.
John Hill, do.
John Davis, do.
Moses Swomby, do.
John Sloop, do.

WOHiEVER shall apprehend any of the above Deserters, so as they may be confin’d in any of the Goals in the New-England States, shall be paid 10 Dollars Reward for each, and all Charges— All Commanders of Privateers, Merchant Ships and others, are forbid to harbour, secrete or carry away the said Deserters; as they may depend on being prosecuted agreable to the Rosolutions of Congress for harbouring Deserters from the Continental Service—‘Tis hoped that the Legislative Authority will do their Endeavour to apprehend and bring to Justice such villainous Offenders,
who avail’d themselves of the Indulgence given them to see their Friends, and basely
deserted their Duty—Every Person discharg’d from the Raleigh, will have a Certificate
sign’d by me,

THOMAS THOMPSON.

Portsmouth, April 16th, 1778.

The Freeman’s Journal, or, New-Hampshire Gazette (Portsmouth), 21 Apr. 1778.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON)

THURSDAY, APRIL 16, 1778

BOSTON, April 16, 1778.

Four Prizes arrived last Thursday at a safe Port,1 to the Southward of this, viz. A
Ship, a Snow, a Brig, and a Sloop. The Snow2 is the Prize the Warren Frigate3 took on
her Passage round from Providence; but the other three we cannot learn who cap-
tured by, what laden with, or where from.

Since our last, arrived in an Eastern Port, a Prize Schooner, taken by a SNAKE
Privateer, but whether by the Rattle4 or Black,5 cannot, at present, be ascertained.

We hear from Salem, that on Tuesday se’might arrived there, two Prizes, taken
by a small Privateer from the Eastward, commanded by Capt. McDaniel, viz. a
Schooner laden with Rum and Molasses, bound from Hallifax for Fort Cumberland,6
and a Sloop laden with Salt and dry Goods.

Same day arrived at Salem, a Schooner, taken by a Boat, with six Men. The
Schooner was fitted out as a Tender to the Albany7 commanded by the noted Capt.
Mowatt, and was in pursuit of a French Vessel in one of the Eastern Ports, where the
Men boarded and carried her, and brought her safe into Port, as above. The
Schooner was commanded by one Brown, a Midshipman of the Albany,8 and had
eight hands besides, who were brought to this Town, and put on board one of the
Guard Ships in this Harbour, on Wednesday last.

1. Bedford in Dartmouth (now New Bedford), Mass.
2. Snow Robert, James Hall, master.
4. Massachusetts privateer sloop Black Snake, Henry Phelps, commander, of Salem.
5. Massachusetts privateer sloop Rattle Snake, Joshua Stone, commander, of Falmouth, Casco Bay, Me.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of Massachusetts-Bay, Middle-District. To all whom it may concern.

NOTICE is hereby given, That Libels are Filed before me, in Behalf of Thomas Sim-
mons, Commander of the private armed Schooner Lively,1 and all concerned therein,
against the Brigantine Eliza, her Cargo, &c. of about 100 Tons burthen, Robert Jack,
late Master:—And against a certain Shallop named the Barbara, her Lading, &c. of
about 20 tons burthen, ——— Lister, late Master:—In Behalf of James Hovey, Com-
mander of the armed Brigantine Fairfield,2 and all concerned therein, against the
Ship Whim,3 of about 70 Tons burthen, Dominick French, late Master:—In Behalf of
John Dixey, against the Schooner Two Brothers, of about 50 Tons burthen, Joseph Lowder, late Master.—Which Vessels, and their Cargoes so libelled, are said to have been taken, and brought into the Middle-District aforesaid. And for the Trial of the justice of these Captures, the Maritime Court for said District, will be held at Boston, on Wednesday, the 6th Day of May, 1778, at 10 o’Clock in the Forenoon; when and where the Owners, of said Captures, and any Person concerned, may appear and shew Cause, if any they have, why the same, or either of them should not be Condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 16 Apr. 1778.

1. Massachusetts privateer schooner Lively, Thomas Simmons, commander.
2. Rhode Island privateer brigantine Fairfield, James Hovey, commander, owned by Amos Hubbard and others, of Rhode Island, was commissioned on 28 Oct. 1777. William Paine Sheffield, Rhode Island Privateers (Newport, R.I.: John P. Sanborn, Printer, 1883), p. 60.
3. Ship Whim, Dominick French, master, owned by Thomas Case, of Liverpool. For more on its capture, see NADR 11: 61.
4. John Dixey, of Marblehead, was part-owner of the Massachusetts privateer schooner Spring Bird, James Dennis, commander.

NATHANIEL SHAW, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir/ New London April 16th 1778

Cap’ Michel1 the Command’ of the French Ship Lyon who lately Arrived in this Port from France, has been landing, and almost Compléted the Sale of his Cargo2 and is Preparing to go out on a Cruse, and this day a Recruiting Officer, of the Continental Army, Inlisted Several of his Men, and many more have a Disposition to leave him—the Captain says that unless your Excellency will Interfear in the Matter, he shall be Oblig’d to lay up his Ship, as he Cannot git any more hands, and as he is a Commissioned Vessell3 he thinks that his Men, Cannot be taken from him and that Congress would not allow of it, as it would be the means of Discouraging any more Ships from Coming here, should be Glad to know your Excellency’s Opinion on the Return of the barer M’ Brook who Comes on purpose—4 This day Cap’ Peter Griffin5 sent Six Prisoners hear, that he had taken on Long Island belonging to a Fleet who are now att Shelter Island getting wood—they Consist of Twenty Five Sail Convoy’d by a Frigate of Thirty Six and a Ship of Twenty Guns, and are to Return to New Port. I am Sir Your hum Serv

N Shaw Junr.

LB, Cty, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). The addressee is determined by the use of “Your Excellency” as a term of address.

2. See Shaw to Andrew Perkins, 15 Apr., above.
3. Although Michel traveled to Hartford to meet with the Governor and Council of Safety, there is no record of Lyon being commissioned as a Connecticut privateer. See NADR 11: 628–29, 659.
4. See Michel’s Advertisement for Deserters from Ship Lyon, 21 Apr., below.
5. Capt. Peter Griffing (or Griffin).

NOTICE TO SEAMEN OF CONNECTICUT PRIVATEER BRIG NANCY

THE Gentlemen Volunteers that have engaged to go a Cruize in the Privateer Brig NANCY,1 MICHAEL MELLALY, Commander, are desired to repair on Board immedi-
ately, as she is now compleatly fitted and ready for sailing.

New London, April 16, 1778.


1. Connecticut privateer brigantine Nancy was commissioned on 23 Apr. 1778 and was owned by Nathaniel Shaw, Jr., of New London. It mounted 16 guns and was manned by a crew of 199 seamen. DNA, PCC, item 196, vol. 10, p. 107.

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 16, 1778

New-York, April 16.

The following particulars relating to the taking the schooner ALERT, are just arrived from Philadelphia.1

That on the 6th of March last, she entered Delaware-bay, being joined by the ships Mermaid and Kitty, from Rhode-Island,2 and at three o’clock in the afternoon, three half-gallies or armed boats attacked and engaged them till sunset, when the boats left them—with light wind, they all continued standing up the bay till seven o’clock, when they came to anchor. At day-light next morning they made sail together, and at seven o’clock, seven half-gallies came off from the Pennsylvania shore, six of which attacked the Kitty, being the most defenceless, the other being the largest of the gallies, lay a-head of the schooner so as to rake her fore and aft, whereupon a severe firing began between the ships, schooner, and the enemy’s boats or gallies, which continued until 10 o’clock, when a breeze springing up, (they having had little or no wind, and a calm during the engagement) they obliged the boats to sheer off, and stand for the Jersey shore; the schooner chasing them as near as she could venture to the shore, and would have taken or destroyed five of the boats, had there been sufficient depth of water to have followed them a little further; the ships and schooner then proceeded up the river, the boats also rowed up, keeping in shoal water, until 9 o’clock when they reached the lower end of Reedy-island, it becoming calm, the boats crossed a head of them and got into Reedy-island in a thick fog; a breeze springing up soon afterwards, and the enemy being joined by two more boats, making nine in number, they again attacked the ships Kitty and Mermaid, boarded and took them, notwithstanding all endeavours used by the schooner, by setting every sail he could to get to their assistance, but was prevented for want of wind; the enemy then manned the ship Mermaid, nearly of equal force with the Alert, and with the ship and boats together attacked the schooner, endeavouring to board her, Captain Moore perceiving this, hauled his wind, when the third engagement began, in which his pilot was wounded, and incapable of keeping the deck, and the larboard clue of the schooner’s main-topsail being shot away by the Mermaid, together with the fore-brace; the boats, some a-head and some a-stern, firing incessantly into her, and having no wind to work his vessel, it being quite calm, and the nine boats making a disposition to board him, having but about six rounds of powder, and eight rounds of grape shot left, and it being near night, when a flag came from the boats to demand a surrender of the schooner. Capt. Moore consulted his mate, the pilot, and Mr. James Stratton, lieutenant of engineers, who was on board, and they agreed with him, that it was impossible in their situation to defend the schooner against such superior force, (the boats having from 16 to 20 men each) and therefore it was best, (to prevent the loss of lives that must necessarily happen on being boarded) to deliver her up, making the best terms he could, which he did, and by that means saved
the baggage and cloaths belonging the passengers.3

1. British Army armed schooner *Alert*, Daniel Moore, commander.

**Pennsylvania Navy Board to President Thomas Wharton, Jr., of the Pennsylvania Supreme Executive Council**

Sr State Navy Board [Trenton, N.J.] April 16 1778

We rec’d your Excellency’s1 by Capt Houston,2 also one from General Washington,3 which Cap’ Blewer4 will shew you. On receipt of that Letter, we applied to Governor Livingston5 for advice: he told us, that he was very Sorry the Galleys should be dismantled, but as it was out of his Line he declined to give Advice. We then applied to him for Power to press Waggons, he said he had not that Power; on which we presented a Memorial to the Governor, praying he would lay it before the Council & Assembly, who soon after empowered the Governor to give orders to press such Waggons as we wanted. Six Galleys being then dismantled, as well as the Brig *Convention*, we carried off the Stores and Cannon to different Places, and put them under the Care of such Inhabitants as we could trust and depend on. While we were carrying off these, an order came from General Washington to send the Men that were on board the Galleys which were sent from his Camp,6 many of which were sent off; on which two more Galleys were dismantled; They are now all in a proper Creek ready plugged, and can be sunk in Half an Hour. Four Galleys and four armed Boats are now as low as Burlington. The Shot we have buried in a good Place near the Water, For any other particulars must refer your Excellency to Capt. Blewer.

A large Quantity of Powder was sent to Pitts Town, since which we gave an Order to M’ Pearson7 to remove most of it to Allen Town, at which Place there is a Quantity of Duck and other Stores an Inventory of which Cap’ Blewer has. I am By Order of the Board your Excellencys [&c.]

Wm. Bradford

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2. Capt. Thomas Houston, Pennsylvania Navy.
5. Gov. William Livingston of New Jersey.
7. This may have been George Pearson, who served in the Continental Quartermaster department.

**Journal of the Maryland Council**

Thursday 16th April 1778.

[Ordered] The *Johnson* Galley, Ship *Defence* & Brig *Friendship* are to be removed to Baltimore Town their Sails to be lodged in a Sail maker loft, labelled so as to be distinguished and receipts taken for them.1 Their Rigging to be sent into a Convenient warehouse, and inventoried the Inventory & Receipts to be returned to the Governor and Council the Vessels to be carried as near the Falls as convenient and
moored by each other— The Chester Galley is to have the Johnson’s Anchor & Cables. The Gunner of the Defence is to be left in Charge of the Vessels. The Invalid at Baltimore belonging to the Independence and one of the most indifferent Hands belonging to the Baltimore Galley are to be left with the Gunner to wet the Decks and Assist him in taking care of the Vessels


1. On 15 Apr. at Annapolis, Capt. Bennett Mathews acknowledged receipt of “one Mainsail and Four sail one Messon and Messon Stay Sail, Four Stay Sail” from Defence and “one Four Sail one Top Sail and one Main Top Stay Sail” from the brig Friendship. MdAA, Executive Papers, 6636-11-32. The following day he acknowledged receiving “Four hundred weight Junk” from Friendship for the use of Maryland Navy galley Independence. MdAA, Executive Papers, 6636-11-39. In August, Capt. John Gordon, commanding the Maryland Navy galley Conqueror, acknowledged taking boatswain’s stores, gunner’s stores, and cook’s and cabin stores in addition to the rigging from Defence. MdAA, Executive Papers, 6636-12-20.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE TYRANNICIDE, CAPTAIN JONATHAN HARADEN

Remarks on Thursday April 16th 1778

Latt\(^4\) P\(^c\) Observ\(^+\) 36.54 N \([\text{at sea in the latitude of North Carolina}]\)

Middle Part small showers of Rain and Hazy Weather at 6 AM saw a Sail in the NE and gave Chace at 7 AM set Studden Sails squally with Rain carried away our Fore Topmast Studden Sail Boom at 12 on Meridian spoke with the Chace a Privateer Sloop\(^1\) from Rhode Island Goverm\(^1\) returning from a cruize out 4 Months

\([\text{At noon}]\) No Observat\(^{1}\) to Day

D, MSAE, Log of Brigantine Tyrannicide (November 1777–May 1778).

1. Probably Rhode Island privateer sloop Sally, Lemuel Bishop, commander.

CAPTAIN THOMAS JORDAN, R.N., TO GOVERNOR PATRICK TONYN OF EAST FLORIDA

(Copy)

Galatea Frederica Sound 16\(^{th}\) April 1778

It was not before the 13\(^{th}\) Instant the favour of your Excellency’s duplicate of the 27\(^{th}\) March reached me, and was sent in by the Watering Brig\(^1\) from Captain M\(^c\) Kenzie. The Lizard\(^2\) did not call off here as I expected, he passed this place the 11\(^{th}\) in his way to New York, and the next day to our great joy the Express Schooner arrived with Provisions for the Rebecca, and the original Packett your Excellency was pleased to honour me with—and beg leave to return my thanks for the Civilities therein contained.

As Lieutenant Ellis\(^3\) could not find sufficient Water on to Sapelo within Land for the Hinchinbrook, and Rebecca, I ordered them to go as far with them as they could, and then to proceed to Sapelo with their Boats, if they found it prudent, as I thought it of Consequence to get a knowledge of that Bar, and Harbour, and gather intelligence— this they effected very properly with their Boats but I am sorry to acquaint you after their return Ellis and Mowbray with five men in the Boat overset within about a Mile and half off the Galatea, coming to give an account of their Expedition, and poor Ellis, and one of the Seamen were most unfortunately drowned.— We had seen the Boats two sails— but the weather unluckily for them was very Hazey, and the Boats sails disappearing we concluded they had lowered them to row round a
Shoal, which a boat they had sent before confirmed, and said they meant to dine with me, and after having waited sometime I concluded they had found themselves too late, and had gone to Frederica to shoot— The Weather being so moderate I had not the least idea of their being upon the bottom of the Boat, and driving up one of the Rivers, which they did 'til near dark— At about nine o’clock we heard a voice in the Marsh at a great distance— I sent the Boat to follow the Sound, and she returned with Mowbray and four Men, who informed me, Ellis was weakened by being so long in the Water, and the Boat rolling over a little, he was washed off by which the Service was deprived of an active good officer.

Your Excellency requests me to consider of a Matter relative to the fixing of a Couple of Vessels to act as Galleys with heavy Ordinance, if you recollect it was a subject I entered upon so long ago as last Summer— there is no doubt of the utility of such Galleys at present—but a necessity also, and in my opinion it might be easily executed—by taking two of the stoutest of the Prize Schooners or Brigs, cutting them down and strengthening them so as to carry a Twenty four pounder in each, in which case you would have heavier Mettal than Yankeys which must ever succeed in river Work— nothing would make me more happy than to have it in my power to assist your Excellency in this, and every other Service— I have but one Carpenter I can trust, and he is at present in a high fever.— the lowering and strengthening those Vessels might I should imagine be executed with common workmen, and the strength required to support the resistance of a Twenty four pounder—I should suppose an Artillery officer the best judge of— to construct a proper Galley I grant requires able hands but the Cutting down one of these Vessels, that she may row the faster, and of course draw less water and taking out her Bowsprit that her Gun might act, fixing two Latteen sails with short masts— to execute this I should think your Excellency will find many in St. Augustine to be taken hold of for so essential a Service, for every day convinces me the more, that nothing else can effectually stop the inland navigation or get at their Galleys.

I had flattered myself from the information I had gathered, that I should have succeeded in cutting them off, but I now find that to be false, for I can’t ever stop them, if they chuse to push for it, for these Marshes are so cut, and lead into back rivers, which they at high water can get along in, and out of the power of either of us to follow them a mile— I have just now learnt they can get into one of those Rivers, and not come near Frederica Fort, which the people of that Island, and others before assured me could not be— therefore that Post under this circumstance cannot be of that consequence, I before thought it, and I cannot as yet learn where to place the Galatea, to that advantageous situation I could wish, for I hear nearly the same accounts of Sapelo, but even that would not be a safe move to make just now, for three of their Galleys shewed themselves the other day, and came to a place called Doo Boy, the next day the 15th Instant they disappeared, and its most probable they are gone up one of the branches of the altamaha— I expect to know tomorrow and therefore detain the Schooner otherwise should dispatch her, as our wants will come of course, and unless we can get a supply of bread from Augustine, we must soon leave this place— The Hinchinbrook will have hers also, she and the Rebecca from the above information, I have thought proper to order down to the dividing where the Galleys must come if they wish to get to the Southward, but even these I can’t get to assist them if these Galleys prove too heavy for them.
I was informed the 13th when they advanced to Sapelo they had several small vessels with them as transports for their troops, but neither of those appeared with their galleys— I shall spare no pains to stop them coming on, or preventing their getting back, but your Excellency is pleased to say you shall be disappointed, if we do not get one of them, if that could happen we certainly should get the three, but be assured neither can happen if they are not fools— I will answer for it, they will never suffer deep water to run between them, and a kings ship.

The party of Rangers your Excellency mentions as sent hither to act with us its true— Colonel Brown was good enough to send a captain, and I think seven men in a petuaga to know if we wanted assistance, but on his joining the Galatea, Captain Wheatley showed me an order from Colonel Brown, not to be absent more than ten days, on which I asked him, what time he had been in coming— he said five days— and will it not take you the same time to return— he thought it might— on which I told him I would not detain him longer, than just to write a few lines to Colonel Brown— he wished to get ashore to kill a bullock and refresh his people, which he did and returned the next day morning, but his party were too few to be of real service, otherwise I should have wished them in the fort, and would have given them a couple of guns for its defence.

A fever we brought to this, has gone near through the ships company— I buried two before I got in, and five since upon Jekyl Island, a few days ago I had forty odd down since which they have been mending— I had many stout men before I left St. Augustine, that can’t now crawl up a ladder, notwithstanding the fever has left them since that time— I have with the utmost respect [&c.]

Signed Tho: Jordan


1. Extrapolating from information found in the April-May 1779 Muster book of the H.M. frigate Galatea, it appears that the watering brig was a tender to H.M. frigate Carysfort. At the time of this letter, the watering brig was commanded by Acing Master Robert Cauzsar.
2. H.M. frigate Lizard, Capt. Thomas Mackenzie, commander. Mackenzie was the officer who carried Tonyn’s letter for Jordan.
3. Lt. Alexander Ellis, then commander of H.M. armed brig Hinchinbrook. East Florida Provincial armed sloop Rebecca was commanded by Capt. John Mowbray. Sapelo Island is a sea island on the coast of Georgia.
4. Jordan is referring to Doboy Sound at the southern end of Sapelo Island.
5. That is at the Frederica River dividings, above Fort Frederica. “Dividings” was the term for what oceanographers today call “tidal nodes.” For a discussion of these nodes and their significance, see Virginia Steele Wood, “The Georgia Navy’s Dramatic Victory of April 19, 1778,” The Georgia Historical Quarterly 90 (Summer 2006), 179n.
7. Presumably, Jordan is referring to a pettiauger, which is another name for a piragua or pirogue, which was a two masted sailing barge fitted with lee boards. Encyclopedia of Nautical Knowledge, p. 398.

April 17

James Warren to William Vernon

Dear Sir

Boston April 17 1778

I received yours of the 13th Instant, I hope the money sent came to hand in Season to prevent any great disadvantage. The pigg Iron from Providence is
daily coming in but under a Circumstance that Strikes me disagreeably. I find
the Neat Weight is mentioned instead of Gross, which seems Calculated to An-
swer the purposes of Extortion, and to have Consequences that Extend into fu-
turity. what the Computations or Customs are I know not, but I think it would
be best for the public to make no Estimates but by Gross Weight, if it even Cost
a little more at present. I hope Capt Whipple will Succeed in getting his Ship
out both for his own reputation and the good of the public. I have made large
purchases here. so has Capt Deshon at N London. I have purchased Thirty two
Shot, some duck, a Cable and many other things. Where the money is to come
from to pay for them we all know, but when and how we are to Comply with the
Contracts remain Uncertain. An Express to Congress for money might be Effec-
tual, but it is a Measure for several reasons I would avoid if possible. I wish to
have your Sentiments on the Matter. Our Business is now Extensive and grows
very fast upon us, and our Treasury is very low. I must go home next week, or
have no Gardens and no Farm this Year. What am I then to live on. the Extortion
of the Country and Town takes all I get here to maintain me in the Simplest
manner without any Connection with a family. my Letter to Captn Deshon which
went by Captn Hopkins and now inclosed to you, give my opinion of the Colum-
bus's Stores and Several other Matters. I hope you have wrote to Captn Deshon
and shall be obliged to you for it. Mr Blodget has been with me repeatedly about
the Purser's birth in the Warren and Claims our promise. Captn Hopkins has an-
other in that place, and I understand by him Captn Deshon agreed to or made
his appointment. Conceiving it improper that one of us should Countermand
the doings of another, I have given him no Encouragement till I see Captn
Deshon. you will speak to Captn Hopkins on this Subject. I am sorry the Enemy
have got one of the Warren's prizes and glad that another has arrived Safe. I am
Your Friend and Servt

J Warren

P.S. Do Expedite your Contract for the Cannon as much as possible. have them
cast and sent forward on the Ship. will certainly wait for them. if you write to the
Navy Board at Bo[ru]ntown wont it be well to desire them to forward to us the
Resolutions of Congress relating to the Navy Board as ordered by the Marine
Committee.

[Providence]."

1. Not found.
2. See James Warren to William Vernon, 11 Apr., above.
4. John Deshon, member of the Continental Navy Board of the Eastern Dept.
5. That is, Plymouth, Mass.
7. Continental Navy ship Columbus which ran aground and bilged on Narraganset Beach on 28 Mar.
and was subsequently burned by the British. See NDAR 11: 802, 803n, 812–18.
8. Probably Nathan Blodget who later became the purser of the Continental Navy frigate Alliance.
snow Robert, James Hall, master, had arrived safely at New Bedford. See NDAR 11: 782n, 783n, 796n.
10. The Continental Marine Committee had been ordered by Congress on 5 Mar. to revise the Rules
and Regulations of the Navy. On 6 Apr., above, they sent the Continental Navy Board of the Eastern Dept.
the Rules and Regulations of the Navy and requested suggestions for any new rules or alterations that
they might think necessary, above. On 8 Apr. the committee sent a similar request to the Continental
Navy Board of the Middle Dept., above.
NEW-LONDON, April 17.

One Day last Week, a Sloop from Halifax, laden with Coal, some Coffee and other Articles, was taken by a Boat with seven Men and one Swivel, from Coaxet, in Dartmouth: the Sloop had three Swivels and eight Men, but made no Resistance: the Boat was out but three Hours, and the Men it was said would share upwards of 1000 Dollars each.

1. That is, Acoaxet on Westport River, Mass.

VICE ADMIRAL VISCOUNT HOWE TO COMMODORE WILLIAM HOTHAM

Private Sir

Eagle Off Sandy Hook. [N.J.]

Dr. Sir/ April the 17th 1778

The Wind being favorable to put to Sea for the Delaware where my earliest presence is necessary, I have not time to finish the Official Instructions You would otherwise have received before I left the Hook.

By the Andromeda, I am advised that R. Ad Gambier is to be daily expected. I mean that he should be charged with the Services of this Port at present; As some time will probably be requisite to get his Ship in condition for other Service after his passage from England. And I propose (which I am sure will be more agreeable as being a more active Scene) that you should take the Command in Chesapeake Bay; where three of the large ships bringing European Cargoes, are said to be destined, in order to load back with Tobacco.

Capt. Onslow is apprized of the necessity for his Stay in Chesapeake Bay, by your Tender. And I mean a 50 Gun ship to be sent immediately from the Delaware, if I find the Circumstances of the Service such upon my arrival as to admit of it.

By this earlier notice of your probable Appointment, You will have leisure to prepare the necessary Information on the different Branches of the Service of the Port and adjacent Stations, in readiness for the R. Admirals arrival; And as I shall have time to finish the Official authorities on my way to the Delaware, they will be very soon sent back to you. I am with the greatest regard Dr. Sir [&c.]

Howe

1. Rear Adm. James Gambier.
2. Gambier’s “ship” was H.M.S. Ardent, Capt. George Keppel, commander.
3. Hotham did not succeed Onslow in command of the squadron in Chesapeake Bay.
5. Probably sloop tender Hotham.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met
Lancaster, Friday, April 17, 1778.

A Certificate signed by Willm. Crispin, Commissary, setting forth, that he had took by force 121 Gallons of Jamaica Spirits, for the use of the Fleet, on the 20th of November, being laid before the Council, and it appearing to have been very old Spirit, for which he could have had Five Pounds $\frac{5}{8}$ Gallon; whereupon, An Order was drawn on the Treasurer in favor of Elias Boyce, for the Sum of Six hundred & five Pounds, to be charged to Willm. Crispin, Commissary. . .


**Journal of the Maryland Council**

[Annapolis] Friday 17th April 1778

Ordered That Mr Crysall1 supply the Dolphin2 with a Barrel of Beef a Barrell of Pork two Barrels of Bread and 12 b Candles— Mr Harris3 is requested to furnish the Dolphin with 40 Gallons Whiskey— Capt Campbell4 is requested to furnish the Dolphin with half a Barrel of Musket powder 200 Swivel Balls and 400 Musket Cartridges— . . .

Ordered That the western shore Treasurer5 Pay to Capt Thomas Coursey one thousand four hundred and fifty two Pounds, fifteen Shillings and eight Pence due himself & Crew of the Chester Galley per Pay roll examd & passed by the Auditor General6 . . .

Lieut Gale,7

You are to proceed with all Expedition to Chester Town with your Detachment of Artillerists, Artillery & small Arms & be subject to the Orders of Col° Bordley8 it is designed you should act in Concert with the Militia against the Insurgents.—9 If the wind should prove unfavourable so that Attempting to get to Chester may occasion delay you are to land at Queen’s Town call on any Militia Officer immediately for Assistance of Carriages &ca. and proceed forward to join the Militia collected some where we expect in the Head of Queen Annes County sending an Express as soon as you get to Queen’s Town to Col° Hemsley10 and another to Col° Bordley— the Arms & Cartouch Boxes may be delivered to either of them. We trust your Activity will be equal to the Occasion

Ordered that Capt Matthews11 deliver to Capt. Coursey out of the Johnson Galley what Rigging & Pig Iron he may want for the Chester Galley.12

Lieut, Cox,13

You are to proceed to Cambridge with the Baltimore Galley and there deliver the Arms you have in under the care of such Person as Robert Goldsborough Esquire shall direct you, who is requested to write to the Lieut° of Dorchester and Caroline Counties14 the six Boxes marked D are for Dorset and the five marked C for Caroline 150 Stand for each County, You are to receive at Cambridge what Continental and State Goods are there and with them return to Annapolis with all Dispatch none of the Goods must be taken on board loose and if any of the Packages want repair it must be done by those who have the Care of the Goods take every precaution to prevent embezzlement.


1. That is, John Crisall.
3. Isaac Harris.
4. Capt. William Campbell commanded a company of matrosses in the state service.
5. Thomas Harwood.
8. In a letter of this date, the Council informed Col. William Bordley, commander of the Kent County militia regiment, that the detachment consisted of “thirty two Artillery Men, two field pieces” and that the Council was sending “two Hundred stand of good Arms and all the Cartouch Boxes we have fit for Use about 130.” Ibid., p. 40.
10. Col. William Hemsley commanded the Queen Anne’s County militia regiment.
12. On the Maryland Navy galley Johnson, see Journal of the Maryland Council, 16 Apr., above.
13. Lt. John Cox who was temporarily in command of the Maryland Navy galley Baltimore.
14. These were the County Lieutenants who were responsible for organizing and training the militia of their county.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMANDER MATTHEW SQUIRE, R.N.

Emerald.

Sir off Tangier & Watts Islands 17th April 1778

You will please, to receive such Americans, enlisted for General Sir William Howes Army,1 as will be sent you from the Senegal;2 Victualling them at two thirds allowance, taking the first oppertunity of sending them to New York, or Philadelphia; sending a list to the Commandg. Officer. I am [&c.] B.C.

1. On these enlistees for the British Army, see Caldwell to Capt. Richard Onslow, 31 Mar. 1778. NDAR 11: 848.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE TYRANNICIDE,
CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Friday April 17th. 1778

No Observtn. to Day
from 12 to 5 AM Moderate at 6 AM saw a Sail and gave Chace at 8 AM spoke with the Chace the Privateer Brig Oliver Cromwell Cap1 ——— Richardson from Salem out 8 days bound upon a Cruize——1 at 10 AM handed the Top Sails and hove too——
Latt1 P° Obsv 38..20 N° [at sea in the latitude of southern Delaware]
[PM] Latter part squally with a Fresh Breeze Broached a Hh4 of Water——

1. The petition for a letter of marque, the commission and the bonds for this Massachusetts privateer cannot be found. There was a privateer brigantine from Salem named Oliver Cromwell, William Coles, commander, which was commissioned on 29 Apr. 1777.
PROVIDENCE, April 18.

The Snow\(^1\) lately taken by the Warren Frigate\(^2\) is safe arrived at a neighbouring Port.\(^3\) Her other Prize, a Ship from Whitehaven,\(^4\) was retaken by the Orpheus Frigate, within six Hours Sail of Boston, and brought into Newport.

1. Snow Robert, James Hall, master.

NEW-YORK, April 18.

Yesterday a sloop from Cape Francoise, for Virginia, arrived in this harbour;\(^1\) she was taken by the Letter of Marque ship Rose, Capt. Duncan;\(^2\) and is laden with rum, sugar, molasses, duck, calicoe, chintzes, medicines, &c.

1. Probably, sloop Dolphin. The Dolphin and its cargo were advertised for sale in The Royal Gazette on 16 May.
2. British letter of marque ship Rose, James Duncan, master, 305 tons burthen, owned by James Duncan & Co. Rose was armed with twenty-two 6-pounders, two 4-pounders, and two 3-pounders. Lloyd's Register of Ships, 1777–1778.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, April 18, 1778

The Marine Committee brought in a report; Whereupon, Congress came to the following resolution:

Whereas, it is expedient that a speedy enquiry be made into the causes of the loss of the Virginia frigate, and a competent number of officers belonging to the navy cannot, at present, be obtained for that purpose:

Resolved, That the navy board in the middle district, with William Smith, Esq. of Baltimore, and Stephen Stewart, Esq. of West river, in the State of Maryland, or any three of them, be, and they are hereby appointed and fully authorized to make a strict enquiry and examination into the causes of the loss of the said frigate, and the conduct of James Nicholson, late commander of the said frigate; and that to that end they repair to Baltimore as speedily as possible, and call before them the said James Nicholson, and examine all persons, evidences and papers necessary, and make report of such their enquiry, together with the evidences, to the Marine Committee, to be laid before Congress.\(^1\)

1. See Continental Marine Committee to the Continental Navy Board of the Middle Dept., 16 May, below. As seen in a note at that letter, the inquiry was still pending in Mar. 1779.

Dagsberry 1 April 18th 1778

A Commander of a Schooner 2 with his Mate and eight Sailors having been made prisoners and their Vessel taken by a Number of the inhabitants of Indian River I send to recieve your orders in relation to them.

1. That is, Dagsboro, Del.
2. As seen at Rodney to Dagworthy, 7 May, below, the schooner was Fortune.


Emerald

Sir off Tangier & Watts Islands 18th April 1778.

I beg leave to Inclose you Captain Symonds's Letter to me, 1 relative to the situation of the Solebays Anchors and Cables, and to request She may be supplied, with those material Articles;— Should She be so unfortunate as to loose, another anchor, She will then be obliged to leave the Station, and there are too few Ships here at present, to Guard the Bay, 2 if more could be had.

This Ship has been here very near a year, 3 and is in great want of Sails, and Cordage, and the upper Works being Caulked. I am [&c.] B. C.

1. Letter not found.
2. Chesapeake Bay.
3. H.M. frigate Emerald had arrived in Chesapeake Bay on 5 June 1777. D, UkLPR, Logbook of H.M. frigate Emerald, Adm. 51/311.


Brigade Orders.

Washington Galley, 18th April, 1778.

Parole-Liberty.

The division of troops on board the Washington under the command of Lieut. Colo. Rae 1 are the first to land at the place called Pikes Bluff, on the north west extremity of Frederica, including the first division of riflemen; the latter lead the vans and are immediately to take post in the woods, and cover the landing of the rest. Canty's boat will attend for the purpose. 2

Major Roberts with the division on board the Bullock, 3 with the second division of riflemen is next to land, and are to proceed agreeable to the orders for the first. They are to form on their left. The above boat with what can be spared from the galleys is to attend their landing.

As soon as the above two divisions have effected their landing and taken possession of the woods in front, Captn. [George] Young is to land with the Artillery, and get in order for action with all possible expedition.

All the boats are next to rendezvous with the Lee, where the commanding officer will be ready to debark with the rest of the troops. 4

Officers and soldiers are earnestly entreated to pay the strictest attention to their duty, in which case the commanding officer will insure them success against the plun-
derers of their country and the common enemies of the rights of mankind.

Colo. White on board the *Lee*, Captain Melven on board the *Washington*, and Lieutenant Patty on board the *Bullock* are to remain with the detachments under their command, and assist in fighting and navigating those vessels.

By order of the C. C.,

JOHN HABERM., B. M.


1. As seen in his letter to Maj. Gen. Robert Howe, 19 Apr., below, Elbert put some 300 rank and file and two pieces of artillery on board the galleys. Lt. Col. Robert Rae’s detachment was on board the Georgia Navy galley *Washington*, Capt. John Hardy, commander.

2. For more on James Cantey, Jr., and his flatboat, see Elbert to Capt. George Melvin, 9 Apr., above.

3. Maj. Daniel Roberts’ detachment was on board the Georgia Navy galley *Bullock*, Capt. Archibald Hatcher, commander.


6. That is, Colonel Commanding, which was Col. Samuel Elbert.

7. That is, Brigade Major John Habersham.

**JOURNAL OF H.M. FRIGATE GALATEA, CAPTAIN THOMAS JORDAN**

April 1778

Saturday 18th. Moor’d in S’ Simons Sound.

Moor’d in S’ Simons Sound. Mod’w and Cloudy W’ Emp’d working up Junk. Rece’d Fresh Beef—

At Single Anchor off Frederica Island.—

Light Breezes and Calm, at 5 PM Received Information by a Boat from the *Hinchinbrook* & *Rebecca* (which was there upon the Advanced Post) that three Rebel Rowe Gallies1 had Anchored off the Town of Frederica, that they were Perceived from our Advanced Guards to Embark a Number of Men on their Boats, About ½ pt 5 PM Lieu’t Merrick went in the Pinnace Man’d and Arm’d and was soon after followed by the Watering Vessel.2

D. UkLPR. Adm. 51/4197.


2. Lt. William Augustus Merrick. The “Watering Vessel” appears to have been a brig tender of H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander.

April 19 (Sunday)

**TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT OF NOVA SCOTIA OF MASSACHUSETTS PRIVATEER SCHOONER HAMMOND**

[Halifax, Nova Scotia]

Cause.

Sir George Collier Commander of His Majesty’s Ship *Rainbow*

VS. the Schooner called the *Hammon*.1

9th April 1778 Libel filed & Entered & Order made thereon as on file.

Registers Office 17th April 1778.

Edward Dalton Lieut. of the *Rainbow* being duly Sworne Deposeth that being on a Cruize in the *Rainbows* Tender2 they fell in with the Schooner *Hammon* at
L'Have⁵ Arm’d with 12 Swivels & Small Arms, & 28 Men, that the Rebels ran the Schooner ashore & got away all but Six, that the Deponent took Possession of her & brought her into this Port.

E. Dalton

Sworne before me.

Charles Morris Jun’r Reg

19th. April 1778.

Court opened as usual, The Libel Order & Return thereon Read, the Evidence taken before the Register also Read, the Judge then Ordered Proclamation to be made for all Persons Claiming property in the Schooner Hammon & her Appurtenances to Appear and Assert their Claims, none appeared, The Advocate General then moved for a Decree, which was pronounced as on file, whereby the said Schooner & her Appurtenances were Condemned as Lawfull Prize to the Captors thereof.

Court Adjourned without Day.

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 120.


3. La Have, Nova Scotia.

COMMANDER HENRY MOWAT, R.N., TO CAPTAIN THOMAS FITZHERBERT, R.N.

Copy

Albany, River St. John [New Brunswick] 19 April 1778

Sir,

Major Studholme¹ the Officer Commanding at Fort Howe having by this opportunity laid before General Massey² a plan describing the Situation of this place, as also the intelligence he has procured since his last Dispatches, leaves with me only to remark, that the Albany is now placed agreeable to the tenor of your Orders,³ and I wish very Sincerely that the Navigation of this River⁴ would admit of a full extension of them, which I am sorry to observe it does not, owing principally to the interruption of the Bar which allows of Vessels passing only at certain periods of the Tide: this circumstance I think incumbent on me to lay before you, and I also think it necessary to make known, that the Major has been pleased to shew me the Orders he is under, by which he is instructed, in case he is obliged to leave his Post to repair immediately with his Party &c on board the King’s Ship, and as no mention is made in my Orders respecting him or his Post, I pray you will be pleased to signify your directions on that head, in case he should be forced to that Alternative, which he certainly will should any Cannon be brought against the Blockhouse, and on that Supposition I think it my Duty to observe, that the Ship’s retreat will entirely depend upon a leading Wind and a favorable time of the Tide.

The intelligence which goes to the General at this time will no doubt be laid before you Sir, and you may rest assured that no exertion of the Albany shall be wanting in co-operating with the Major Should the service require it; although I must beg leave to observe as my opinion that if the Rebels have any design against Cumberland
or any part on that Shore, they never will make any attempt at this Post in consequence of that Measure; my reason is thus, because they have Mechias, Passamaquady and several other open Harbors to assemble at and favor their designs much more than this place could do were they in possession of it, and they also have it in their power to annoy and even destroy the upper Settlements on this River without appearing here, which you will see they intend doing if the intelligence be just. I have the honor to be, Sir [&c.]

H. Mowat


1. Maj. Gilfred Studholme, brigade major at Halifax, was, at the time of this letter, commanding Fort Howe, an outpost at the mouth of St. John River.
3. Capt. Thomas Fitzherbert, commanding H.M.S. Raisonable, which was operating out of Halifax.
4. That is, St. John River, New Brunswick.
5. That is, Machias and Passamaquoddy Bay, Me.

Col. Samuel Elbert, Continental Army, to Major General Robert Howe, Continental Army

Frederica Harbour on board the

D' General

Ship Rebecca 19th April 1778

I have the happiness to inform you that about Ten O'Clock this forenoon the Brigantine Hinchinbrook, the Sloop Rebecca & a prize Brig of theirs all struck the British Tyrants Colours & surrendered to the American Arms.

Being informed that the above vessels were at this place, I put about three hundred men, by detachments from the troops under my command at Fort Howe on board the three galleys, the Washington, Capt. Hardy, the Lee Capt. Braddock, & the Bullock Capt. Hatchet, a detachment of artillery with two field pieces under Capt. Young, I also put on board a boat & with this little army embarked at Darien, I last evening effected a landing at a bluff about a mile below the town, leaving Col White on board the Lee, Capt. Melvin on board the Washington and Lieut. Petty on board the Bullock each with a sufficient party of troops—immediately on landing I despatched Lieut. Col. Rae & Major Roberts with about one hundred men, who marched directly up to the town & made prisoners of three marines & two sailors belonging to the Huntingbrooke.—It being late the galleys did not engage till this morning. You must imagine what my feelings were to see our three little men of war going on to the attack of those three vessels, who have spread terror on our coast, & who were drawn up in order of battle. But the weight of our metal soon damped the courage of those heroes, who took to their boats & as many as could abandon'd their vessels & every thing on board, of which we immediately took possession. What is extraordinary, we have not one man hurt. Capt. Ellis is drown'd & Capt. Mowbray made his escape. As soon as I can see Col White (who has not yet come to us) with his prize I shall consult with him, the other field officers & the three captains of the galleys, on the expediency of attacking the Galatea now laying at Jekyl. I send you this by my brigade major Habersham who will inform you of other particulars—I am [&c.]

(Signed) J Elbert Col Comd
LB, ScHi, Henry Laurens Papers, Copy Book.

1. H.M. armed brig *Hinchinbrook*, Second Master and Pilot James Murray, acting commander. Merrick had been sent the morning of 18 Apr. from H.M. frigate *Galatea* to be the senior naval officer present.

2. East Florida armed sloop *Rebecca*, John Mowbray, commander.

3. This vessel was unnamed but was probably a tender to H.M. frigate *Carysfort*. In the account of the capture given by Capt. Thomas Jordan in the log of the H.M. frigate *Galatea* of this date, below, it is called simply “watering Brigg.”


5. That is, *Hinchinbrook*.

6. *Hinchinbrook’s* former commander, Lt. Alexander Ellis, had drowned on 9 Apr.

7. That is, Jekyl Island, Ga. The Georgia Navy gallies did not attack *Galatea*.

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**Journal of H.M. Frigate Galatea, Captain Thomas Jordan**

April 1778

At Single Anchor off Frederica Island—

Sunday 19th

AM Rece’d the following Information by the Return of the Boats—

At the first dawn of day the Gallies’ were perceived about a Mile & Half from the *Hinchinbrook*. Advancing down the Creek, it was then Calm and a Strong Ebbtide Running, and having Approach’d within the Point Blank Range of their Shot came to Anchor, and begun a heavy Cannonade upon the *Hinchinbrook*, *Rebecca* & watering Brigg, the Circumstances of the Weather and tide Rendering it Impossible for the *Hinchinbrook* to Advance towards the Gallies, (her Guns which were four Pounders were useless,) In this Situation the Vessels Lay near an hour & half Exposed to a very Galling fire, still Hoping that a Breeze of wind would Spring up to Enable them to Stem the tide & Board the Gallies, but it still Continuing Calm their rigging much disabled & one of their Boats sunk, it became Necessary for them to Move their Birth, they therefore weighed their Anchor and Dropt Lower down the Creek the Gallies following them and Kept up a Constant fire, but taking Great Care Never to Approach nearer the *Hinchinbrook* than the Range of their shot. In this Manner the *Hinchinbrook, Rebecca, & Brigg* Continued Dropping down Anxiously Waiting the turn of the tide or a favourable wind, and having Proceeded about a Mile, all three Vessels Most unfortunately Got a ground at the same time, the tide still Running very Rapidly down the Creek, rendering all the Effects to get them afloat useless, or even their Broad sides to the Stream. The Gallies Instantly Perceiving the Situation of the Vessels, and taking advantage of it, Advancing with all speed to get Possession of them. In this Critical Moment no time was to be lost the Least delay would have Made them all Prisoners. they had therefore no Alternative but to Abandon the Vessels & retreat in their Boats which with Great Difficulty they Effected & Returned to the *Galatea*. At 11 AM unmoor’d, Weighed and came to Sail out of the Inlet. at Noon Anchored in 8½ fathom about a mile & half from the Entrance. The *Hinchinbrook* and *Rebecca’s* People Victualled onboard this Day the latter Returned in their Boats to St. Johns—
Colonel Samuel Elbert
At Single Anchor of Frederica Island—
Fresh Breezes and Cloudy W' at 6 [PM] Shifted our Berth. Guard
Boats Emp'd during the Night.

D. UkLPR, Adm. 51/4197.
mander, and Bulloch, Capt. Archibald Hatcher, commander.

Rear Admiral Sir Peter Parker to Secretary of the Admiralty Philip Stephens

[Extract]

Sir

Bristol Port Royal Jamaica
the 19 April 1778.

The Diligence Packet arrived the 13 ins⁴ from Pensacola and brought me Dis-
patches from Governor Chester and the Commanding Officer of His Majestys Ships

on that Station,¹ informing me that the Rebels had actually attacked our Settlements

on the Mississippi— The Governor has desired some assistance from me, and has

also applied to General Dalling for a re-enforcement of Troops—²

I propose to send the Active from hence which with the Hound, Sylph, West Florida,

and Florida Surveying Schooner,³ that will be soon ready, and may be employed on

her arrival at Pensacola if found necessary, will I think be a sufficient force by Sea—

However as the Province of West Florida is actually invaded, I shall also send the Stork

when she comes in from her Cruize—⁴

Enclosed you will receive copys of the Letters and Papers mentioned in the mar-

gin for their Lordships information,⁵ and as I coincide in opinion with the Governor

and Council at Pensacola, that a Sloop stationed near Manchac wou'd not only be a

great protection to that part of the Province and the British Vessels in the Mississippi

but also a means of preventing the Rebels from penetrating through the River

Iberville and the Lakes Maurepas and Port Chartrain,⁶ either to Mobile or Pensacola;

and also that another small armed Vessel in the Lakes Commanded by a Lieutenant

would be an additional security to the Province

I shall direct Captain Williams of the Active who will Convoy the Troops to Pen-

sacola to continue til all apprehensions of an Invasion are over, and the Province se-
cure, and then return to this Port with His Majestys Ship under his Command and

the Stork, leaving the Hound on the Pensacola Station, and the Sylph near Manchack

in the River Mississippi—

I shou'd not do my duty or answer the end of my Appointment to this Command

were I [to] neglect laying before their Lordships my opinion as circumstances may

arise for their Lordships Consideration; The extent of this Station and the various

services expected from the Kings Ships are well known to their Lordships, and re-

quire perhaps more Vessels than can be conveniently spared from England; and Ves-
sels may be purchased here fit for the Service.

Their Lordships may think it requisite to Station one Sloop in the Bay of Hon-
duras—one at Turks Island and one in the River Mississippi and another Armed Vess-

el on the Lakes.—

The Hornett is now at Turks Island— the Cupid on the Mosketo shore from

whence She proceeds to S' Georges Key—⁷ remains on that Station four Weeks and

then is to return here, taking her route through the Gulph of Florida, with such
Chart of the coast from South Carolina to Florida
Trade under her Convoy that may be willing to avail themselves of her protection so far on their way to Europe.—

A Copy of my Order to Captain Haswell of the 28 of Feb° will explain the correspondence between the Lieut. Governor of the Bahama Islands and myself without troubling their Lordships with Copies of the Letters—

You will please to observe that Vice Admiral Gayton gave up the Command of the Fleet to me the 27 of Feb° tho’ he did not sail till the 3d of March.—

Since Admiral Gayton sail’d the Squadron has taken (25) Vessels of different denominations some of them more valuable than the general run lately, many have escaped by outsailing some of our foul Vessels, which proves the Utility of the scheme their Lordships have adopted to Sheath some Frigates with copper, a few on this Station wou’d clear these Seas of Privateers, and besides the annoyance to the Trade of the Rebels, and the considerable expences saved in heaving down—it wou’d be the means of preserving many Lives and preventing desertions—

The 5th of last Month the Friendship a Letter of Marque in company with two ships—the Thomas of London & the Byron of Bristol took off the Isle of Ash on the South side of Hispaniola a Privateer Sloop of fourteen Six Pounders named the General Gates— The Rattle Snake a Rebel Privateer Ship of Sixteen or Eighteen Six & four pounders apppear’d lately off the East end of Jamaica & took a small Tender belonging to the Company of the Bristol— She then ranged along the South side of the Island put most of the Men she had taken on shore, and made prize of two small Vessels of little value—an Express was immediately sent off to the Camleoon & Racehorse on the North side of the Island to endeavour to intercept her, but they had not the good fortune to meet with her—

I have sent the Druid off the different Lading Ports between this and Bluefields ‘til the Convoy sails from thence, least the Rattle Snake shou’d return as She threatend and attempt to Cut some of the Ships when loaded, out of the open Bays—

I have met the Governor and Council twice—they have consented to the Impressing of Seamen when wanted to complete the Compliment of His Majestys Squadron on this Station, agreeable to the Act, in that case, made & provided—

Guns are to be sent to some of the principal Lading ports, and the Camel has now a Schooner under Convoy for that purpose, She is afterwards to proceed to St. Lucia at the NWt. end of Jamaica and bring if possible the Racehorse from thence; She has been condemned as unserviceable by her Own Officers and some Masters of Merchantmen, when she comes here, she shall be regularly Surveyed, and if found as bad as represented, I shall trespass on their Lordships indulgence and purchase as soon as possible Another Vessel in her room and move Lieut. M’Namara (if he chuses it) with his Crew into her—

I have the pleasure to assure their Lordships that the greatest harmony subsists among all degrees of People, and that they seem well disposed to second the views of the Governor and Council in discouraging and preventing Supplies or Intelligence from being sent to the Rebels, which I am told at the beginning of these disturbances was not sufficiently attended to, but was carried on by a few Ill disposed Americans settled in this Island. . . .

Their Lordships will probably have heard before this reaches you that His Majestys Ship the Yarmouth on the Lewd. Island Station fell in with five American Privateers. One of which, the Randolph of Thirty Six Guns in engaging the Yarmouth
blew up and every Soul on board perished—One of her Consorts struck to the Yarmouth but the remaining three escaped.

The Alfred an American Privateer of Twenty Guns is taken by the Ceres and sent into Barbadoes— I give credit to this whole account, but the Blowing up of the Randolph cannot from the information I have received be doubted.—

The Trade will sail from Bluefields the 30 ins under Convoy of the Winchelsea & Porpoise and will be accompanied by the Bristol and Nger as far as the Latt of 32.

Governor Dalling has Ordered a Detachment of One Captain, two Subalterns with One hundred Men to embark immediately for Pensacola, and I expect they will sail in two or three days, the Florida Surveying Schooner will be ready to accompany the Active. I am sir [&c.] P: Parker

1. Gov. Peter Chester of West Florida; the ranking naval officer at Pensacola was Comdr. Thomas Lloyd, who commanded H.M. ship-rigged sloop-of-war Atalanta.
2. Gen. John Dalling was governor of Jamaica.
3. H.M. frigate Active, Capt. William Williams, commander; H.M. ship-rigged sloop-of-war Hound, Comdr. Joseph Nunn, commander; H.M. ship-rigged sloop-of-war Stork, Comdr. John Ferguson, commander; H.M. armed sloop West Florida, Lt. George Burdon, commander. There were two armed schooners named Florida then in Peter Parker's command. The newer, commanded by Lt. James Kirkland, was then fitting out at Jamaica. The older Florida, Lt. John Osborne, commander, was at the time of this letter laying at Pensacola, condemned as unfit, but still in service. It was presumably the former Florida to which Parker referred.
5. In the left margin is a list of enclosures: "N" (1) Letter from the Governor of Florida, which is Gov. Peter Chester to Parker, 25 Mar. 1778 (UkLPR, Adm. 1/241). "N" (2) Substance of Intelligence respecting the transactions of the Rebels on the Mississippi, which is a summary of intelligence concerning the activities of the force commanded by Capt. James Willing as compiled by Chester and the Governor's Council of West Florida. According to the heading on the document, the summary was taken from depositions given under oath by "several Inhabitants of that part of the Province" and from "different Letters received." (UkLPR, Adm. 1/241). There is also a letter from Lt. George Burdon to Chester, 3 Mar. 1778 (NDAR 11: 698). "N" (3) Letter from Cap' Nunn of the Hound Sloop Pensacola, which is Comdr. Joseph Nunn to Parker, 19 Mar. 1778 (NDAR 11: 719). "N" (4) Letter from Cap' Nunn of the Hound Sloop Pensacola, which is Nunn to Parker, 21 Mar. 1778 (NDAR 11: 755-56). "N" (5) Letter from Lt. Jn. Osborne of the Florida Surveying Schooner Pensacola, which is Osborn to Parker, 25 Mar. 1778 (UkLPR, Adm. 1/241). "N" (6) Letter from Capt. Lloyd of the Atalanta Pensacola, which is Comdr. Thomas Lloyd to Parker, 26 Mar. 1778 (NDAR 11: 800-1). "N" (7) Letter to Capt' Haswell of the Hornet dated the 29 Feb. 1778,--", which is Parker to Comdr. Robert Haswell of H.M. ship-rigged sloop-of-war Hornet, 28 Feb. 1778 (NDAR 11: 469-70).
6. That is, Lakes Maurepas and Pontchartrain in present-day Louisiana.
7. H.M. ship-rigged sloop-of-war Capid, Comdr. William Carlyon, commander. Parker is referring to the Mosquito Coast, which was a British protectorate that stretched along the coast of present-day Nicaragua and Honduras. St. George's Cay is a small island off the coast of Belize.
9. “A List of Vessels taken by His Majesty's Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778,” UkLPR, Adm. 1/240.
10. British letter of marque ship Friendship, Duncan Fisher, master, 250 tons burthen, carrying 16 carriage guns both 4 and 6-pounders and a crew of 25 men. It was on a voyage from Liverpool to Jamaica with a cargo of provisions, herring, and coal. It was owned by Liverpool merchants John and James Roberts. UkLPR, H.C.A. 26/61, p. 125. British letter of marque ship Thomas, James Barton, master, 177 tons burthen, carrying ten 6-pounders, 2 cohorns, 4 swivel guns, and a crew of 30. It was on a voyage from Liverpool to the West Indies with a cargo of provisions, Irish linen, cottons, fustian, shoes, and cordage. The owners were Liverpool merchants Thomas Tarleton, John Tarleton, and Daniel Backhouse. UkLPR,
26/61, p. 149. Ship Byron, J. Russel, master, 280 tons burthen, carrying six 4-pounders, built in Bristol in 1768, and owned by Champion. Lloyd’s Register of Ships, 1777–78.

11. That is, Île à Vache in present-day Haiti. Georgia privateer sloop General Gates, Casper Rowx, commander. According to a newspaper account of its capture, General Gates carried fourteen 6-pounders, two 4-pounders, 12 swivel guns, 4 hogsheads, and a crew of 85 men. See News from Jamaica, 13 Mar. 1778, N DAR 11: 633–34.


16. Parker might be referring here to the Act of 15 George III, c. 31, sect. 19, repealing Anne 6, c. 37, which had protected American merchant seamen against impressment.


19. None of the other ships comprising Randolph’s squadron was captured by Yarmouth.


JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHIP OLIVER CROMWELL

[19°. 46 Nth Latt]¹


Log-Book of Timothy Boardman, p. 52.

1. The bearing is taken from “Sailing Directions of Second Cruise.” Ibid., p. 54. Latitude 19° North is in the latitude of the Leeward Is.


April 20

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department

Boston April 20. 1778

Sir

We have the pleasure to inform you, that we have this day received a Warrant on the Loan office of your State for Thirty thousand dollars, a large share of which we propose for you. We shall soon send it forward, & as soon as the money can be procured shall order a part of it to be left with you. Be pleased to dispose matters so that the money may be ready in the office when called for, and if the whole cannot be had in Current bills to Negotiate as many Certificates as you possibly can—The Marine Committee have directed us to order the Building of the 74 Gun Ship at Portsmouth⁶ to be Stopt for the present, & the Timber prepared for her to be Sea-
soned. You will therefore please to Observe & Execute those orders as soon as they reach you. It is also their determination that Capt. Roach should be paid off his wages. You will therefore Settle with him & pay his wages to the time the report was made by our Board in his favour; no provision can be made for him as a Commander of a Ship in the American Navy, if he should incline to take a Lieutenancy it is left with us if we think him a proper person to Appoint him. Otherwise he is to be Considered as no Longer in the Service of the Continent. You will please to Inform him of this and if he should Incline to take a Lieutenancy he will Inform us of his determination, & procure a recommendation for that purpose. The Raleigh Arrived here yesterday—

J Warren

I Give you Joy on the Great & good News from France

J Warren

JAMES WARREN TO WILLIAM VERNON

Boston April 20, 1778

Not having met with an Opportunity to send forward my last it is hereinclosed, Since which the Raleigh arrived Safe on Yesterday. I shall proceed with her as fast as I can. Shall leave proper orders during a Short Absence I propose. The Warren lays in a most destitute and forlorn Situation. It is Necessary Capt Hopkins should return immediatly. I have just received a packett from Congress. Have time only to Inform you that there are inclosed three Certificates amounting to 100,000 dollars on Loan Office, Boston for 40,000, Connecticut for 30,000, New Hampshire for 30000. I shall send them forward as soon as possible. We have great and agreeable News here. For want of time must refer you for particulars to the papers. I give you Joy on the Occasion and am Your Friend and humble Servt.

J Warren

JAMES WARREN TO JOHN GILL, PRINTER OF THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON)

Boston April 20, 1778.

AS the loss of the ALFRED is a subject of much speculation, and has given rise to severe censures on the conduct of Capt. Thompson; the regard which is due to the reputation of a Gentleman, whose character until now, merited the esteem of the public, and entitled him to the distinction conferred on him, induces me to offer you the following paragraph of a letter received from him; which by being published in your paper, may exhibit to your readers a view of that matter as stated by him to
the Navy Board in this department, and may enable such as don’t choose to suspend
their judgment till a proper enquiry is made, to form perhaps a more compleat one
than they could do from the variety of circulating reports. I am, &c.

J. WARREN.

"ON the 9th March, lat. 16, 31, N. long. 55, 40, W. at six o’clock in the morn-
ing, saw two sail from the mast-head, in the W.N.W. at half past seven hove too for
the Alfred, discovered that the sails were two ships standing to the Northward close
upon a wind; I spoke Capt. Hinman, he asked me “what I thought of the two
ships,” I told him “we could not determine at that distance, but we would go down
and see what they were, and then determining accordingly, desired him to go down
to the aftermost ship, except I should discover her to be the larger than the other,
in that case I would make for her;” he reply’d “he would go down and observe my
motions”; at ten we were within five or six miles, and could plainly discover them
to be ships of force: I then haul’d the wind upon the same tack with them, keeping
the wind of them, the Alfred did the same; she was then upon our weather quarter,
and the two ships upon our lee; by this I thought we should have more time to dis-
cover their force, and see what difference there was between their sailing and
our’s:— Two things requisite to know previous to commencing any engagement.—
On seeing us haul the wind the headmost ship tack’d, then the other tack’d; by
this we found they were trying to work up and get our wakes; the Raleigh I found
sailed nearly as well as they, but the Alfred dropt a-stern and to leeward withal.—
As the weathermost ship passed under the Alfred’s lee, standing to the Southward
on the third tack, Capt. Hinman hoisted his colours and fired several shot, which
were returned under English colours; they were then two miles apart, and the other
ship four miles to leeward of her consort; the Alfred was about three miles a-stern
of us. I had before determin’d to tack to the Southward, and on seeing the firing
I order’d the master to put the ship in stays immediately, and stand towards the Al-
fred, that we might be close together, when the weather ship stood to the Northward
again, which would have been a favorable opportunity to attack her if she chose to
come up, as the other ship to leeward could not have fetch’d up to his assistance
in less than two hours. The instant our helm was put a-lee (without waiting any sig-
nal from me) I saw the Alfred right before the wind, and set studdingsails, and every
other light sail she could set, it was then half past twelve, wind E.N.E. light breeze.
I had not then determin’d in my own mind what was best to be done, as I knew
not their real force, but I imagin’d either was an overmatch for the Alfred, which I
suppose Capt. Hinman discover’d, being near them, and knowing the Alfred’s best
sailing was on one mast, thought that was his only chance to escape; he might like-
wise think the ships would pursue us, being the largest ship, and that we could
trust to our sailing; and by that means both ships might be saved. All my concern
was for the Alfred, I was not at all concerned for ourselves, I was sure we had an
equal chance to attack one, or to escape from them both by sailing; On the con-
trary the Alfred was neither able to engage one, nor to escape by sailing. I am sorry
he tried to effect his escape at that time as I plainly saw the leewardmost ship bearing
then S.W. would cut him off before he could pass her, or I could give any assis-
tance. As I saw the Alfred bear away I did not go about just then, but ordered the
courses to be haul’d up, thinking that would tempt the weathermost ship to stand
on for us, but found in a few minutes they were determin’d to act more cautiously,
as they both made towards the Alfred: I then ordered the master to veer and make sail toward the Alfred, and run between her and the other ship to take off her fire, and give the Alfred an opportunity to escape, whom I thought gain’d upon them, but in a few minutes the two got up and began a furious fire, which was return’d by the Alfred as fast as they could; just as we had got studdingsails hoisted we had the mortification to see the Alfred haul down her colours; it was then one o’clock, the firing lasted about ten minutes; we were then within three miles of the ships. This sudden and unexpected motion in the Alfred, left nothing for us to do, but to try to effect our own escape from them, (certainly a superior force) we veer’d and haul’d our wind to the Northward; being smooth & light winds, they soon finished with the Alfred, then both together pursued us; they gained upon us as the wind was light, & I imagine they were clean ships; As soon as night came on I edged away and set all our light sails, and kept all sails drawing. I thought by thus altering the course we should loose them, but at eight o’clock by the help of our glass we saw them both a-stern; the moon shone very bright and clear all the night. Thus they pursued us all night, sometimes they seemed to gain, and sometimes to go a-stern, at day-light they were about four or five miles a-stern, crowding all they could set; at seven they seemed to gain upon us. I gave orders to lighten the ship, we threw over all the lumber on [or] the booms and things we could spare, started water, &c: the whole weight about 35 tons, from tight to midships; after this we gained upon them: at ten they gave over chase and haul’d their wind to the Southward, after chasing us nineteen hours. One of the ships sailed faster than the other considerably, and would have come up with us; but so very cautious were they of separating, that whenever she got a little a-head, she would heave too and wait for the other: This they did repeatedly.”

Continental Journal, and Weekly Advertiser (Boston), 30 Apr. 1778.
2. Continental Navy Board of the Eastern Dept.
5. H.M. frigate Ariadne.
8. H.M. frigate Ariadne.

PETITION OF ELIAS HASKET DERBY, FRANCIS CABOT, AND JOB PRINCE, JR., TO MASSACHUSETTS COUNCIL

State of Massachusetts Bay
To the Hon’ble the Council of the State aforesaid—
The Petition of Elias Hasket Derby, Francis Cabet, Job Prince j’r & others
Humbly Sheweth

That your Petitioners have fitted out the Brig called the Franklin burthened two hundred Tons mounting Eighteen Six Pounders and navigated by One hundred Men—having on board as provisions One hundred and twenty Brls Beef & Pork & three thousand Wt. Bread—as ammunition two thousand Wt. Powder and Shot in Proportion—
Officers on Board are as follows

Thomas Connolly Commander
J. Leach 1st Lieut.
J. Sellman 2nd Lieut.
Jno. Stevenson Master

Said Brig is intended to cruise against the Enemies of these United States—

Your Petitioners therefore humbly request your Honors to commission the said Thomas Connolly as Commander of the Said Brig for the Purposes above mentioned and as in Duty bound shall ever pray— In behalf of the Owners &c

Job Prince jr.

Boston April 18th 1778

In Council April 20th 1778 Read & Ordered That a Commission be issued out to Tho Connolly as Commander of the within mentioned Vessel—he complying with the Resolves of Congress—

Jno. Avery Dv Secy


CAPTAIN JOHN LAMB TO NATHANIEL SHAW, JR.

Dear Sir

Boston April 20th 1778

I Did Expect a line from you before this but am disapointed. the Vessel will Be ready Soon I now have all my water and Provisions in. Shall take in my Guns in the morning, as their will be no Greate to Do after that Shall take the opertunty to come up and Settel my affaires (if Possible to Settel them when up) by the norwich owners of the Sloop Trumble I have been usd as a Villing, but as I can’t make heard money this matter must be Setteld by Provewing to you a Suffitent Surty to be Paid in westindies. I Still [remember] the Ingratitud of Cap Sestora. when Saving the Ship Out of the most Greatest Difficulty and never Receiving one Sol for the affaire. that he Should behave with So much Uncture is brutal. I Shall be Oblgd. to make a Disadvantageous Purchase of money hear to Get the brig to Sea as The cost is much more than I Expectd. I Am Deceivd from my Expectations of the costs of her outfit they Am to much more than I could Expect with Respect

John Lamb

PS as to the bills you mentiond I have Out the bill of capt Billings. 30 half Jo the other I believe I Left with m Moore. I am Extreemly Sorry I wrote on the back of the company bill at that time I supposd 50 P. C would be making the Interest Good but find now I was deceivd..if they are disposd to do Justice they will but I doubt

L, CTy, Nathaniel and Thomas Shaw Papers, packet 24, no. 1542. Docketed: “John Lamb/Letter/April 20th. 1778—”

1. Massachusetts privateer brigantine Favourite, John Lamb, commander, bonded by William Shattuck, merchant at Boston, John Lamb, mariner of Norwich, Conn., and Patrick Moore, of Martinique, was commissioned on 27 May 1778. M-Ar, Massachusetts Archives Collection, vol. 139, pp. 172, 221.

2. Connecticut privateer sloop Trumbull, Henry Billings, commander, mounting 10 carriage guns, a crew of 50 seamen, was commissioned on 20 May 1777 and was owned by Andrew and Ebenezer Huntington, of Norwich. DNA, PCC, item 196, vol. 15, p. 49. On 20 Nov. 1777 Lamb purchased a one eighth
share in the privateer on account of Nathaniel Shaw, Jr. See N DAR 10: 554–55.

3. Lamb appears to be referring to damage sustained by the privateer Trumbull in the West Indies in Nov. and Dec. 1777, causing her to be sold as a wreck at Martinique. See N DAR 10: 829, 830. A sol is an old French copper coin equal to 12 deniers or 1/20 of a livre.

4. Massachusetts privateer brigantine F avourite.


6. A Portuguese gold coin, or a “half Johannes,” equivalent in Apr. 1778 to eighteen Continental dollars.


**Lieutenant’s Journal of H.M. Frigate Maidstone, Captain Alan Gardner**

April 1778

D° [Nantucket Shoals] West Dist 35 Leagues

Monday 20th

Fresh Gales & Cloudy PM Chaced fired at & brt too a Rebel Privateer Sloop of 8 Guns & 39 Men,\(^1\) took the Prisoners out, & sent a Midn & 8 Men onboard her,\(^2\)

D, UkLNMM, ADM/L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate Maidstone.

1. Rhode Island privateer sloop Greenwich, Joseph Gardner, commander, owned by Jacob Greene and others, bound for New Bedford, taken in Lat. 40°.22’ and Long. 67°.02’, sent into Rhode Island. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 485–86; or more on the cruise of Rhode Island privateer sloop Greenwich, see N DAR 10: 567; 11, 496.

2. On 22 Apr. the Journal notes the privateer sailed for Rhode Island. UkLNMM, ADM L/M/27.

**The New-York Gazette and the Weekly Mercury, Monday, April 20, 1778**

NEW-YORK, April 20.

On Monday last was sent in here the Sloop Pennsylvania Farmer, Benjamin Allen, Master, of and from Baltimore, in Maryland, bound for Coracoa,\(^1\) loaded with 108 Hogsheads of Tobacco, and 200 Barrels of Flour and Ship Bread; taken by the Letter of Marque Loyal Subject, Capt. Andrew Sym; she mounts 4 carriage Guns and 6 Swivels, and had 15 Men on board.

Advice was received from the Leeward, that on the 1st inst. the Seaford, Capt. Colpoys, took a Rebel Privateer Ship of 16 Guns, called the Hammond, after chasing her into a Bay in Martinique, where there was a small Fort, called the Fonoko Porte, which fired upon the Seaford, Capt. Colpoys returned the Compliment and sent a Party of his Marines and Sailors on shore, who spiked up the Guns of the Fort, dismounted them and broke the Carriages.\(^2\)

On the 26th of February, arrived at Carlisle-Bay his Majesty’s ship Fly, Captain Garnier,\(^3\) with the Prize Sloop Polly, Eleany Cobb, Master, belonging to New-London, and bound for Guadaloupe, with Horses and Provisions, which she took off Deseada\(^4\) about a Fortnight before.

1. That is, Curaçao, Dutch West Indies.

2. This is a much exaggerated version of an incident that took place on 28 February 1778 involving H.M. frigate Sea ford, Capt. John Colpoys, commander; Massachusetts privateer brigantine Hampden, John Bartlett, commander; and Fort Royal, a French fort on Martinique. See Journal of H.M. frigate Sea ford, Captain John Colpoys, 28 Feb. 1778, and Capitaine de Vaisseau Charles Picot, Chevalier de Dampierre to Gabriel de Sartine, 9 Mar. 1778, N DAR 11: 471, 571–73.


4. Presumably, La Désirade, Guadeloupe.
**Extract of a Letter from New York, April 20.**

“His Majesty’s ships *Perseus*, *Carysfort*, and *Lizard*,¹ have taken and destroyed 35 prizes on the coast of Carolina and Florida, several of them armed vessels from France and the West Indies, laden with cloathing, ammunition, and salt. The *Galatea*² has sent eight prizes into Augustine; the *Greyhound* and the *George* Privateer, with the *Active*,³ have sent in twelve.”

Williamson’s Liverpool Advertiser and Mercantile Chronicle, 12 June 1778.


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**General George Washington to Colonel Joseph Kirkbride, Pennsylvania Militia**

[Extract]

Head Quarters [Valley Forge, Pa.] 20th. April 1778.

... I have already given my opinion on the subject of dismantling the Galleys,¹ in concurrence with the Sentiments of Governor Livingston and Commodore Hazelwood²—it is understood that those Galleys only are to be dismantled that are destitute of crews—...

Df, DLC, George Washington Papers, Series 4. Addressed at foot of last page of text: “Joseph Kirkbride Esq’/Lieutenant of the County of Bucks.” Addressed on a separate sheet: “Joseph Kirkbride Esq’/Lieutenant of the County/of Bucks/Belle vue.” Docketed: “Copy to J. Kirkbride Esq’/Lieu’ of the Co’ of Bucks/20th April 1778.” Joseph Kirkbride was a Bucks County, Pa., justice of the peace and a delegate from the county to the Pennsylvania General Assembly. In 1775 he was chosen colonel of the First Regiment of Bucks County militia and in 1777 he was named county lieutenant.


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**Continental Marine Committee to Governor Jonathan Trumbull of Connecticut**

Sir [York, Pa.] April 20th 1778

We have the honor of acknowledging your Letter of the 2d ins¹ and very unhappy in not being able to comply with the request of your Excellency and your Council of Safety. The gallant conduct of Captain Harding intitles him to notice; but when you Sir, and your Council of Safety consider that by the destruction and Capture of Several of our frigates their Captains are thrown out of actual Service, you will easily perceive that it would be doing not only injustice to those officers some of whom at least are very valuable, but to the Continent to pass by them, and appoint to the command of the frigate at Norwich any Gentleman who hath not had a Command in the Continental Navy let his merit be ever so great. It would particularly disappoint the expectations of Captain Hinman¹ who hath wrote to us on the subject should we honor Captain Harding with the Command of that frigate. Indeed it is not with us to appoint it is our it is our duty only to nominate and recommend. We beg leave to answer the last paragraph in your Excellencys letter to observe, that it is not the practice of States to recommend Navy Officers, and that Captain Saltonstall² was nominated to Congress by the Marine Committee in conse-
quence of recommendations from the Delegates of your States.\textsuperscript{3} We are with great respect [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 142 (M332, roll 6). Addressed before opening: “His Excellency Governor Trumbull.”

3. Despite what the committee wrote here, on 25 September 1778 Congress appointed Seth Harding to be captain of the “frigate at Norwich,” which was later named Confederacy. JCC 12: 951.

THOMAS BLOODWORTH TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Sir, Wilmington Ap\textsuperscript{3} 20\textsuperscript{th}: 1778.

Inclosed I send your Excellency the Deposition of Capt. John Adams & others brought to me by Major Dunbibin who took them out of a Prize (taken by the Enemy and bound to S’ Augustine) that was drove a Shore about seven Miles from this Town, there being no Gaol in this County I have ordered them on board the Brig\textsuperscript{2} of War (Washington)\textsuperscript{1} till your Excellency will please to communicate some further instructions Respecting them, whether being forced into the British Service, they may be considered & treated as prisoners of War agreeable to Resolve of Congress, or otherwise may be permitted to enter on Board the Washington as Subjects to the United States (of which they affect a great desire) on proviso they take the State Oath agreeable to Law, In the cases above mentiond your Excell\textsuperscript{y} will be able to Judge by Reading the depositions, and shall wait your Instructions.—\textsuperscript{2} I am with due Respect.—[&c.]

Tho\textsuperscript{o} Bloodworth

[Enclosure]

State of North Carolina
New Hanover County.

Before me Tho\textsuperscript{o} Bloodworth— one of the Justices for the County aforesaid personally appeared John Adams who made Oath on the Holy Evangelists of Almighty God and sayeth—

That he was at S’ Eustatia in February 1777 and there took a Passage in the Sloop called Heart of Cedar commanded by Richard Minors which was going from that place to Cha\textsuperscript{e} Town S\textsuperscript{o} Carolina—and arrived at that place in a passage of Twenty Eight days, and left the vessell in a few days and entered as Mate on board a Schooner commanded by Cap\textsuperscript{i} Wyatt belonging to Mess\textsuperscript{ss} Gillion & Mays\textsuperscript{3} of that place bound on a Voyage to S\textsuperscript{2} Eustatia and fell in with S’ Thomas’s and was taken by a Tartola privateer sloop called the Rose, commanded by John Adams of Liverpool and was carried into Tartola and remained there four Weeks, and being much in distress was obliged to commence mate of a brig\textsuperscript{a} bound for Liverpoole Commanded by John Canning of that place, after my arrival there had several offers of employ, did not take up with any of them but went passenger on board of a ship bound for Tartola James Lee master— after my arrival quited said Vessell and ship’d mate of a Sloop belonging to S’ A Croix when I arrived there was offered the command of a Schooner belong\textsuperscript{e} to Nathaniel Gruger of that place loaded with Salt and bound for Edenton in North Carolina which offer I accepted of and sailed as
master of the said Schooner called the *Favourite*, on the 28th. December last, and was taken by the Ship *Galatea* commanded by Thomas Jordan on the 8th. January and was detained as prisoner on board said Vessell one Month & a half and then sent to Augustine and from the Misconduct of the Master of the Prize going to Augustine the *Hinchinbrook* took Charge of her at which time I was Robbed of my Clothes &c I was put on Shore a few days after my arrival at Augustine I took Lodgings at a Tavern and not having money enough to Satisfy my Landlord was then obliged to take up with the offer of Cap' Osborne who Commands the *Ranger* to ship with him as a Prize Master on proviso he would pay what I was then indebted— That he said with said Osborne from Augustine on a Cruize the 16 March last and the third day after sailing we Took a Schooner belonging to Georgia loaded with Rice & Indigo bound for S' A Croix commanded by a Cap' Forster After which we proceeded to Occacock and on the passage came Across a Small Sloop commanded by Cap' Savory with some Salt on board she being of little Value stript her of the Sails & Scuttled her— Took the pilot on board at Occacock who promised to Conduct us in and out we then went over the bar & dropt Anchor between a Ship & a Brig laying in that harbour we Mann’d the Pilot Boat & our own and went on board y' ship and took possession of her and hoisted out 19 Hdds of Tobbacco and left her— And then went on board the Brig & Took Possession of her and Cargoe and carried them out of the Harbour at that time there was coming in a Mudian Sloop loaded with Salt which the Sloop boarded and took which two Vessels was sent to Augustine— We the next day came off[/] Beaufort and took a Schooner loaded with Tobbacco &c which this deponent had the Command of and was proceeding to Augustine with her And the Wind blowing hard all day on Saturday the 11 of this Instant and great part of the night I being below about 12 OClock was Called up by one of the men and was told I was on shore & Verily Believe from the Misconduct of the Sailors that the Vessell got on shore, And further Sayeth not.—

John Adams

Taken & sworn to this 18th Ap' 1778
Before me—

Tho’ Bloodworth.

[Extract]

Received from the Commons the following Message

Mr. Speaker & Gentlemen of the Senate—

We herewith send for your concurrence the Report of the joint Committee appointed to consider the Dispatches Letters &c laid before the Assembly by His Excellency the Governor concurred with by this House with the alterations thereto annexed—

Jno. Williams, S. C.

At the same time Received the Report referred to in the above Message which is as follows—

Report of the joint committee appointed to consider the Dispatches Letters &c laid before the Assembly by His Excellency the Governor

The Committee having considered the matters to them referred, came to the following Resolutions—

1st Resolved that it is expedient to sink the old money & that a Bill be brought in for that purpose—

2d Whereas the Terms agreed upon between the Commissioners of this State and the Assembly of Virginia, respecting a naval Armament to be kept up for the Defence of Ocacock, have not been complied with by this State insomuch that the Frigates which were stipulated by the said Commissioners to act on the part thereof in concert with two Row Gallies to be built by the commonWealth of Virginia, have been sold, or otherwise employed; and whereas, the Protection of Ocacock is essentially necessary to the Trade of this State

Resolved therefore that this State will take one of the said Gallies, to wit the Caswell, at the original Cost thereof and pay and victual the Officers & Men thereto belonging from this Date forward, & that the pay of the said Officers & Men shall be as follows vizt. For the Commander p' Day 3 Dollars & ¼, Lieutenant 2 Dollars & ¼ Master 2 Doll' Doctor 2 Dollars & ¼ Captain of Marines 2 Dollars & ¼ Lieutenant of Marines 2 Dollars, Masters Mates 1 Dollar & ½ Midshipman 1 Dollar & ½ Boatswain 1 Dollar & ½ Common Sailors 35 Dollars per month— Resolved also that a small fast sailing Vessel ought to be purchased and fitted as Soon as possible to act as a Tender to the Caswell

D, Nc-Ar, Colonial and State Records.

2. That is, Senate Clerk.
3. By sinking the money, it meant allowing it to depreciate in value.
4. For more on this agreement, see Journal of the North Carolina Senate, 26 Apr. 1777. NDAR 8: 446.
5. For more on the purchase of a tender to serve Caswell, see Caswell to Capt. Willis Wilson, 26 May, below, and Capt. John Easton to Caswell, 29 June, Nc-Ar, Executive Letter Book, p. 494.

South Carolina Navy Board to Captain Philip Sullivan

Capt'n Philip Sullivan

Sir/

You'll please Order a Num[ber] of Men from on board the Gen'l Moultrie to assist in Landing her Guns out of the Schooner & have all the powder, and Gunners
Stores Landed & delivered to the proper Officers appointed to Receive them—\(^2\) I am [&c.]

Monday 20\(^{th}\) April 1778—

Edward Blake first Commiss'.

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2. On 23 Apr. the board ordered Sullivan to unload the remaining stores on board *General Moultrie* belonging to South Carolina and to have his warrant officers submit "proper Return of all the Stores expended." The board sent similar instructions to Capt. Charles Morgan of the brigantine *Fair American*. Ibid., p. 150.

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**CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT**

*Oliver Cromwell* 20\(^{th}\) april 1778 Latt\(^d\) 20\(^{o}\). Long\(^d\) 50 W.

May it please your Excellency

Should the Ship *Admiral Kepple*\(^3\) come Safe to port, M' John Tilinghast my third Lieut. whom I have put in command of her, will give a more particular Account of the Value of both Ships and their Cargoes than I at Present have time to do— On wednesday the 15th Instant about 10 in the Morning fell in [with] the Ships *Adm' Kepple* and *Cyrus*\(^2\) from Bristol for Jamaica—both Letters of Marque & Mounting 18 excellent 6 pounders Each—The *Kepple* made a very warlike appearance and was the best mand Ship by Some considerable odds— I run close along Side of her in the *Cromwell* receiving the first fire at Some Distance but did not return it till I came close on board— She gave me a warm reception for about three glasses, when she thought proper to Strike — I unfortunately had one man killed outright M' James Day my Captain of Marines mortally wounded—since dead I have two others with their thighs broke which I fear will not Recover—three more wounded, one thro the arm, one thro the leg, the other in the Shoulder, like to do well— The Courage and Bravery of my raw Undisiplin'd men Cannot fail of Doing honour to their Country— The merit of my Officers must be Conspicuous to Every Deserving man in keeping Such unExperienced young boys as many of them were, to their Quarters, with out the Show of fear or noise of Confution, thro whole Short the warm Action— I have been always Ready to Render him any Services in my power— there is a great harmony Subsisting Between us and I think we have been mutually Serviceable to Each other— All the Invo[ci]ces that could be procurd from on board the *Adm' Kepple* have Inclosd to Cap' Jabez Perkins—\(^4\) have Sent your Excellency a packet of late news papers with A printed Bill with its Amendments to Enable his Majesty to send Comissioners to America—\(^5\) all which I hope will come Safe to hand— Shall Cruize a little longer in these Latitudes and then proceed According to Orders &c— Should my Conduct hitherto and for the future meet with the approbation of your Excellency and the Publick Tis the Only and highest Reward I am Seeking — I am Sir [&c.]

Tim' Parker

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2. British letter of marque ship **Cyrus**, Christopher Deake, commander.
3. Lt. Joseph Pease, prize master of ship **Cyrus**.
4. Jabez Perkins was the prize agent for Connecticut Navy ship **Oliver Cromwell**.
5. The Commission for Quieting the Disorders in America, known as the Carlisle Commission.

**CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT**

*Oliver Cromwell* 20th April 1778

Lat\(^\circ\) 20 [N] Long\(^\circ\) 50 [W]

May it please your Excellency

In the Ship **Cyrus** comes Lt' Peas\(^1\) of the Defence as Prize Master— M' Peas will Inform of our Falling in with and Taking the two Ships **Admiral Keppel**\(^2\) and **Cyrus**\(^3\) and of the Contents of their Cargoes in a more particular maner than its in my power to do at present— have wrote by Lt' Tillinghast\(^4\) Comander of the **Kepple** more fully. of the loss I Sustaind in men— I Reciv'd some Damage in the hull and Riging— had four Shot Betwen wind and water through the Side— had Several Shroud Shot in two. togeather with Braces Bowling\(^5\) and other Runing ropes. Sails a little tater'd &c— I take them both to be Valuable Ship[s] and hope theye both come Safe to port— I am Sir

Tim' Parker

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4. Lt. John Tillinghast, third lieutenant of Connecticut Navy ship **Oliver Cromwell** and prize master of **Admiral Keppel**.
5. That is, bowline.

**CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT**

*Oliver Cromwell [at Sea]* 20th Ap\(^\circ\) 1778

May it please your Excellency

The Fortune of War has thrown M' Henry Shirley with his Lady and family into my hands, he having taken passage in the **Admiral Keppel**, Cap\(^\circ\) Brown\(^1\) from Bristol to Jamaica to Settle the affairs of his Estate in that Island.— M' Shirley appears to be a Man of Amiable Character \(\text{and}\) was formerly Ambassador from the Court of Great Britain to that of Russia.— I have two Letters from M' Shirley, one address'd to Lord Howe\(^2\) and another to Sir Peter Parker\(^3\)—the other to His Excellency Lord M'Cartney\(^4\) Governor of Grenada, which in case I should by the Fortune of War fall into the hands of the Enemy, I have no doubt but they would be of infinite Service to me— When I see and consider the anxiety of mind of that poor M' Shirley and her young daughter as considering themselves in the hands of their Enemies Suffer—I think their case truly pityable.— Your Excellencys Well known Character of Humanity and generosity leaves no doubt on my mind of his being treated with the Respect due to his Character, and that your
Excellency will render him every Service in your power.— Your Excellencys most
Obedt Humble Servant

Timy Parker

2. Vice Adm. Viscount Howe, commanding the North America Station.
3. Rear Adm. Sir Peter Parker, commanding the Jamaica Station.

CAPTAIN SAMUEL SMEDLEY, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Ship Defence at Sea

[In Lat. 19° 30´ N, Long. 49° W] 20th April 1778

Sir

Amidst the Greatest of Troubles and Difficultys of this World I find their is at
times some Pleasure    I Shall Indeavour in the first Place to give your Excellency a
Short Detail of the former and Conclude With the Pleasing Circumstance of the Lat-
ter— On my first Weighing Anchor in Boston harber I found a man on board With
the Small Pox and to Prevent its Spreading I thought Proper to Send him a Shore in
the Pilot boat but to my sorrow it had Not the Desired affect for on 13th Day from
Boston I had Six break out With the Same Disorder two of Which is Since Ded my
Chief Carpentor and a Petty Officer belonging to Cape- Cod    I held a Councel ov
[of] the Officers and as we had upwards of fifty on board Which Never had it I thought
Proper to Inoculate them all    According it Was Done and are in a fare way to do
Well but as it happen’d they Ware taken Down With the at a Time when they Ware
most Wanted for on Tuesday 13th at Night we brought too a french Ship from france
bound to the Cape which give us an Acc of their Parting with with two Large Ships
from Bristol bound to Jamaica that Same Day mounting twenty and Eighteen Guns
Each    we Immediately Drove on the Course We thought best to fall in With them—
and accordingly the Next Day in the morning Discoverd them we Soon was a Long
Side and A Warm Combat Insued Which Lasted for three Glasses When they Struck
Cap Parker Engag the Warmest Ship Which to his honour be it Spoken Behave’d
with that Conduct which Would have Done honour to the Greatest Admiral In Eu-
rope—and I have the Pleasure to inform your Excellency that Ever Since Our Ac-
quaintance there has been the Greatest Union Between us and in my Distressed
Situation Given me much Assistance— Considering the warm Reception my Antago-
nist Gave me—Come of much better then one Could Expected all tho. Hull and
Riging of my Ship was much Damaged we had but two men Wounded Which am in
hopes will Do well.— I must Conclude by Wishing them both Safe in and for further
Perticuars Shall Refare to the Officers On board    I am your Excellencys [&c.]

Samuel Smedley

N B: my Ship Ever Since I have been Out has been very leakey therefore Shall be
Obligd to go in Some Port Soon— the Ships Ware the Admiral Keppell mounting eight-
een Six Pounders & 47 Men the other the Cyrus Sixteen Dit 36 Men two Letters
of Marque—

Trumbull Esq’/Gouv’, State Connecticut/Lebanon.” Docketed: “Cap’ Samy Smiley/de, Capture of

2. Possibly Jonathan Darrow, carpenter on *Defence* during her last cruise in 1777.
3. Cap François, Saint-Domingue.
4. Capt. Timothy Parker, commanding Connecticut Navy ship *Oliver Cromwell*.

**JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL* [at sea in Lat. 19˚.30 N, Long. 50˚ W]¹**

[April 1778] 20th    Implyd in taking things out of the Prise² Viz. One Chist of Holland³ a Quantity of Hatts & Shoes Cheeses Porter & Some Crockery Ware Small Arms Pistols Hangers⁴ two Brass Barrel Blunderbusses a Quantity of Riggen & C.

Log-Book of Timothy Boardman, p. 53.

1. The bearing is taken from Capt. Timothy Parker to Gov. Jonathan Trumbull, 20 Apr., above.
2. British letter of marque snow *Admiral Keppel*.
3. A cotton or linen fabric in plain weave usually heavily sized and glazed.
4. A small sword used by mariners in the eighteenth century.

April 21

**MAJOR GENERAL EYRE MASSEY TO LORD GEORGE GERMAIN**

[Extract]

My Lord,

Halifax 21ˢᵗ April 1778

As I have had no opportunity of writing to your Lordship since 25ᵗʰ January, I now take the advantage of a Provision Ship belonging to the Navy, to inform your Lordship, that I have detached Lieutenant Colonel Hierlihy¹ with as many of the new raised Independent Companies as he could muster, to protect the Colliery, boats, tools and implements at Spanish River, belonging to His Majesty; left there under the care of the Barrack Master of Louisburgh.

Having received information yesterday, of two Rebel Pirates² proceeding to destroy every thing and fire the Works at that place, the Naval Commander having been lately changed,³ I cannot say too much of Captain Fieldings alertness, who now commands that Department, in assisting me for that Service; so much so, that in twenty four hours, they set off for the support of that place, which may be of so much importance, to the further supply of the British Army, and I am certain will be there [in] time enough to prevent the mischief intended.

I think this the more necessary to report to your Lordship, as Sir Henry Clinton, sent these Companies under the command of Lieutenant Colonel Hierlihy to be forwarded to the Island of Saint John’s:⁴ and to be under my Command: they were detained here on account of the frost; and I thought I could not employ them upon a better service: their Sick are left behind here, and I will report it to Sir Henry Clinton who commands at York,⁵ as they are so far on their way to the Island of Saint John’s, to receive his further Orders.
I yesterday had a Report from Major of Brigade Studholme at the River Saint John’s, where he said all was well, which Post I am determined to support, as I think it of the utmost consequence.

Every thing here goes on to my wish, since the pleasing change has been made, in the Command of the Navy. I blush for what has happened, and I will now take upon me to say, that no Superior of mine shall ever hear, that all points for the good of His Majesty’s Service, are not carried on here, with spirit and vigour. I am My Lord, [&c.]

Eyre Massey Maj Gen

L, UkLPR, C.O. 217/54, fols. 72–73.

2. That is, Massachusetts privateers.
4. Now, Prince Edward I.
5. That is, New York City.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[Boston] Tuesday April 21st 1778

In the House of Representatives. Resolved, that the Board of War be and they hereby are Directed, immediately to employ some suitable person or persons, to build for the service of this State, One Ship to mount Twenty Guns on one Deck, taking especial Care to procure the most approved plan from some able Shipwright, or other Person, well acquainted with such Business; and to have the said Ship compleated and fixed for Sea as soon as may be, giving timely notice to this Court, that they may appoint some suitable person seasonably to take the Command of her.

In Council Read and Concurred.

Consented to by Fifteen of the Council.


1. This frigate was named Protector in 1779.
2. The Board of War chose Mr. Stephen Cross & Co. to begin collecting timber and plank for the frigate. See Minutes of the Board of War, 23 Apr., below. On 9 July the Board of War asked Stephen and Ralph Cross and Jonathan Greenleaf, shipbuilders at Newburyport, to supply them with drafts for Continental Navy frigate Boston for their consideration.

Josiah Waters to Nathaniel Shaw, Jr.

[Extract]

Dear Sir Boston 21 April 1778

. . . On Saturday last I paid Cap’ Allons draft on me for 219.8./.- in favor of D’ Tillinghast; have also attended to the other matters of which he wrote, to him refer you as I shall write him by this conveyance—

I have this day been able to procure for you some Cart Boxes, and as they were hard to be obtaint & I supposed much wanted, I have purchased 12 Setts, which shall forward to Norwich, with Sundry Articles for the Putnam—

Permit me to congratulate you On the Agreeable tidings from France—the sum of which you have in the Paper of Yesterday— I am Sir [&c.]

Josi Waters
PS. Cap' Lamb's Brig is just ready for Sea. She is very much admired.

2. Dr. Henry Hendren Tillinghast of Providence, R.I.
3. That is, cartouche boxes.
5. Massachusetts privateer brigantine Favourite, John Lamb, commander.

RESOLVE OF THE RHODE ISLAND COUNCIL OF WAR


Whereas this Council have been advised by Elias Boudinot Esq' Commissary General of Prisoners that he hath Negotiated the Exchange of Cap'f Manley1 late of the Hancock Frigate for Cap'f Furneaux2 late of the Syren, and requested that said Cap'f Furneaux might be sent to Newport as soon as possible.3 It is therefore Voted and Resolved that Daniel Mowry junr. Esqr; be and he is hereby directed to convey the said Cap'f Furneaux by the Country Road to Warwick Neck and deliver him to the Commanding Officer at that Post, who is hereby requested to convey him on board the British Frigate4 lying in the Narragansett Passage.

2. Capt. Tobias Furneaux, R.N. On his capture in November 1777, see vol. 11: 428.
3. For more on Manley’s exchange, see Continental Marine Committee to the Continental Navy Board of the Eastern Department, 9 May, below. Furneaux arrived at Newport on 25 Apr. Mackenzie, Diary 1: 271.
4. H.M. frigate Juno.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Lebanon, Conn.] At a meeting of the Governor and Council of Safety, April 21st, 1778.

Voted, To draw on the Pay-Table for the sum of six thousand pounds, L. money, in favour of Samll Elliot jun' Esq’ agent to this State at Boston, to be in account of business transacted by him for this State in the naval department.

Order drawn and d’d to Mr. Elliot himself, April 21st, 1778.

Voted, That Mr. Sam’ Elliot jun’, agent to this State in Boston, be and he is desired to prepare his accounts and lay them before this Board for settlement at Hartford at some time during the session of Assembly in May next, if the same can be conveniently done.

Voted, That Sam’ Elliot jun’, Esq’, be and he is hereby directed to sell the guns, tallow, fat and bad bread in his hands belonging to this State, to the best advantage he can for the benefit of this State, and render his account thereof as soon as may be. Also, that the said Mr. Elliot be and he is hereby instructed to act his discretion for securing the stores in the State of the Massachusetts Bay belonging to this State, in such manner from time to time as he shall judge prudent, that they may not fall into the hands of the enemy.
Voted, To draw on Capt. Samuel Squire, commissary, for four tons of flour, in favor of Samuel Elliot jun', Esqr, that he may replace the same where borrowed by him for the use of this State.

Order d\textsuperscript{4} to Mr. Elliot April 21\textsuperscript{st}, 1778.

Voted, That Capts. Niles\textsuperscript{1} and Smith\textsuperscript{2} do immediately refit the *Dolphin*\textsuperscript{3} and *Spy*,\textsuperscript{4} lately under their respective commands.

Voted and Resolved, That Capt. Robert Niles be and he is hereby appointed to the command of the sloop *Dolphin*, and that he do immediately refit and prepare her for the sea in a suitable manner and engage sea-men necessary to man her for a merchant voyage to the West Indies and in order to take in such loading as may be prepared therefor.

Voted and resolved, That Capt. Zebadiah Smith do immediately refit and prepare for the sea the schooner *Spy* in a suitable manner and engage sea-men necessary to man her for a voyage to the West Indies, and in order to take in such loading as may be prepared for that purpose, and to apply to Capt. Jabez Perkins for money and advice in the business.

Voted and resolved, That Capt. Jabez Perkins be and he is hereby appointed to procure and have ready a suitable quantity of staves and hoops to load said vessels *Dolphin* and *Spy*, for a voyage to the West Indies, and that he also collect all the hog’s lard that belongs to this State in the care of Col. Champion\textsuperscript{5} and others, to be disposed of as he shall be ordered, and to attend to such further directions as he shall receive from this board.


3. For details of sloop *Dolphin*’s last voyage to the West Indies, see *NDAR* 11: 436 and n, 533, 660 and n.
4. For more on schooner *Spy*’s recent movements, see *NDAR* 11: 773.
5. Col. Henry Champion, Sr., sole purchaser of livestock for the Continental Army in the Eastern Department.

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

April 1778

Remarks at Tiverton [**R.I.**]

Teusday 21\textsuperscript{a}. This 24 Hours, Clear weather wind at WNW Rec\textsuperscript{b} on Board 1 Barrell Tar, 1 ditto Flour 1 Cask Bread, (Some bad) ½ q Sugar 7b Coffee 20b Match Rope, Borrowed of Mr Commissary Child, 22b Salt pork

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

1. A symbol for hundredweight.

**WILLIAM SMITH TO JOSHUA HUNTINGTON**

*Dear Sir*

Fishkill [**N.Y.**] April 21\textsuperscript{a} 1778.

the twelve Tons of refined Iron I contracted with the Hon’ble Navy Board to deliver at Norwich,\textsuperscript{1} has bin laying by this Month owing to the scarceness of Forage, that the Team’s cannot Travel. I have now a Prospect of Sending the Iron on very soon. this may inform you that the Team’s will want Money to pay them off[f] on their
arrival, agreeable to the Hon’ble Board’s Order, should have sent it sooner, but have
meet with the utmost difficulty to procure Team’s. I am, with respect [&c.]

WM. SMITH
Contractor to Con’t Navy.


1. This iron was for the Continental Navy frigate Confederacy, building at Norwich, Conn.

THE CONNECTICUT JOURNAL (NEW HAVEN), TUESDAY, APRIL 21, 1778

NEW-HAVEN, April 21.

On the 11th instant, were taken from Stony Brook Harbour, on Long-Island by
two Whale Boats, mann’d with 13 Continental Troops, a Sloop and Schooner, loaded
chiefly with Wood; the Schooner is about 60 Tons and arm’d with 4 Swivels, the Sloop
about 40 Tons; both are arrived in safe Ports, with four Prisoners.

Last Week some persons from Guilford, landed on Long-Island, and took from
thence six prisoners, viz. Two masters of vessels, three seamen, and a certain noted
Tory Captain, named Fairbanks,1 who is sent to Norwich goal; the other five are sent
to Newport, to be exchang’d.

Captains Manly2 and Waterus,3 who had been for some months prisoners in New
York, and were lately exchang’d last Week, passed through this place, on their way
home.

1. Probably, Capt. Phineas Fairbank, an officer in the King’s American Regiment. King’s American

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMANDER JAMES WATT, R.N.

[Philadelphia]

By &a &a

You are hereby required and directed to receive onboard His Majesty’s Armed
Ship under your Command,1 and Victual at the same Allowance as the Ships Com-
pany, all such Men belonging to the Andromeda as the Prize Masters of the several
Vessels in this River Prizes to the said Ship, shall think fit to send to You for Security,
until further Order.2

Given &a 21st April 1778.

AS Hamond.

Delaware.”

1. Watt commanded H.M. armed ship Delaware.
2. According to Vice Adm. Howe’s prize list, H.M. frigate Andromeda, Capt. Henry Byrne, commander,
had captured three prizes in Apr. 1778: brigs Chaumont, Charlotte, and Dolly. Howe’s Prize List, 30 Oct.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMANDER JAMES WATT, R.N.

By &a &a.  

[Philadelphia]
Peter Toney
Barne Fountin
Francis Millar
Valentine Baron
Wm. Le Fam
Jno. Leweson.

The six Men named in the Margin, taken in the Brig, *Charmont*, a Prize to His Majesty Ship *Andromeda*,¹ being willing to Serve onboard the Kings Ships; You are hereby required and directed to receive them onboard His Majesty’s Armed Ship the *Delaware* under your Command, and Enter them as part of the Complement of the said Ship.

Given & a 21st. April 1778.
AS Hamond.

1. For more on *Andromeda* and its prize *Chaumont*, see Hamond to Watt, this date, above.

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JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Tuesday 21st. April 1778.—

Commission issued to John Gordon appointed Capt. of the Galley *Conqueror* of the State of Maryland—


RESOLVE OF THE MARYLAND HOUSE OF DELEGATES

[Annapolis] [TUESDAY, April 21, 1778.]

POST MERIDIEM.

The house met.

Resolved, That the governor and the council¹ be authorised, empowered, and requested, to put such of the gallies and armed boats as they may think best into commission, under the direction of a commodore or commander in chief,² and may direct the others to be employed in transporting troops, provisions, or other stores; and that the commodore have power to appoint a fit and proper person in the capacity of clerk, to have the care of slops, and deliver the same out to the sailors and marines; also to purchase whiskey and other necessaries, and to pay the wages that may be due to the sailors and marines, deducting what may be advanced them in account.³

Resolved, That the governor and the council have full power and authority to cause a warehouse to be hired at Annapolis or Baltimore-Town, or such other place as they make think proper, for the purpose of holding naval stores; and that the clerk appointed by the commodore be directed to purchase and lay up rigging, tar, turpentine, and such other materials as may be necessary for the fitting out and keeping in repair the gallies and other vessels belonging to this state.

Resolved, That the pay of the officers and sailors be as followeth, viz. Commodore (common money per calendar month) 27l. Captain 20l. Lieutenant, 12l. 10s. Master, 12l. 10s. Boatswain, 9l. Gunner, 7l. 10s. Gunner’s mate, 7l. Surgeon, 15l. Surgeon’s mate, 12l. 10s. Carpenter, 12l. 10s. Midshipman, 7l. 10s. Cook, 6l. 6s. Seamen, 6l.

Resolved, That the governor and the council have full power and authority to cause the vessel now on the stocks at Baltimore-Town to be fitted out for a voyage to sea, in partnership with such person as they may think proper, or otherwise may cause her to be sold, under the power heretofore given.⁴
DON BERNARDO DE GÁLVEZ, GOVERNOR OF SPANISH LOUISIANA, TO COMMANDER JOSEPH NUNN, R.N.

Sir

By your Letter of the 16th Instant I see that you are surprised that the Englishmen which are fled to this town for refuge have taken the Oath of allegiance, and I am Sorry that you should be so easily astonished.¹

The Oath is Voluntary and momentaneous, one of its conditions being that they shall be at liberty to disengage themselves as soon as their personal Interest calls them out of this province.

If you have perceived some motions of precautions in this place, you might have thought that as there are two parties of enemies in it which have an inveterate hatred against each other,² I ought to take the necessary measures to secure the interior good order & tranquility of an Asilum which ought to be respected as being under the Dominion of my Sovereign, of Course you will give me leave to repeat to you that you have Nothing to see in the precautions which I take; & that I have no reason to be afraid of you, & that consequently, tho’ the occasion is trifling, your question to know whether myself and my people are Alarmed to see two Men of War before this town is superfluous & very offensive be assured that we can see very clearly; and that there is a great differance between Men of War as you call them & Sloops of War³ which they realy are and that I neither ought nor chuse to answer to the question regarding the Alarm which they may give, Our respective Courts are in such perfect harmony that it is impossible for me to give you any Explication of the Sensation your two Vessels cause me, therefore you may uttergo for the present in this uncer- tainty, or wait for the opportunity (if you think it may present its self) being assured that your Vessels cause me neither Allarm nor uneasiness.

You say that if you were come as an Enemy to spain that you would not have remained so quiet & peaceable; give me leave to Ask you if you can persuade your self that I would have remained inactive if I had been of that oppinion. finaly you mention that the late damages which the Subjects of his Britannic Majesty have received have been with my assistance; If you have been informed So who has made such a Supposition has not told the truth and your listning to, & believing such falcities with so much readiness will perhaps lead us by Degrees to the extremity of acting the one & the other, Contrary to the Intentions of our Courts. I may perhaps be the most Sorry for it tho’ I am resolved not to disuade you from a Willfull Error, if you do not take the first step towards it, in letting me know which is the Said assistance, & being sincerely willing to veryfy a mistake which is of great consequence to us both. Votre tres affectiouni Sevr.

Bernard De Galvez

Le 21st April 1778

1. Nunn’s letter to Gálvez, dated 16 Apr., is in UkLPR, Adm. 1/241.
2. Gálvez was referring to the British and the Americans.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHIP OLIVER CROMWELL

[1778 April] 21st [20°..20 Nth Latt]\(^1\) At Three o’Clock Afternoon we wore Ship\(^2\) to the Southward The Prises\(^3\) Made Sail to the Northward we Lost Sight of them at Six.

Log-Book of Timothy Boardman, p. 53.

1. The bearing is taken from “Sailing Directions of Second Cruise.” Ibid., p. 54. Latitude 20° North is the latitude of the Leeward Is.
3. British letters of marque *Admiral Keppel* and *Cyrus*.

April 22

CONTINENTAL BOND FOR NEW HAMPSHIRE PRIVATEER SHIP PORTSMOUTH

[Portsmouth, N.H., 22 April 1778] KNOW all Men by these Presents, That WE, Thomas Roach Commander of the Arm’d Ship *Portsmouth*,\(^1\) John Langdon & Will= Gardner Merch= all of Portsm= in New Hampshire are held and firmly bound to His Excellency Henry Laurens Esq= President of Congress or to his Successors in Office, in Trust for the United States of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Penn-sylvania, Delaware, Maryland, Virginia, North-Carolina, South-Carolina and Georgia, in North-America, in the Penalty of Three thousand Pounds Lawful Money—to be paid to the said Henry Laurens Esq= or his Successor in Office—or to their certain Attorneys, Executors, Administrators or Assigns: To which Payment well and truly to be made and done, We do bind Ourselves, our Heirs, Executors, and Administrators, jointly and severally, firmly by these Presents. Sealed with our Seals, and dated the Twenty Second Day of April in the Year of our Lord One thousand Seven hundred & Seventy Eight.—

THE Condition of this Obligation is such, That if the above bounden Thomas Roach who is Commander of the Ship called *Portsmouth*, belonging to the said John Lang-don & others—mounting Twenty Two Carriage Guns, and navigated by One hundred & twenty Men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Ship—as a Private Ship of War, and to make Captures of Vessels and Cargoes belonging to the Crown and Subjects of Great-Britain, shall not exceed or transgress the Powers and Authorities which shall be contained in the said Commission, but shall in all Things observe and conduct himself, and govern his Crew, by and according to the same; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceed-
ings of himself or the Officers or Crew of the said Ship. Then this Obligation shall be void, or else remain in Force.2
Sealed and Delivered in the Presence of 
Samuel Briard Tho’ Roach
Sam: Penhallow Jr. John Langdon3
Wm. Gardner.4

1. For a history of its building, see Captain Tobias Lear’s Accounts for Superintending Construction of New Hampshire Privateer Ship Portsmouth, 23 May, below.
2. Portsmouth was captured on 11 May by H.M.S. Experiment off Chedabucto Head, Nova Scotia. See Master’s Journal of H.M.S. Experiment, 11 May, below.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS READ, CONTINENTAL NAVY

Sir [York, Pa.] April 22d 1778

We have received your Letter of the 13th instant¹ and are now to observe that the Captains of the Chace & Snow George were not considered as Continental Officers in the agreement the Committee of Commerce made with them therefore no arguments can be drawn from that agreement to support the unreasonable demands of your Lieutenants, who if they will not go with you at the Continental pay must quit the service.² We have directed M’ Steward to pay the wages due to the Seamen belonging to the Virginia and trust that Captain Nicholson will co-operate with you in getting such a number of those Seamen to enter onboard the Baltimore as you may want.³ We shall send down the Hemp wanting for your Brig very soon & are sir [&c.]

1. Read’s letter has not been found.
2. On the ship Chase and snow George, in which Robert Morris had arranged to transport tobacco to France, see Morris to the Continental Commerce Committee, 17 Feb. 1778. N DAR 11: 364. The agreements involving these ships have not been found.
3. Stephen Steward, Continental Navy agent. Continental frigate Virginia, Capt. James Nicholson, commander, had run aground while trying to escape from Chesapeake Bay and had been captured by the British. A few of the crew escaped capture by fleeing the grounded ship with Nicholson in a longboat. See Marine Committee to Continental Navy Board of the Middle Dept., 8 Apr. 1778, above. Other crewmen had been left behind on the Virginia’s tender when the frigate left Annapolis. See Continental Marine Committee to Thomas Plunkett, 6 Apr., above.

CONTINENTAL MARINE COMMITTEE TO RICHARD ELLIS

Sir [York, Pa.] April 22d 1778

We have received your Letter of the 2d of March last advising us of your having received from the Marshal of the Court of Admiralty at your place Two hundred & Sixty nine pounds 12/ for the two thirds of the Net Sales of the Prize Sloop Tryall taken by the Continental sloop Providence and sent into your port.¹ We are now to inform you that by the Rules and Regulations of Congress the Captors are intitled to one half of the Prize, and that you had omitted to inclose in your Letters the Account Sales, nor have we received your letter of the 9th feb² considering the high prices at which Vessels are sold, we cannot help being surprised at the small sum which the Sloop sold for, therefore we must request you
will inform us on that head and whether she had any Cargo on board or not. We are [&c.]


1. The letter of 2 Mar. from Ellis, the Continental Navy agent at New Bern, N.C., has not been found.
2. Ellis’ letter of 9 Feb. has not been found.

**Journal of Captain John Montresor, Royal Engineers**

*Philadelphia,* April 22d. This day arrived at Chester, A fleet of 35 sail from New York with Forage &c., also arrived the Eagle, Lord Howe.¹ This morning the Hussar Galley launched. This morning the Commander in Chief² went out in the front of the lines and approved of my Project for its further Defence. Wind S. S. West. The Rebels consisting of 500 men and 4 pieces of cannon advanced within 4 miles of the Town on the Lancaster road and returned, killing and plundering the market people. This morning sailed the *Ld. Hyde* packet for Falmouth.³ A heavy shower this night.


1. H.M.S. *Eagle,* Capt. Roger Curtis, commander, served as Vice Adm. Viscount Howe’s flagship.
3. In his journal entry for 28 Apr., Montresor reported that the packet *Lord Hyde,* Capt. Henry Jeffrey, commander, had not sailed from Chester, Pa., until “this morning.” Montresor, *Journals,* p. 487.

**April 23**

**James Warren to William Vernon**

Dear Sir.

I Recd¹ yours of 21st: April last Evening² & Capt. Manley³ shall send you 2,000 dollars in Certificates ¶ first safe Conveyance that presents. the small Pox still remains in Town in such a manner as renders it Unsafe for you to Come in. I therefore for your own sake don’t wish to see you here, but our Business in the Office is such that it is Absolutely necessary Another Member of the Board should be present. if therefore Mr. Deshon⁴ don’t Attend I think you must come & take Lodgeings in Roxbury in the Neighbourhood of the Town that you may at least give your Sanction to matters of Importance Agreeable to the Constitution of [the] Board. we have no News I am Your Friend [&c.]

J Warren

¹. Not found.
³. John Deshon, the third member of the Continental Navy Board of the Eastern Dept.

**Minutes of the Massachusetts Board of War**

Board of War,

Present—

Sam¹ Ph’ps Savage Esqr ¹  Jn² Brown Esqr ²  Thomas Walker Esqr ³

Boston April 23d 1778
Geo: Williams Esq|r Isaac Phillips Esq|r Eleazr Johnson Esq|r
Sam'l Ph'ps Savage President—
Order’d, That M' Stephen Cross & C° of Newbury-Port be paid in Continental
Money £1000—& in State Notes £500.—— to pay for Timber, Plank, &c. purchas’d
by them for building a twenty Gun Ship.—

1. The other members of the company were Ralph Cross and Jonathan Greenleaf.
2. This frigate was named Protector in 1779. For more on its construction, see NDAR 11: 627; Acts and
   Resolves of the Massachusetts General Court, 21 Apr., above; and Messrs. Greenleaf, Cross & Cross to
   Massachusetts Board of War, 4 May, below.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE SOUTHERN DISTRICT

State of Massachusetts-Bay,| To all whom it may
Southern District. | concern.
NOTICE is hereby given, That Libels are filed before me, against the following Vessels and Cargoes, viz.— In behalf of Isaac Freeburn, Commander of the armed Sloop Revenge,1 and all concerned therein, against the Schooner Mary Ann, of about 50 Tons burthen, Edward Dikins, late Master: In behalf of John Leech and Silas Smith, Commanders of the armed Schooners Dolphin2 and Cutter,3 and all concerned therein, against the Schooner Neptune, of about 50 Tons burthen, William Wallace, late Master: In behalf of Edward Bube, Commander of the armed Sloop Adams,4 and all concerned therein, against the Brigantine Active, of about 80 Tons burthen, George Clarke, late Master: In behalf of John Rathburn, Commander of the armed Sloop Providence,5 in the Service of the United States, and all concerned therein, against the Ship Mary, of about 250 Tons burthen, Henry Johnson, late Master:6 In behalf of John Hopkins, Esq; Commander of the Ship Warren,7 in the Service of the United States, and all concerned therein, against the Snow Robert, of about 180 Tons burthen, James Hall, late Master:8 In behalf of Nathaniel Bently, Commander of the armed Schooner Hornet,9 and all concerned therein, against the Ship Neustra Senora del Carmen, of about 200 Tons burthen, William Stacey, late Master, taken as a Prize by the British Ship Carysford,10 and retaken by the Hornet;11 and also against the Schooner Henry, of about 60 Tons burthen, John Shephard, late Master:12 All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid; and for the Trial of the Justice of said Captures, the Maritime Court, for the said District, will be held at Plymouth, on Tuesday, the 19th Day of May, 1778, at Ten o’Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 23 Apr. 1778.
1. Massachusetts privateer sloop Revenge, Isaac Freeborn, commander, mounting 10 carriage guns, a
crew of 60 seamen, owned by John Dean and Mungo Mackay, of Boston, was commissioned on 30 Apr.
2. Massachusetts privateer schooner Dolphin, John Leach, commander, mounting 8 swivel guns, a
crew of 25 seamen, owned by Samuel Ward and Joseph Sprague, of Salem, was commissioned on 30 Sept.
3. Massachusetts privateer schooner Cutter, Silas Smith, commander, mounting 8 carriage guns, a
crew of 20 seamen, owned by John Norris & Co., of Salem, was commissioned on 6 Aug. 1777. DNA, PCC,


6. For more on the capture of ship Mary, see NDAR 11: 247, 335, 336n, 400 and n, 401, 431 and n, 444, 445n.


8. For more on the capture of snow Robert, see John Bradford to Continental Marine Committee, 15 Apr., above.

9. Massachusetts privateer schooner Hornett, Nathaniel Bently, commander, mounting 10 carriage guns and 8 swivel guns, a crew of 50 seamen, owned by John Tracy, of Newburyport, and Samuel White, of Boston, was commissioned on 22 Jan. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 54, 55; Mass. Archives Collection, vol. 168, p. 156.

10. H.M. frigate Carysfort, Capt. Robert Fanshawe, commander, captured ship Nuestra Señora del Carmen, Francisco Pruna (or Bruna), master and supercargo, off Charleston, S.C., on 28 Mar. For details of this capture, see NDAR 11: 822–23 and n.

11. The ship Nuestra Señora del Carmen, referred to as “the Ship CARMEN, of about 300 tons,” was advertised for sale on 25 June at New Bedford. Independent Chronicle, and the Universal Advertiser (Boston), 18 June 1778.


[Extract]

Sir,

FishKill [N.Y.] April 23rd. 1778

I am honored with your favor of the 24th. Ultimo, covering an Act of Congress, directing General Conway to repair to these posts and authorising me to draw on the Paymaster of the Northern Department or his Deputy for money to answer such Demands as relate to the Army on Hudson’s River.1 As the Act confine my Warrants, to Demands which relate to the Army; some person should be authorised to draw for the Payment of the Officers and men, who are to man the Gun Boats; and the Rate of Pay to be allowed determined; otherwise the End of building those Vessels will prove abortive. For men have been so embarrassed to get their Wages, when they engaged at an uncertainty, that none will listen to any importunity to enter on board of them; unless the Terms are particularly stated: And to man them from the marching Regiments, will mutilate those Corps, discourage the Officers, weaken our Infantry, and not give that Strength to the River Service, which is taken from the other; for Soldiers are not Sailors. . . .

The Position of the principal work is far from being secure, and independent:2 It is commanded by Heights in Chain for some Distance, the nearest not more than half a mile; so that near an Equality in the Field, will be necessary to render the works tenable. As the principal Force on that side must take post on Hills, we are now erecting works on them— Important as these Objections are, all the Points on the River, on which it would be proper to erect Works to annoy Shipping, are subject to similar Difficulties—

If we are favored with moderate weather I hope in ten Days to have the Chain across3. . . . I am with great Truth and Regard [&c.]

Alex’ M’Dougall
M General


2. The principal work was the fort at West Point; it was on the west side of the Hudson River.

3. On 30 Apr. 1778, a heavy chain was stretched across the Hudson River at West Point to obstruct vessels trying to sail up the river. Paul K. Walker, Engineers of Independence, A Documentary History of the Army Engineers in the American Revolution 1775–1783 (Washington, D.C., n.d.), p. 213.

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 23, 1778

On [Friday] last a sloop from Cape Francois, for Virginia arrived in this harbour; she was taken by the letter of Marque ship Rose, Capt. Duncan; and is laden with rum, sugar, molasses, duck, calicoes; chintzes, medicines, &c.

On Sunday was sent in here by the privateer sloop General Howe, Captain Carey, a large French ship called the San Jago of 500 tons, with 1000 tierces of rice; which he took the 12th instant, on her voyage from South Carolina for Nantz: She was taken under Spanish colours, but is supposed to have a commission from the Congress, having six 6 pounders and 20 men: This ship was some time since taken by a rebel privateer and carried into Martinica with slaves. The present Captain says he purchased his cargo at Carolina with snuff and dollars, and that he was allowed four for one all his hard money.

1. The word is faded and unreadable. It was taken from a report of the prize’s arrival in Rivington’s New-York Loyal Gazette, 25 Apr.

2. Maryland sloop Dolphin, Robert Dashiel, master. For more on it and its capture, see ibid., 18 Apr.


4. New York privateer ship General Howe, mounting 12 guns, John Cearie, commander. (Carey is the modern spelling of his name).

5. French merchant ship St. Iago, Joseph Ventesse, master. UkLPR, H.C.A. 32/359/21. There is no evidence that St. Iago had been commissioned a privateer by the Continental Congress.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 57.

Eagle In the Delaware

Sir,

April the 23rd, 1778.

Not being able, from the Severity of the Weather and other Obstructions, sooner to make the requisite Provision in the several Branches of the Service to be regulated at Rhode Island, I put to Sea from that Port the 23rd of last Month.

Proceeding for New-York, to receive the recovered Men of the Eagle’s Complement from the Hospital, and to obtain more particular Information of the Progress made in the current Services of the Port, I was prevented by the unfavorable State of the Weather from getting to Sandy Hook until the 4th. Instant; And had not an Opportunity to move the Ship back over the Bar for the Delaware, until the 16th—

During my Stay at Rhode-Island, it was necessary to provide for the Conveyance of a considerable Quantity of Forage procured there for the Army at Philadelphia.

The two Transports named in the Margin, and sent in the first Division ordered for this Service under Convoy of the Brune, were taken by the Misconduct of their Masters and afterwards destroyed as stated in the Extract of Captain Ferguson’s Letter herewith enclosed.
Amongst the Papers referred to in this Dispatch, You will receive a List of the Captures lately made (with several foreign Ships included) by the Detachments of the Fleet stationed in Chesapeake-Bay under the Orders of Captain Onslow, and on the Coasts of the more Southern Provinces with the Carysfort.5

The Copies of Captain Fanshawe’s Letters will explain the Cause of his Inability longer to continue that Restraint upon the Armed Vessels of the Rebels who put to Sea from Charles Town soon after he left the Coast.

The Consequences of being made answerable for the Value, in case of Accident to any of the foreign Ships before their Detention had been authorised by the Judgment of a Court of Admiralty; and the necessary Care of the Men taken out of them, appear to have prevented the Captains of the Frigates from keeping their Stations so uninterruptedly as might otherwise have been practicable. But it is to be observed also that they have not scrupled in repeated Instances to dispose of such Captures for a very reduced Amount at S. Augustine, to be sooner released from further necessary Attention to them. The Loss, however, to the Abettors of the rebellious Colonists, will not prove less considerable in the Number of such Ships taken or destroyed.

The Naval Stores obtained by this Means have been reserved for the Use of the Ships of War. And the Virginia Frigate, when moved to New-York, will be examined with Reference to the Propriety of having her fitted and employed in His Majesty’s Service. But it does not appear that the same Use can be yet made of the Cannon taken Notice of in Captain Onslow’s Letters,6 as no Carriages were sent with them.

I have not the Satisfaction of being able to add, that the Ships stationed on the Coasts of the Northern Provinces, have been equally successful.

The Greyhound suffering much by bad Weather at the Beginning of the Year, was forced off of her Station, together with the Vulture, to the West Indies; and did not return until the End of last Month.

The Renown in a still greater degree of Distress from the same Cause, and the Phœnix (not being able to recover the American Coast for a Supply of Provisions &c. then wanting) were reduced to the same Necessity. The Extract from Vice Admiral Young’s Letter will inform the Lords Commissioners of the Admiralty more particularly of the State of those Ships and the Retardment that will probably ensue in their Arrival on this Station.

The Perseus lost her Rudder on the Passage from the Southern Coasts to New-York. The Iron-Braces being corroded and decayed; And the same Accident was nearly taking place lately in the Unicorn. But as no Appearance of a similar Defect has yet been discovered in the Ships where the Composition-Metal has been used; I presume the great Advantages derived from the Copper-Sheathing may, by that Expedient, be retained.

I am advised by Captain Griffith that the Rebels attempted towards the End of last Month to put to Sea from Providence in an Armed Ship named the Columbus supposed of 16 Guns. But not chusing their Time with the same Judgment as in the preceding Instance the Ship was driven ashore by the Maidstone off of Point Judith, and burnt by the Boats of the Squadron under Cover of the Frigate, tho’ exposed to a very considerable Fire from the adjacent Heights. Lieutenant Vashon of the Maid-
stone appears to have distinguished himself much on that Occasion. Captain Griffith further informs me, the Juno and Cerberus were returned with the Transports from Cape-Cod Harbour, the Rebels persisting in their Refusal to Comply with the Terms of the Convention. And he sent me the Information respecting the Armed Vessels fitting at Boston, contained in the Paper enclosed. On the 13th Instant by the Andromeda, I received your Letters of the 14th, 15th, and 19th of February at Sandy Hook; A Duplicate dated the 15th- of January. Together with their Lordship’s Orders to appoint a Ship to receive Sir William Howe and his Suite when he shall be ready to embark, for his Conveyance with all possible Expedition to England; And for the Andromeda to be employed under my Direction.

Upon my Arrival off of Newcastle the 21st your Dispatches of the 7th and 9th of January with the Original of the Duplicate above-mentioned (but dated the 5th of January, instead of 5th of February as I judge by the Contents) were delivered to me.

The Packet by which this is forwarded being on her Passage down the River; And as their Lordships’ Inquiries are partly answered by the Report of the Condition of the Fleet transmitted since the Commencement of the present Year, I must beg leave to postpone the further Particulars to be offered on the Matter of those several Dispatches, to a future Opportunity. But their Lordships not having been pleased therein to honor me with their Notice of the Conditional Request made in my Letter of the 23d of last November, I am under a Necessity of soliciting that I may be relieved in the Command of the Ships of His Majesty’s Fleet on this Station, for the due Conduct of which I am unable in my present Situation to undertake, and be permitted to return to England for the Recovery of my Health. I am, with great Consideration, Sir, [&c.]

Howe


1. Marginal note: “Kitty; Mermaid.” The transports were the ship Kitty, J. Mallet, master, and the ship Mermaid, Jacob Snowball, master.


3. Stephens inserted brackets at the beginning and end of this paragraph with the notation “leave out in the Copy.”

4. See “List of Vessels seized or destroyed by His Majesty’s Ships stationed in Chesapeake Bay and on the Parts of the American Coast Southward thereof, according to the Accounts transmitted to the Viscount Howe, Since the Date of the General Return of Captures made by the American Squadron of the 25th. October 1777,” this date, below.


13. That is, Newcastle, Del.


15. The correct date of this letter is 15 Jan.
MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract] The Council met
Lancaster, Thursday, April 23, 1778.


. . . Peter Sommers laid before the Council, an order drawn by Willm. C, Bradford, in favor of Henry Shriver, for the Sum of One hundred & Sixty Seven Pounds & five Shillings, to be charged to the said Willm. C, Bradford: And an order was drawn by William Crispin, Commissary of the State Fleet, in favor of Lasky & Shriver, for the Sum of Eleven hundred & Twenty eight pounds, Seventeen Shillings & Six pence, for sundry Cattle delivered for the use of the Fleet, the said Sum to be charged to the said Willm. Crispin, These order not being endorsed to Mr. Sommers & therefore not payable to him, the Council found a difficulty in granting an order on the Treasury; but Capt, Joseph Blewer having represented that the Money had been long due, & that Sommers was in partnership with Lasky & Shriver, On consideration, An Order was drawn on the Treasurer in favor of Capt. Joseph Blewer, for the Sum of One hundred & Sixty Seven Pounds, five Shillings to be charged to Willm. C, Bradford, Paymaster of the Fleet: Also an Order was drawn on the Treasurer, in favor of Capt. Joseph Blewer, for the Sum of One Thousand, One hundred & Twenty Eight Pounds, Seventeen Shillings & Six pence, the same to be charged to Willm. Crispin, Commissary.

Capt. Joseph Blewer of the Navy board attended the Council and informed, that it was intended to have Sunk the Gondola's &ca. on Tuesday last, near Trenton, & therefore, there cannot be any farther use in continuing the Men belonging to them at Trenton; and that there is about twenty Sick & wounded, belonging to the Boats, which require care & attention— That the Ammunition, Sails, Arms, Stores, belonging to the boats, are at Pitts-town in New Jersey and require Some guards to be kept over them;— That the Cannon & Shot are sunk in different places in New Jersey;— That about 76 pieces of Canvas & some Oznabrigs which were on board the Store Sloop, was at Northampton under the care of Capt. Joseph Stiles.— Ordered That all the Linens in the possession of Capt. Joseph Stiles at Northampton, suitable for the purpose, be made up into Shirts for the Soldiers; & that he be requested to get them made as expeditiously as possibly & acquaint this Council of his progress therein.

On consideration of the State of the Navy made by Captain Blewer, Ordered, That the men belonging to the Navy be ordered up to this bourough, under the direction of such Officers, as the Navy board, to whom they are best known, may judge most proper, & that two Months Pay, over & beside what is due to them, be paid to the remaining Officers & then discharged, as there appears not to be any further service for them at present.— That a small guard be left at Pitts-Town, until the Stores be removed.— That the Sick be ordered to this Borough by way of Reading.— That the Ammunition & most valuable Stores be removed from Pitts-town to Easton in the County of Northampton & the remainder committed to the care of Mr. Moore Furman.—

3 That the Waggon Master of the County of Bucks, furnish Waggons to the State Navy board, for the removal of Sick & baggage from Trenton to this bor-
ough.— That the Waggon Master of the County of Northampton furnish Waggons to the State Navy board, for the removal of the Stores from Pitts-town in New Jersey to Easton in this State.4


1. Peter Summers, Edward Laskey, and Henry Shriver were partners in a merchant firm. See NDAR 11: 805.

2. Capt. Joseph Blewer was President of the Pennsylvania Navy Board.

3. Moore Furman was deputy quartermaster in New Jersey. On 24 Apr., the Council wrote Furman asking him to “have an Eye to” the “bulky” stores of the Pennsylvania Navy that would be left in Pittstown and to hire men to remove those stores if threatened with capture. The Council promised that “any expence” Furman incurred in removing stores would be “repaid with thanks.” PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.

4. The Council conveyed these instructions to the Pennsylvania Navy Board in a letter of this date, below.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA NAVY BOARD

Gent: Lancaster 23 April 1778

As the Gallies, & other Vessels, on the Delaware, lately under your direction, have been dismantled the further continuance at Trenton of the Seamen & others1 who served in them, is become needless.2 They may be usefully employed as guards in the interior parts of this state, or in assisting in the transporting over the greater Rivers, stores & soldiers.

For this End, I desire you will send the privates with their necessaries of this Corps by the most direct road to Reading in Bucks County, & thence to this place. Herewith you have an order to the Waggon master of Bucks County, to furnish a sufficient number of Carriages for the transportation of their necessary Baggage & of the sick & disabled. As to the Officers, you are to dismiss the whole save [6 or 7] 15 or 20 with a bounty of two months pay, over & above the pay in arrear. They have been supported thro’ the winter, & have now the benefit of the best season to look out for new Employment. I think they must be satisfied with the Council.3

These (six or seven 15 or 20 Officers are to take the command of their people, keep good order & discipline among them, & proceed hither as soon as may be. An order from you, to the senior officer, will be requisite. M’ Crispin, the Commissary will, we hope, be able to provide rations for their march.

M’ Blewer4 informs Council, that a Considerable number of Musquets, & other small Arms, & some Gunpowder belonging to this State are lodged at Pitts-Town in New-Jersey. These stores I wish to be in a more convenient situation, & within our jurisdiction. You are to procure a sufficiency of Carriages from the Waggon-master of Northampton County for this purpose. On delivery on the inclosed Letter, M’ Crider will send you the necessary Teams.5 send them to the care of Joseph Deane, Esquire of Easton. It is left to your prudence to judge, whether our sails at Pitts-Town, ought to be secured at Easton also. One officer & some few privates should be continued at Pitts-Town whilst the more valuable & less cumbrous goods remain there. He may attend the Waggons to Easton, & then march his party to this place. I write to Moore Furman, Esquire, of Pitts-Town to take care of the stores which may be left behind.[.]6 it will be very proper, that a prudent Person residing near the Falls of Delaware be engaged to give some attention to the Vessels left in the that neighbourhood, & to the Cannon & Shot, which belonged to them. Perhaps
Joseph Kirkbride, Esquire, may be induced to undertake this. Council would be very happy in hearing that Mr. Kirkbride had said he would do it.7 for this purpose I write to him on the subject. It will be proper that the person appointed, be informed, how the Vessels & other articles are disposed of.

I send down by Mr. Blewer to be deliverd to Mr. Crispin8 a supply of money to discharge the most urgent demands, & to pay off the officers who may be dismissed.9

1. At this point in the draft there is a crossed-through interlineation that is illegible.
2. For background on this order, see Minutes of the Pennsylvania Supreme Executive Council, this date, above.
3. The officers were not satisfied and successfully petitioned the legislature to remain in service. See Minutes of the Pennsylvania General Assembly, 25 May, below.
5. In their reply of 18 May, below, the Pennsylvania Navy Board acknowledged having sent a letter to “Mr. Thompson,” who was undoubtedly John Thompson, Wagonmaster of Bucks County. Crider was presumably one of Thompson’s assistants.
6. On the letter to Furman, see note at Minutes of the Pennsylvania Supreme Executive Council, this date, above.
7. Kirkbride operated a ferry and store on the Delaware River, opposite Bordentown, N.J.
8. William Crispin was commissary for the Pennsylvania Navy. In their letter to him of 24 Apr., the Council discussed the recall of the seamen from New Jersey and instructed Crispin to provide provisions for them on their march from New Jersey to Lancaster. They also ordered him to use the money carried to him by Joseph Blewer to settle his own debts and those of the Pennsylvania Navy Board. In a postscript, the Council informed Crispin that the commissary was allowed six rations and directed him to “deduct those already furnished”— PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.
9. On 28 Apr., the Council sent £3,000 to William C. Bradford, Paymaster of the Pennsylvania State Navy, “for the payment of the state fleet concerning which you will please to receive directions from the Navy board.” PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, April 23, 1778

Ordered, That the Marine Committee take into consideration the state of the river defence of Delaware, and the measures which they may judge best and proper for defending that river above Philadelphia.

JCC 10: 380.

SAMUEL AND ROBERT PURVIANCE TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen Baltimore 23d April 1778

When M’ Archibald Blair of your place was here in February on his way to Charlestown South Carolina, we purchased from him 1/16th. in the Privateer Ship Minerva1 being a Quarter (as he inform’d us) of what he held in s’d Ship, of which he told us you were Ships Husbands. We expected from what he then said on the subject, that she was nearly ready & would sail in a month or soon after: but were much surprized to learn from our Neighbour M’ Dugan lately returnd here, that she was not sailed when he left Boston about the end of March.— Permit us to request you will be so kind as to inform us whether said Privateer is yet gone to Sea, the Cruize on which you have ordered her, the force of Men, Guns &c, which she carries; & the Directions given concerning the Payment or Remittances of such Prize-money as may be paid in the W’d Indies, or any foreign Ports.—
We should likewise desire to know whither it is to you as Agents or to Mr. Blair as an original owner that we are to look for the future state of accounts. The manner of conducting such Business has been various, and we presume is so with you,— If as we expected from what Mr. Blair told us, you are to hold the acct. with us in future for our Share, we will send the Bill of Sale to our friend Mr. Black to prove our Interest, if that is necessary— In the mean time must request you when the vessels acc. of Outfit & Cost are compleated to furnish us with a Copy thereof, which becomes necessary as by agreement we were to pay Mr. Blair a certain Advance $5 Cent on the same.— We are, Gentm. [&c.] Copy) Sam'l & Robt Purviance


JOURNAL OF SOUTH CAROLINA NAVY BOARD

[Extract] Navy Board Thursday [23d April 1778]

The Board Met According to Adjournment.

Present.. Edward Blake Esq' first Commission
George Abb' Hall Josiah Smith

Edward Darrell Roger Smith

. . . James Mayberry of The Gen: Moultrie was Nominated by the Board to the Command of the Beaufort Galley and the Following Orders were given him— Sir/ You are to take Charge of the Beaufort Galley early tomorrow Morning and be as Expeditious as possible in getting her ready to Clean, taking out her Two Guns & Landing them on Gibbes’s Wharf before you lay her a Shore

By Order of the Board
Ewd Blake first Commissr

. . . . The Board Agreed to allow Capt' Thomas Shubrick for his Negro Carpenters at the State Ship Yard Forty Shillings per day for Each from the first Inst—


1. See also, South Carolina Navy Board to President Rawlins Lowndes, this date, below.

SOUTH CAROLINA NAVY BOARD TO PRESIDENT RAWLINS LOWNDES

To his Excellency the President
Sir/

Immediately after receiv'd of your Letter the Commissioners of the Navy Board sent to Lieut. James Mayberry the first Lieut. of the General Moultrie to know if he would Accept the Command of the Galley which he agreed to do, the Commissioners therefore beg leave to recommend him to your Excellency as a fit person for that Command

By Order of the Board
Ewd Blake first Commissr

To his Excellency the President
1. The letter has not been found, but it presumably announced that Capt. James Doharty had resigned as captain of the South Carolina Navy galley Beaufort.
2. See Journal of the South Carolina Navy Board, this date, above.

COLONEL SAMUEL ELBERT, CONTINENTAL ARMY, TO COLONEL JOHN WHITE, CONTINENTAL ARMY

Headquarters, Fort Howe, 23rd April, 1778.

(Dear Sir) I have this moment recd. intelligence that General Provost1 is on his march to attack this place; you are therefore to conduct the prizes2 to Sunbury and after putting them in a secure place and the directions of them given to Mr. Jno. Jones, who I know to be a gentleman of honor & who I will authorize to take the necessary steps with them. You are to land the men, leaving only such as are necessary to put the galleys3 in a posture of defence, and by forced marches join me at this place. I know your anxiety for the safety of the State is such that no time will be lost. I am, dr. sir, Yr. most obedient servt.,

S. ELBERT.

P.S. Pray recommend to Captn. Hardy4 to take on board the three galleys what rice they can conveniently carry, and impress a boat or two as large as he can get, loaded with the same, and proceed with all speed into this river5 with them. Tell him bring a barrel or two of salt.

Colo. White

2. H.M. armed brig Hinchinbrook, East Florida Provincial armed sloop Rebecca, and an unidentified watering brig, captured on 19 Apr. 1778.
5. Altamaha River.

PATRICK MOORE TO NATHANIEL SHAW, JR.

Sir St.Pieres [Martinique] April 23rd. 1778

I have to acknowledge receipt of your favours of the 26th Feb' P Capt. Champlin1 & Canklin2 who arived here a few days agone understand they took a Valuable prize3 on their way here & dispatched her to the Continent hope she is safe arived ere this, they are heaving down & will proceed to sea with all possible expedition & shall give them every assistance in my Power

Observe Lamb4 has sold you part of the Brig5 am well pleased you are concern’d in her as she is certainly a fine vessell & have no doubt of her doing well provided Lamb continues in her hope he is at sea ere this— The Ranger6 Cap’t Kenyon has brought in here a fine Ship from London to St. Christophers Laden chiefly with Provisions her N’s sales will be above £7000. shall furnish you with all her Acco’s as soon as Possible, am preparing to send the Brig to the Continent with a small Cargo & order her immediately out here with a Cargo of Tobacco as there is a great deal of trouble & expence in Maning Privateers here.
Mr. Hutchinson has not paid me any money on your A/c nor do I know when he will however shall advise you more Particularly next Opp° & am Sir [&c.]

Patk. Moore

April 24

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

April 1778

½ past 4 AM Saw a large Ship to the North standing to the SW made the Private Sig which she not answering, fir’d to bring her too, no respect being paid to our Colours, fir’d 4 others (on which she Hoisted a French Ensign & Pendant TKd & stood in for the Land.) We pursued her into Liverpool Bay, where they Designedly ran her onshore at ½ past 9 Came to an Anchor & fir’d to make her pay respect to our Colours, which she ret’d & kept up the Engagement for an hour & a ¼ without doing much Damage We had Shot away her Ensign Staff, but Observing a Man attempting to strike the Pendant, ces’d firing. She then renew’d the Action which we ret’d with Several Broadsides & Totally Silenc’d her At the latter part of the Action she hoisted out her boat & attempted to land, which we sunk Instantly at 11 Sent an Officer to take Possession which he did & landed the Frenchmen, We having many Prisoners onboard & the French being very drunk. She provd the Duc D’Chasseul of 24 Guns Monsr. Herreaud Commd with 105 Men from Nants with all kind of Military Stores & Cloathing for 5000 Men Moor’d in Liverpool Bay

Fresh Breezes & fair W° PM Emp° heaving off the Prize [&E] mooring our Ship, at 6 the Prize begun to fleet hove in the Hawser which parted and found it impracticable to get her off that Tide, Carried out Anchors and Hawsers to attempt it next flood before which Time she fill’d and at Midnight fell suddenly on her broadside by which Accident Math° Rogers, Pet° Clarke, & Edw° Fenwicke where either kill’d or Drown’d
1. Ship *Duc de Choiseul*, Jean Heraud, master, owned by Jean Peltier-Dudoyer, from Nantes with cannon, arms, ammunition and clothing. The salvage of *Duc de Choiseul*, began on 25 Apr. and continued until 13 May. Items recovered included: 24 mounted carriage guns, 12 brass cannon, 8 iron cannon, 44 chests of arms, 10 slabs of block tin and many casks of clothing. On 1 and 3 May, the British attempted unsuccessfully to right the ship. H.M. schooner tender *Arbuthnot* arrived on 3 May with three schooners and departed on 6 May, transporting much of the salvaged cargo to Halifax. *Arbuthnot* returned on 12 May for more salvaged items, at which time its crew and that of *Blonde* completed stripping the wreck of its masts and rigging. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, 484–85; UkLPR, Adm. 51/118, part 3, fols. 105–9. For more on this capture, see *Extract of a letter received by a Gentleman, from an Officer on board his Majesty’s ship Blonde*, this date, below.

2. That is, move.

**Extract of a letter received by a Gentleman, from an Officer on board his Majesty’s ship Blonde, dated Liverpool Bay, America, 24th April, 1778.**

“On the 23d inst. after a long chase to the Eastward, we took a sloop privateer belonging to Salem, with six carriage guns, swivels, &c. and 33 men on board.1 And this morning about day-light, as we were standing to the Northward, with the wind at W.S.W. saw a ship close in with the land, which we also took, and proves to be the *Duc de Choiseul*, J. Herand, from Nantz, with 24 guns mounted, but can fight 32, (having the other 8 in her hold) between 3 and 400 tons burthen and 105 men; she sailed the 25th of February, from Quiberon Bay, in company with several other merchant ships, under escort of a squadron belonging to the French King.2 Many of the common people belong to her make no scruple of owning they were going to Piscataway; tho’ the Captain says to St. Domingo. Her cargo consists of 12 brass cannon, 5000 stand of arms, canvas, tea, drugs, &c. &c. with all kinds of necessaries for the field and camp.

“All our endeavours, assisted by Pilots, to preserve this French ship and cargo, proved ineffectual, as she overset, and settled on her larboard beam end, so that at full tide the best part of her upper deck was covered; we have, nevertheless, saved 12 pieces of brass cannon, 32 ditto iron, 22 six and 10 four pounders, 4000 stand of arms, great quantities of cloathing, and of pig-metal, 3000lb. weight.”


1. For more on sloop Polly and its capture, see Journal of H.M. frigate *Blonde*, Captain John Milligan, 23 Apr., above. *Polly* was not a commissioned Massachusetts privateer. Allen, *Massachusetts Privateers of the Revolution*.

2. Ship *Duc de Choiseul*, Jean Heraud, master, was carrying 200,000 livres tournois worth of goods purchased “on Account and Risque of Congress.” NDAR 11: 894–95; *Benjamin Franklin Papers* 25: 494n. It sailed from Quiberon Bay on 25 Feb. 1778 escorted by Continental Navy frigates *Deane* and *Queen of France* and, on the first part of its voyage, by a French squadron commanded by Chef d’Escadre Chevalier de La Motte-Picquet. Later, *Duc de Choiseul* became separated from the convoy. NDAR 11: 1000, 1001 n; *Benjamin Franklin Papers* 25: 494n.

**Journal of the Massachusetts Council**

[Boston] Friday April 24th. 1778

Capt John Clouston’s Roll for service onboard the Brigantine Freedom1 amounting to Nine hundred thirty six pounds sixteen shillings— Read & Allowed & Ordered that Warrants be drawn on the Treasury in full discharge of each of the foregoing Rolls— Warrants drawn accordingly—
1. Massachusetts Navy brigantine Freedom, Capt. John Clouston, commander, was taken by H.M. frigate Apollo on 16 Sept. 1777. For more on its capture, see NDAR 9: 932.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Friday, April 24, 1778.


The Council taking into consideration the rations to be allowed to Commodore Hazlewood, agreeable to their Letter to him of the 8th of January 1778,1 Ordered, That Commodore Hazlewood, be allowed Six Rations Diem, from the time of his appointment. . . .


JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Friday, April 24, 1778

Resolved, That the Board of War be directed to take the most expeditious measures for transporting the public provisions and stores from the southern states, across Chesapeake Bay or otherwise:

That it be recommended to the governments of the State of Maryland and of Virginia, to permit the armed gallies belonging to their respective states, to be employed for the purpose above mentioned, at the continental expence; and that the whole of the vessels so employed, be put under the command of a continental officer, in order to prevent any ill consequences which may arise from a disputed command betwixt the state officers:

That it be recommended to the government of the State of Pennsylvania, to furnish the Board of War with as many sailors now employed in the service of their State as they can spare, for the purpose of manning the Maryland and Virginia gallies, to be employed in Chesapeake Bay:1

That the Marine Committee, and the Committee of Commerce, be directed to co-operate with the Board of War in manning the gallies above mentioned.2

JCC 10: 385.

1. Charles Thomson, the Secretary of Congress, sent this portion of the resolve as an extract to the Pennsylvania Supreme Executive Council. PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. See also, Continental Board of War to the Council, 29 Apr., below.

2. President of Congress Henry Laurens forwarded this resolution to Gov. Thomas Johnson, Jr., of Maryland and Gov. Patrick Henry of Virginia in letters of 27 Apr. 1778. MdAA; DLC, Hamilton-McLane Family Papers. As seen in Henry’s letter to Johnson of 10 Apr., above, the two states had already taken steps to defend Chesapeake Bay.
CONTINENTAL MARINE COMMITTEE TO NICHOLAS VAN DYKE

Sir [York, Pa.] April 24th 1778

Captain Barry hath informed us that he hath appointed a Mr. Hall Agent in behalf of the Continent for the Prizes he took in his Cruise on the Delaware, and that when distribution should be made that Mr. Hall would deposit the Continental share in your hands. If that should be the case, and you should come to Congress soon, we wish you would bring the Money with you, or otherwise transmit the same by a Safe hand to the Navy Board at Baltimore.—


1. In a letter to Capt. John Barry of 11 Mar., the Continental Marine Committee approved Barry’s proposal to consult with Van Dyke, a delegate to Congress from Delaware, about the prizes and advised Barry to put the disposition of them in the hands of Van Dyke “or any other person you may think proper.” NDAR 11: 604–5.


JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Friday 24th April 1778

Whereas Capt. Brisson and Capt. Adilon the Commanders of two French armed Vessels now lying at Baltimore have represented to this Board that some of the French Sailors shipped in Hispaniola in the said Vessels for the Voyage to be performed to Hispaniola again have been enlisted into the Continental Service and that People are in endeavouring to prevail on others of the said Sailors to leave the said Vessels and enter into the American Army as Substitutes— This Board are of Opinion that any Sailors Subjects of the King of France or of any other Foreign Power who belong to Vessels in our Ports and were engaged aboard to finish the voyage to any foreign Port again ought not to be enlisted or taken from their Vessels without the Captain’s Consent, and therefore require that none such be enlisted or taken from their Vessels against the will of their Captains and to afford the effectual Encouragement promised to Strangers as an Inducement to their coming and trading with us.

the Commanding Officer of any State Galley is hereby directed on the Request of the said Capt. Brisson and Capt. Adilon to receive onboard his Galley any of the Crew of the said Capt. Brisson or Capt Adilon, who are French Subjects shipped in the Dominions of France that the said Captains shall respectively require and them securely keep onboard such Galley in order that they may be again returned to the Vessel to which they belong and Compelled to perform the Voyage according to their Contract—


1. On 11 June, the council issued letters of marque to Pierre Adelon, of Bourdeaux, for the brig La Comptesse Denery, and to Robert Brisson for the sloop Concord. MdAA, Governor and Council Proceedings, 3842, S1071-23, pp. 233–34.

2. On the same day, the Maryland Council wrote to Brig. Gen. Andrew Buchanan of the Maryland militia, who was also County Lieutenant of Baltimore County, asking him to refuse for military service any sailors recruited from vessels of those who were given “Promises of good Usage… to come amongst us.” MdAA, Governor and Council (Letter Books) 1777–1779, S1075-6, 4007, p. 145, no. 182. The Council also wrote Captains Bennett Mathews and Thomas Coursey of the Maryland Navy ordering that if those captains had engaged for service any of Brisson’s or Adelon’s French sailors, they should “deliver them up.” Ibid, no. 181.
CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Emerald, off the Tail of the Horse Shoe,
[entrance of Chesapeake Bay] 24th April 1778.

My Lord,

On the 14th Inst. the St: Albans Sailed from Hampton Road for New York, and left the Jane Transport there under the protection of the Richmond, and at the same time we were obliged to go to the Tangiers for Water; where we arrived the 16th. Inst. and found the Solebay and Senegal nearly complete in their Water: The latter being complete in her Water, the 18th I despatched her to the Otter, at the Tail of the Horse Shoe Shoal, and the former the 21st, and joined them at this anchorage this morning, and received a Copy of Your Lordships letter to Captain Onslow of the 12th Instant, brought by the Prestons Tender, (who went directly back,) which Captain Gidoin had lodged on board of the Otter for me.

My orders and Instructions from Captain Onslow are on board of the Richmond, which to day as the Wind was, I have not been able to get, but hope I shall to Morrow.

Captain Squire had Orders from Captain Onslow, upon the Senegals joining him, to proceed immediately to New York, as his Sloop has but One Anchor, and one worn Cable; but Captain Gidoin thought it necessary he should stay untill my return, and as the Solebay has but two Anchors left, think the sooner the Otter goes to refit the better, as her situation is such as to want immediate relief; and I have wrote by her to Commodore Hotham for Anchors for the Solebay if an opportunity offers, directing Captain Squire to leave this letter, with any Kings Ship he may find at the enterance of the Delaware, and then to proceed to New York, in Order that Your Lordship should be acquainted with the reasons of her leaving this, and of the Solebay’s weakness in Anchors; and of the information I received the day before I left the Tangiers, that there was an intention to attack this Ship, with Six Galleys, or any Ship that lay there by herself; three to come down the Sound, and three to go in at the South enterance and to land Five hundred Men at the Watering place, to prevent our Watering, and when we were gone, to harass the poor people that had brought us any supply of Provision; and the morning we Sailed at the distance of about Five Leagues South of the Tangiers, we saw three Galley’s, that had come down the Bay, haul round the Tangier Shoal.— The Wind and Tide were both down the Bay, but had it been otherwise, it would have been in vain, for us to have gone after them, as they could have kept in Shoal Water; and the great Object here is to guard the enterance of the Bay, which I hope the four remaining Ships will effectually do. Permit me to assure your Lordship, every effort of mine shall be exerted to do it: but as the Ships may in future be prevented from Watering at the Tangiers, as they cannot lay near enough to the Shore, to cover the watering,— thought it necessary Your Lordship should early know the change that is likely to happen at that place. Nor should I care to make a landing, (for the purpose of Watering or any other,) without express Orders to do so.

I propose this Ship with the Richmond should take it in turns to lay in Hampton Road, and the other Ships at the Tail of the Horse Shoal, and between that and the Middle Ground.— The weather at present is unfavourable for a Ship to lay off Cape Charles, but next Month the Solebay and Senegal shall take it by turns to lay there, then there will be two Ships at this Anchorage, and the fourth at Hampton Road.


I have the Honour of transmitting to Your Lordship the State and Condition of the Ships here, excepting the *Richmonds*, which I could wish to have done, upon account of the Water, which is a serious Matter now, as we may be prevented from getting more at the Tangiers, but I don’t care to detain the *Otter* for fear of her parting, with her only Anchor, as her Cable is not good.

Not having the particular account of all the Prizes taken since the *St. Albans* left this, defer sending that Account until the next opportunity. One French Brig has been taken. I have the honour to be [&c.]

B.C.

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**CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMODORE WILLIAM HOTHAM, R.N.**

*Emerald*, off the Tail of the Horse Shoe

Sir

[entrance to Chesapeake Bay] 24th April 1778.

The *Otter* having but one Anchor left, I am obliged to send her to New York, for others, the *Solebay* Captain Symonds informs me by letter has but two Anchors, which I acquainted You of by a letter gone in the *Hotham* Tender, and Captain Molloy has this day told me he is in want of two Cables.

Should an opportunity offer, You will please to send those Ships a Supply of these Articles, and I shall hope the *Otter* will return here as soon as possible.

I have directed Captain Squire to leave a letter to my Lord Howe, on board some Ship in the Delaware in his way. I am [&c.]

B.C.

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**WILLIAM BINGHAM TO THE CONTINENTAL COMMERCE COMMITTEE**

(Qintriplicate.)

Saint Pierre, Martinique, April 24th. 1778.—

I did myself the Honor of writing to you under Date of February 8th & 21st. Yesterday arrived here the Sloop *Mesopotamia* Capt: Briggs from George Town in South Carolina with 18 Casks of Indigo 56 whole & 41 half Barrels of Rice shipped by Messrs Livingston & Clarkson on Account of the United States of America, which I shall endeavor to dispose of to the best Advantage & Credit your Acco with the Nett Proceeds—
Carolina Indico is so much out of Repute that it has become very unsaleable, & the Price is consequently so low that it must turn out a most unprofitable Speculation. Tobacco is the only Article of American Produce that affords a prospect of saving Remittances. It now sells currently at Livres 120 to 125.

The Idea of the extravagant Prices of Vessels, wherever this Article is to be procured is lost in the Consideration of of the substantial Profit that such Cargoes offer when compared with the certain Loss upon Indico which cannot be less than 60 to 70%. Virginia Pilot Boats are the properest Vessels for the West India Trade. Some of them are so burthensome as to carry 60 Hogsheads of Tobacco, & there is scarce an Instant known of one of them being taken.

The maintenance of the Alfreds Officers & Sea-Men that have been released at Barbadoes,— the payment of the Passages of a Number that are daily arriving from the different English Islands captured by the Enemy’s armed Vessels,—& the heavy Expences attending the Sickness of a great part of them require very considerable Funds. I look upon the mode of procuring them that I have often done myself the Honor of pointing out to You to be the only effectual one that will answer, which is to have a limited Credit upon the Honorable the Commissioners at Paris, which will enable me to fulfil the Engagements I may be under the Necessity of entering on public Account. It will add great Facility to my Operations, & as a considerable Loan has been negotiated in France upon the Credit of the United States I cannot think there is any Impropriety in my Request. Perhaps you will agree with me that due Honor & Punctuality should be paid to the Public Engagements here [as] well as in France.³

I should be happy to receive an Answer to the Number of Letters that I have done myself the Honor of writing to You from Time to Time, particularly to that of December 28th, concerning the Purchase of Muskets that have been a long Time engaged on Public Account & which I would not chuse to forward until I secure Remittances to pay for them.⁴ I have the Honor to be [&c.]

Wm Bingham


1. Abraham Livingston and Levinus Clarkson were Continental agents for South Carolina.
3. On 16 Apr., Congress passed a resolution authorizing Bingham to draw on the American Commissioners in France for up to “100,000 livres tournois.” JCC 10: 356.

April 25

MASTER’S JOURNAL OF H.M. armed brig CABOT, LIEUTENANT EDMUND DOD

April 1778

Saturday 25 Cape Negro [Nova Scotia] WBN Dist 10 Miles

at 4 AM Wore Ship  at 5 Do Saw a Sail to the NE  Wore Ship &
Gave chace & Set all Sails at 9 the chace Hoisted Rebble Coulars & fired a gun to Leward Which we Answered at 10 D° the Arburth[not] got within Gun Shot of ye Chace and fired Several Guns at 11 ye Chace Struck Sent the Boat on Board She proved to be the York a Reble Ship from Martinico Bound to Boston Empl Taking the prisoners on Board—

The Extrameties of the Land Bearing West to North Moderate & Clear Sent an Officer & men on board to Carry in the prise at 1 PM Made Sail the Arburthnot & York prise in Company at 5 Saw a Sail to the Northward the Arburthnot gave Chace Layd too for the York at 9 Made Sail at 11 D° Joined the Arburthnot & Chace the Chace proved to be a Schooner Belonging to Halifax Taken by the Resistance a Reble privateer of 14 guns

D, UkLPR, Adm. 52/1636, part 3, fols. 40–41.

1. Schooner tender Arbuthnot was a tender of H.M. frigate Rainbow.

2. According to the libel entered by Lt. Dod on 30 Apr. in the Vice Admiralty Court of Nova Scotia, the ship York, —— Barnard, master, was armed with 4 carriage guns and a number of swivel guns, and manned by 17 seamen, owned in Martinique, and was on a voyage from Martinique to Boston with salt and molasses. Alexander Brymer, of Halifax, claimed York, introducing evidence that it was the property of Alexander Spurs & Co., of Glasgow, Scotland. He deposed that “said Ship on her Passage this Spring from Glasgow loaded with Herring, Dry Goods, & 18 Horses, Bound to Barbados was taken by an American Privateer Brig called the Washington Mounting 18 Guns & Carried by them into Martinico, & that the said Privateer was afterwards taken, when it Appeared by the Journal kept by the Privateer that they had taken the Ship York four Days before.” Capt. Sir George Collier of H.M. frigate Rainbow, also claimed a share in the ship York because Rainbow’s tender was present when it was captured. On 20 May the judge decided York was a recapture and ordered it sold and the money paid into the hands of the Register of the Vice Admiralty Court of Nova Scotia. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 128–30.


4. The “Reble privateer” was the Continental Navy brigantine Resistance, Capt. Samuel Chew, commander.
Prizes you take during your Cruize must be Ordered to such ports of Safety where you Apprehend they may with greatest Probability Arrive—Directing them to the Care of the Continental Agents we wish you a Successful Cruize and are very Respectfully, Sir [&c.]

William Vernon
behalf Navy Board
Eastern Department


GOVERNOR NICHOLAS COOKE OF RHODE ISLAND TO COLONEL WILLIAM BARTON, RHODE ISLAND STATE TROOPS

State of Rhode Island and Providence Plantations.

In Council of War. Providence April 25th. 1778.

You being intrusted with the Care of a Cartel Vessel to carry Supplies to the Prisoners in Newport, are to proceed there as soon as possible, and proceed in all Respects agreeable to a Resolve of this Council; on your Arrival at the first Ship you are to apply to the Commanding Officer, for Liberty to proceed to Newport, and on your Arrival there, you are to apply to General Pigot,1 for Liberty to visit the Prison Ships, Goal, Hospitals, and all other Places where any of our Prisoners may be confined and you are to distribute the Refreshments you may carry with you amongst the Prisoners, in such Quantities as you in your Discretion shall think proper; you are to make all the Dispatch you can in executing this Business, and to return as soon as possible.2

You are to take Care to preserve the Character of the Flag, by avoiding every Act inconsistent with the constant Usage in such Cases, and the strictest Honor. I am Sir [&c.]

Nichs Cooke

2. Barton arrived at Newport on 28 Apr. and was accompanied by a vigilant British officer on a short visit to American prisoners in the provost. He was ordered by Pigot to return up Narragansett Bay the same day. Mackenzie, Diary 1: 271–72.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, APRIL 25, 1778

PROVIDENCE, April 25.

Tuesday Morning last, on receiving the very interesting Intelligence from France inserted in this Day’s Gazette,1 Thirteen Cannon were discharged at the Battery on Fox-Point, and a like Number on board the Providence Frigate.2 At Sunset the Salutes were repeated, followed by a Feu de Joy from Col. Tillinghast’s Artillery Company,3 a Detachment of Col. Elliott’s Regiment,4 and Captain Keene’s Company of Militia.

Saturday last a Sloop of 80 Tons Burthen, laden with Coal, and bound from Halifax to Newport, was taken by two Boats from Pawcatuck River, and carried into a safe Harbour.
1. This “Intelligence” was news of the signing of the preliminary Treaties of Alliance and of Amity and Commerce with France. A copy of the treaties, carried by Simeon Deane, arrived on 13 Apr. at Fallmouth, Me., in the French Navy frigate Sensible.


3. Col. Thomas Tillinghast, Rhode Island Militia.


JOURNAL OF RHODE ISLAND NAVY Schooner-rigged armed Galley SPITFIRE,
CAPTAIN JOSEPH CRANDALL

April 1778
Satureday 25th

This 24 Hours pleasant Weather, wind at NW. Rec’d an order from, General Sullivan1 to move the Galley up to the Mouth of Fall River, Watch the motion of all the Boats & not Let any pass except o[n] order from proper Authority. inployed in wooding, watering, & Giting Ready for Sailing, Rec’d of M’ Commissary Childs 56th w’ Pork

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

1. Maj. Gen. John Sullivan, Continental Army, who had recently been appointed to command the troops in Rhode Island.

JOURNAL OF H.M. armed brig DILIGENT, LIEUTENANT THOMAS FARNHAM

April 1778
Saturday 26

D° [S. P° of Hart Island EbN ½ Cables Length]

D° W° [Mod° Breezes & Fair] at 10 AM weighd & Maid Sail Workind to Eward

Tinicock Point1 EbS ½ a Mile

D° W° with Frequent Calms at 4 PM Fired 2, 3 p° Shotted at a Small Rebell Schooner which we Chaced into Rye Creek D° Came too Small Br. in 2 f° in the Mouth of sd Creek and Got a Spring on the Cable & fired 60. 3 p° Shotted at the Scooner. at 6 Sent too Boats armed to Destroy her but they Returned without having Efected it at 7 weighd & towed out at 9 Came too S° B° in the Entrance of Hamstead2

D, UkLPR, Adm. 51/4163.

1. That is, Matinecock Point, Long Island.

2. That is, Hempstead, N.Y.

MAJOR GENERAL MARQUIS DE LAFAYETTE, CONTINENTAL ARMY, TO
GENERAL GEORGE WASHINGTON

[Extract]

. . . . 2d. I Confess the taking of philadelphia is the most agreable idea I can form—we send the ennemy out of two very disafected states—we begin the Campaign in the most shining shining way—we make the best possible effect both in europe and in America— but that enterprise is a very dangerous one—we must have at least twenty thousand good Continental troops and about the same number of militia volonteers &c we must be very depending upon our troops, for in every Case, or we must storm strong fortifications or we must separate our forces two very dangerous Steps
The taking of those redoubts and pallissades by regular approches do not seem to me Eligible, then or we must storm the place or we must shut the communications of the ennemy.

For the latter enterprize I understand there is one thing single place where large vessels Can be prevented from Coming up—it is billinsport—then the fort schould be taken, batteries erected into it and ten thousand good troops left in the jerseys to support those batterys— some thing Could be sunk in the chanal as chevaux de frize. ⁴⁻² but we prevent only the men of war from reaching philadelphia. transports may be sent by the other side of long island unless batterys be erected on tynicum island which is not an easy work and a large body left there to support them— one other army schould be betwen the Schuillchyll and the delaware which would keep in echec the Present forces of the Ennemy— how far that project may prouve useful I am very far from asCertaining in my own mind, and speack only of it as the only way I know to embarass the communications of the ennemy. . . . With the greatest respect I have the honor to be [&c.]

Valley forge Camp 25th april 1778

The M" de lafayette

William Ellery to William Vernon

Dear Sir,

I am now to acknowledge the receipt of yours of the 4th of March and the fourth of this month.

The Boston hath on board a pretious cargoe.¹ May she carry it safe to France! The Enemies ships do indeed swarm in the Seas of America and Europe; but hitherto only one of our Frigates hath been captured on the Ocean. Two have been burned in North River, two sunk in Delaware, one captured there, and one in Chesapeak.² The Alfred we are just informed was taken on her passage home by two frigates in sight of the Rawleigh. The particulars of this capture and why she was not supported by the Rawleigh we are ignorant of. I hope Cap² Thompson is not culpable.³ I entertain a high opinion of him. The Columbus is a trifling Loss,⁴ and I should not much lament the Loss of the Alfred if her brave Captain, Officers and men were not in the hands of a cruel enemy. Our little fleet is very much thinned. We must contrive some plan for catching some of the Enemy’s Frigates to supply our Losses; but we must take care not to catch tartars. It is reported that Cap¹ Biddle of the Randolph, in an engagement with a sixty gun ship, was blown up.⁵ We have been so unfortunate that I am apt to believe almost any bad news; but this report I cannot believe. I fear for
the *Providence*. I know but little respecting her captain, and only one of her
other officers.6

General Burgoyne and his family are allowed by Congress to go to Britain on
their parole,7 and Col. Anstruther to Rhode-Island to solicit an exchange between
himself and Col. Ethan Allen, if an exchange of the latter for Lt. Col. Campbell should
not be agreed, which is the case; so that Anstruther must return on his parole.8 I
know nothing about the Hessian Officers you speak of, but presume they had per-
mission to go to Newport from proper Authority.

I am sorry to hear that we are so much neglected by our Sister States, and hope
that the arrival of the new General will be attended with favorable circumstances.9
He is an officer of Spirit and I trust will take due care of the State and the tories.
When Thomas Cranston Esq came off the Island, he played the hypocrite so artfully
as to induce some people to believe that he had changed his principles.10 I wrote to
one whose credulity was imposed upon by him my Sentiments on the occasion.
Sooner will an AEthiopian change his Skin or a Leopard his spots, than Tories will
become Whigs. I am told that he came from Newport to make a conveyance of his
Estate to his son, it may be so, but such a fraudulent conveyance will not I trust pro-
protect it from confiscation. The ten other infamous scoundrels you have given me the
list of I never had the dishonour to be acquainted with. I am of your opinion that
some persons of consequence in the Towns of S. and N. Kingstown are busy in
procuring men for Whitmore’s regiment, and by proper management it may be, if
true, fully known.11 The way might be this. Let Gen'. Sullivan bribe some artful per-
sons who are connected or will connect themselves with those who are supposed to
be disaffected in said or any other towns to converse with them on the subject of our
political disputes, and fall in with their sentiments, in this way they may become ac-
quainted with the principals among the Tories, and after having obtained sufficient
proof to convict them they may be dragged forth to public view and receive the pun-
ishment which such perfidious miscreants deserve. A plan of this kind was success-
fully executed in the State of New York, and cannot fail of success in any state
provided proper persons are employed. It is of great importance that the Tories
should be known not only to prevent the mischief they may do, but that the States
where they lurk may have their Estates to enable them to discharge the debt con-
tracted by a war which they have encouraged, and are still supporting by every means
in their power, against their country. If you approve of the measure I have hinted
for detecting our internal secret enemies I hope you will mention it to General Sul-
ivan.

If it should be thought proper to have an addition of one to your Board, it would
have more weight coming from the board than from a member in his private capac-
ity, and I don’t know any Gentleman who would be more agreeable to Congress than
Mr. Whipple.12

We have nothing new, but a melancholy account of the *Randolph*’s blowing up
in an engagement with a fifty gun ship. It is supposed that every Soul perished.

Inclosed is the last York paper which contains weighty manoeuvres.13 It ought
to be immediately reprinted in Providence. you will therefore deliver it to the Printer
so soon as you shall have read it.

I am with great Respect

Yrs William Ellery
Dear Sir,

York-Town April 25th 1778

I am to acknowledge the receipt of yours of the 6th. Instant.—

Very happily for us the Flamand is not at our expence while she lies in Portsmouth, however that hath not prevented the Committee of commerce from doing every thing in their power to dispatch her.—1 The demand of money for the great departments2 of the army have been so large and frequent as to prevent our supplying the navy board agreeably to our wishes.— We have lately procured warrants upon the Loan-offices in N. Hampshire, Massachusetts and Connecticut, and have desired the Navy-board to give M' Langdon his share of them.3 The Want of Money and the improbability of getting hands for the 74 if she were built hath occasioned us to order the building of her to be stopped; these reasons and the blockade of Chesapeake hath caused to cease building the Ships in Virginia.4 Could you have thought it?— The keel, stem, & stern post of one of those frigates are but fixed, and the other is not have [half] finished notwithstanding the Carpenters have been employed about them upwards of a twelve month.— If we were disposed to build a navy and were to procede at this slow rate, and the enemy were to continue to capture and force us to destroy our frigates as they have done for a twelve month past it seems to me we should never have so many frigates afloat as there are States in the Union.— You have heard of the Loss of the Virginia and how it was occasioned.5

William Ellery to William Whipple
It would give me pain to repeat it. The destruction of the *Columbus* is a trifling affair; nor should I much regret the Loss of the *Alfred*, if her officers and men were not in the possession of the enemy.—— Cap† Thompson was in sight when the *Alfred* was taken by two Frigates—— I shall suspend my Judgment on this matter until I know the particulars.—

I received a letter lately from Mr. Vernon in which he mentions that an addition of one should be made to the Navy board, and you as a suitable person. I have wrote to him that such a proposal would come with greater weight and propriety from the Navy board than from him in his private capacity, and desired him if the board thought it proper, to mention to them to propose it to the marine committee.—

Your state have shamefully neglected sending forward a representation. I imagined when you knew what happen’d last June by Rhode-Island not being represented you would have pointed out a measure to prevent such an evil happening by your State.— One of the most important affairs is now on the carpet; that of a military establishment of half pay for Life for such military commissioned officers as shall be in the service at the end of the war, and N. Hampshire unrepresented.— When it was known that the old members could not continue to act until the new ones arrived the latter ought to have been order’d on in Season.—

Mr‡ Burgoyne and his Suite had Leave from Congress to go to Britain on parole.— Gen† Lee is paroled for Gen‡ Prescot, and was here a few days since.— The Cartel hath broke off on Gen‡ Howes refusing to pledge the public faith for the performance of what should be stipulated.— The Epilogue would have pleased me better, if the praise had been more judiciously bestowed.— The Name of the Marquis de la Fayette is printed wrong.— It will be reprinted here, and the name printed right.—

This will be accompanied by Lord North’s new conciliatory Speech, two Drafts of Bills, with remarks thereon by Congress, and a Certificate from William Tryon.— Our enemies are endeavouring to accomplish that by their insidious Arts which they have not been able to effect by their Arms. We are counteracting them.

Last evening we received the melancholy news of the *Randolph* Cap† Biddle blowing up in an engagement with a fifty-Gun ship.— Our little fleet diminishes fast.— We must contrive some how or other to catch some of the Frigates. Can you tell us how to do it?— Our small Vessells I think are the most successful. Instead of looking up to 74 Gun-Ships, we should look down to swift sailing 10 or 12 Gun Sloops.

I have only time to add that I am with great esteem [&c.] William Ellery

PS Give my Regards to Mr‡ Stevens, Gen‡ Folsom and Dr‡ Stiles if he should be at Portsmouth.——

1. For more on Flamand, see *NDAR* 11: 765 and n. On the Continental Commerce Committee’s desire to “dispatch” Flamand, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 23 Feb. 1778. *NDAR* 11: 410–12.
2. The quartermaster and commissary departments.
3. See Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 6 Apr., above.
4. On the decision to halt construction on the 74-gun ship *America*, see ibid. It was later decided to
alter the design and construct a 56-gun ship. See Journal of the Continental Congress, 29 May, below. On the decision to halt construction of frigates in Virginia, see Continental Marine Committee to David Stodd-der, 11 Apr., above.

5. On the capture of Continental frigate Virginia, see Capt. James Nicholson to the Continental Marine Committee, 2 Apr., above.


7. See James Warren to John Gill, 20 Apr., above, for more on the actions of Capt. Thomas Thompson when Alfred was captured.

8. The letter from William Vernon, a member of the Continental Navy Board for the Eastern Dept., has not been found.

9. Ellery seems to be referring to Congress’s confirmation of Maj. Gen. Philip Schuyler as northern military commander on 22 May 1777. Had Rhode Island, which was hostile to Schuyler, been represented and cast a negative vote, Schuyler’s appointment would have been blocked. JCC 8: 375; James Lovell to Maj. Gen. Horatio Gates, 22 May 1777, Smith, Letters of Delegates, 7: 105–6.

10. Maj. Gen. John Burgoyne was captured with his army at Saratoga in October 1777.

11. Maj. Gen. Charles Lee, Continental Army, was captured by the British in December 1776; Brig. Gen. Richard Prescott was British commander at Newport, R.I., before his capture in July 1777.


13. Ellery may have been referring to the role Lafayette played in a conference with the Indian tribes on the New York frontier in early Mar. 1778. A treaty was signed and Indian attacks against American settlements ceased, at least temporarily. See, “Memoir of 1779,” Lafayette Papers 1: 247–49.

14. Ellery undoubtedly enclosed a handbill containing a copy of the conciliatory address of 19 Feb. 1778 of Lord North and two proposed bills that codified those concessions as well as a “certificate,” issued on 15 Apr. by William Tryon, the royal governor of New York, attesting to the authenticity of the conciliatory proposal. Ellery to Gov. Nicholas Cooke, 25 Apr., Smith, Letters of Delegates, 9: 486. Congress’s response to the British conciliatory proposal, written by delegates Gouverneur Morris, William Henry Drayton, and Francis Dana, was published in the Pennsylvania Gazette on 24 Apr. 1778.


16. That is, Nathaniel Folsom, Dr. Ezra Stiles, and probably Benjamin Stevens, a Portsmouth merchant.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO LIEUTENANT JOHN HOLLOWAY, R.N.

Roebuck at Philadelphia

the 25th. April 1778.

Sir,

I am Commanded by the Admiral1 to Signify his Directions to you, to take under your Convoy the Transports and Victuallers named in the Margin,2 together with such Private Vessels as appear to have proper Permission to depart; and proceed with them as expeditiously as possible to New York; where You are to follow the directions of Commodore Hotham3 for your further proceedings. I am &ca

A.S. Hammond

Present.

Ordered that the Keeper of the public Magazine, deliver to Captain Eliezer Callender twenty five Cartouch Boxes, and such Lead as he may have Occasion for, for the use of the ship Dragon.—

Ordered that the Keeper of the public Magazine, deliver to Captain Richard Taylor twenty cartouch Boxes for the use of the ship Tartar.—

Cornelius De Forrest appeared in person before the Board and engaged to furnish for the use of the Navy twenty five thousand pounds of good sweet ship Bread at thirty shillings per hundred, and four shillings for the Barrels; if they are not wanting he engages to take them back; the Bread to be deliverd when called for; he also engages to deliver fifty pounds of white Bread to every thousand pound of the other kind at the same price.—

Ordered that Captain Taylor and Callender have leave of absence from the naval service of this State for eight days, commencing from Tuesday the twenty eighth instant.—

John Hutchings esquire, this day resigned his Seat at the Navy Board.—

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**JOURNAL OF H.M. FRIGATE SEAFORD, CAPTAIN JOHN COLPOYS**

April 1778 At Sea

Saturday 25th Mod t. and fair W. At 9 AM. Saw a Sail in the NE Gave chace

"[At Sea]

Ditto W. At 4 PM fired 4 Shot bro' too a Sloop from Boston for Hispaniola— Exchang’d the Prisoners

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**GOVERNOR JOHN DALLING OF JAMAICA TO LORD GEORGE GERMAIN**

(N° 18.)

My Lord, Jamaica 25th April 1778

The Grenville Pacquet is just arrived but without her Mail, which she has lost in consequence of having had an engagement with a Rebel Privateer, a Shot from whom cut the Slings to which it was fastened: I am every hour in expectation of receiving the Duplicates of her dispatches from your Lordship, which I take for granted will be on board the Ships of War convoying the London Fleet.
The North side of this Island has hitherto been much exposed to the depredations of Privateers fitted out by the Rebels themselves, or by persons in the French Islands using Commissions of the North-American Congress, in the latter case, both Officers and men have consisted of Foreigners, French, and Spaniards, and of Mulattoes and Negroes belonging to the Island of Curacao.— Many small Vessels have been taken; and the Inhabitants much alarmed and injured.

To remedy this evil, I consulted with Sir Peter Parker, and proposed that Beacons should be erected on some of the head-lands along the Northern Coast, as signals to His Majesty’s Ships, which may be cruizing on that side of the Island, when ever a suspicious Vessel should appear in sight; which he has approved of; these signals will, at the same time, give the alarm to the small Coasters, the Merchant Ships in the different Ports, and the Inhabitants on Shore. A Frigate is intended to lay as frequently as possible in the Harbour of Port Antonio, while one or two smaller Vessels are constantly cruizing on the Northern Coast; by these means not only the Ships that may be lading for Great Britain, but the Commerce, so necessary to be carried on about the whole Island, will be facilitated and secured.—

It is with particular satisfaction I can assure your Lordship that, from Sir Peter Parker’s Character, and what he has already done, the People have conceived the highest expectations that he will adopt and forward every measure that may tend to the protection of this Island, and I flatter myself that our united endeavours, for the attainment of that important end, will be acceptable to His Majesty.—

With equal Satisfaction I can acquaint your Lordship that, by a Continuance of favorable Seasons, and by importation, such is the plenty of every kind of Provisions here, that I have been Petitioned to take off the Embargo imposed at the beginning of the present Rebellion. But before I acquiesce to such a request shall obtain from the different Parishes an exact state of the Provisions imported within a certain space of time, as well as what may now remain on hand, and act accordingly. I have the honor to be [&c.]

John Dalling

April 26 (Sunday)

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

April 1778

The Extrameties of the Land [Nova Scotia] Bearing from West to North

Sunday 26

at 4 AM Saw a brigg in the SW Quarter Standing to the Westward made the Signal & gave chase Light airs the Chace bore away the Schooner1 made the Signal for an Enemy Continued our Chace thick Fogg and Calm Employed with Our Sweeps Saw the Chace Distance 2 Miles—

Cleared up a little saw the Land Bearing NW Dist 5 or 6 leag
Light Airs & Thick fogg hear the Report of Several Guns from the Schooner which She fired as a Signal Every time She Saw the chace at 2 Sprung up a Breeze Saw the Chace a head at 3 D° Cleard up Saw the Chace bring too Sent the Boat on Board found her to be from Nance in france as they Said Bound to Santlemingo but finding a grate Quantity of Sea & Soldiers Cloathing on board Sent an Offr. and hands on board to Carrie her into Halifax at 5 PM made Sail the Arbuthnot & three prises in Company

D, UkLPR, Adm. 52/1636, part 3, fols. 40–41.

1. Schooner tender Arbuthnot.

2. According to the libel filed in the Vice Admiralty Court of Nova Scotia on 30 Apr., Les Deux Amis was a brigantine, H. F. Charlemeaux, master, on a voyage from Nantes to Saint Domingue, with salt, canvas and tea, mounting 2 carriage guns and swivels, and manned by nineteen French and one New England seaman. On 20 May, Capt. Sir George Collier of H.M. frigate Rainbow claimed a share of the prize because his tender, Arbuthnot, was present at the time of capture. This claim led the judge to postpone judgment. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 127.


CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY

On Board Ship Providence April 26th 1778—

Sir [Providence, R.I.]

A Number of Men from the New Hampshire Forces having presented themselves to enter on board my Ship, I have given them some encouragement, but since Understanding, there is an Express Order of Congress, which forbids the enlisting of any of the Troops who are engaged for a Years Service, and not being certain whether there is such an Order, I would beg leave to ask your Excellencys Opinion; if so shall give no further encouragement, otherwise on the Receit of the Answer to this, shall enter those who may Offer, without further Delay. I have the honour to be [&c.]

Abraham Whipple


1. In his reply, Sullivan wrote that he had never been informed of the troops’ arrival, confirmed that Congress had forbidden enlisting such men, and thanked Whipple for his “Caution.” MiU-C, Abraham Whipple Papers, Letter Book (1778), p. 2.

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

April 1778 Remarks at Tiverton [R.I.]

Sunday 26th First part this 24 Hours Calm Latter part wind at SW., Came to sail at 1. oClock AM from Howland’s Ferry & stood up the River; at 3 AM, Came to at Singal Anchor; Brought Two Boat, Commanded by Jn Anthony, (with a pass,) also several Small ones,—Examine’d them & Let them know our Orders and then dismist them again

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

1. Pocasset River, R.I.

2. Marginal notation at this point: “Fall River.”
MASTER'S JOURNAL OF H.M. ARMED GALLEY DEPENDENCE, LIEUTENANT JAMES CLARK

April 1778

Phillipsborough [N.Y.] SE½S. ½ mile,

Sunday 26th

at 5 AM. weighed & made Sail, at 10 AM. fired one 4 Pr: round Shott at a party of Rebells, who fired on board of us—

Dobbs Ferry SSE. 2. miles

D½ W½ [Moderate & fair] at 3 P.M. anchored with the best bower in 7 fm. W veer'd to ½ Cable—Spiting devil Creek SEBS. 1½ miles, found riding here H: M: Ship Tartar & Crane Galley.2

BARON VON STEUBEN, CONTINENTAL ARMY, TO HENRY LAURENS,

PRESIDENT OF THE CONTINENTAL CONGRESS

Hon'ble Sir

Camp, Valley forge [Pa.], April 26th, 1778

I have had the honor to write to Your Excellency on Acc't of Capt Landais,1 a brave and Experienced Officer in The French Service. I am very glad That you are able to Judge yourself of his merit and Abilities, and I am Sure that you will Soon be convinced that he does not fall Short of the picture I have made of him. When you have heard him, and read the papers he will produce to you, you will think it a real advantage for America, to possess Such a deserving Officer. The Interest I take to any Thing that regards your Nation, makes me wish that this Officer be imployed So as to afford Honor to him, and Advantage to the Country. But I am persuaded that his own Merit will be a Stronger Recommendation for him, than any thing I could Say to Your Excellency in his favor; I Shall therefore leave it to your prudence to Judge of his Abilities, and to deal accordingly I have the honor to be [&c.]

Steuben

[Extract]

Timothy Pickering, Jr., to John Pickering, Jr.

[Excerpt]

Dear Brother,


I rec'd your favour & brother Williams's1 by Millet.2 I have not time now to write you both, nor is it necessary. I am very glad to find our state3 have taken measures for importing many necessary articles for war. I have the satisfaction to inform you that Congress (or their secret committee) have entered into some kind of contract with a french gentleman (now here) who is fully authorized to engage in his part, to supply the United States with goods & military stores to any amount whatever.4 Our credit is to be unlimited. In consequence of this an estimate will be laid before Congress to-morrow of every necessary for the campaign of 1779. So that if with what we now have and expect, added to such parts of the present estimate as may arrive in the fall or fore part of winter, we can get thro' the present campaign, we can want for nothing in 1779.
Our naval affairs have been conducted shockingly. You will see by the papers how foolishly the Virginia was lost.—\(^5\) The Randolph, Capt Biddle has been blown up in an engagement with a large ship, in the west Indies. This misfortune is deeply to be regretted; for Biddle was an excellent & amiable man, and accomplished naval commander.\(^6\) From all that I can learn, the conduct of the other commanders of our frigates has been generally shamefully bad. Biddle had three armed vessels his consorts, had drawn them up in good order, but had not been engaged above 12 minutes before he blew up. He had disabled the enemy so much that the others made their escape. . . . Farewell

Tim. Pickering jun\(^c\)

---

1. George Williams, of Salem, Mass., who was married to Pickering’s sister Lydia.
2. Continental express rider and messenger Joseph Millet.
3. That is, Massachusetts.
5. On the capture of Continental Navy frigate Virginia, Capt. James Nicholson, commander, see Nicholson to the Continental Marine Committee, 2 Apr., above.
6. On the destruction of the Continental Navy frigate Randolph, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. Yarmouth, a 64-gun warship, see NDAR 11: 683–84. As seen there, the damage inflicted by Randolph on Yarmouth, Capt. Nicholas Vincent, commander, was not as great as reported here.

**JOURNAL OF H.M. FRIGATE DAPHNE, CAPTAIN ST. JOHN CHINNERY**

April 1778

D\(^o\) [Cape Henlopen] W\(^\text{\%N}\) 230 leagues

Sunday 26

D\(^e\) W\(^c\) [Mod\(^e\) & Cloudy] at 4 P.M saw a Schooner to the NW\(^o\)
light airs with Swell, at 10 came up the chace; She proved to be from Ocracock to Bilboa,\(^1\) Made sail and Gave chace to a Sloop.

D, UkLPR, Adm. 51/227, part 3.


**CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN LEWIS GIDOIN, R.N. Emerald**

Sir,

In Hampton Road 26\(^{\text{th}}\) April 1778.

You will please to proceed to the Tail of the Horse Shoe Shoal,\(^1\) as soon as your Provisions are Complete, to guard the entrance of the Bay, agreeable to Your orders upon that head, where you will find the Solebay\(^2\) and Senegal,\(^3\) to co-operate with you; and you will be pleased to place the Ships at distances from each other, from the Middle Ground to Cape Henry, the more effectually to prevent any Vessels from escaping in or out of the Bay; and to remain at that Anchorage for fourteen days, from the time of Your leaving this, then to return here. And should you have occasion to Chace up the Bay, or out of the Capes, you are to return to Your Station with all possible expedition, as great inconvenience may arise to His Majesty’s Service from Your absence.

I am to inform you the Vice Admiral the Viscount Howe, desires the Captains
will be particular to Note, by an explanation on the backs of their Weekly Account, “the Quality of the men borne Supernumery, to the Comp[], Specifying whether such men are Seamen, fit to be return’d for Service in the Fleet, or Prisoners, and other, persons incapable of being so appointed:” — A Weekly Account to be sent to me every fourteen days, or as soon afterwards, as an opportunity offers, together with a list of Prizes taken or destroyed, agreeable to the Vice Admira[] form, in order to my being prepared at every opportunity to transmitt them to him. I am [&c.]

B.C.

P.S. Inclosed are the Ships Signals, and desire to inform you, it is the Viscount Howes pleasure, negroes are not kept on board Kings Ships. this I think should be kept private if possible.

B.C.


1. That is, the entrance to Chesapeake Bay.

April 27

LIBELS IN THE MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts-Bay
Maritime Court, Eastern District

NOTICE is hereby given, That Libels are filed before me, in Behalf of Agreen Crabtree, Commander of the private armed Schooner Hannah and Molly,1 and the Crew on board, against the Schooner Mayflower, burthen about 15 Tons, William Graves late Master: In Behalf of the Officers and others concerned in the private armed Schooner Congress, John Mareen Commander,2 against the Schooner Seaflower, burthen about 12 Tons, Joseph Wheeler late Master: which Vessels and their Cargoes are said to be taken and brought into the Eastern District aforesaid: And for the Trial of the Justice of said Captures, a Maritime Court will be held at Falmouth, in said District, on Wednesday the sixth Day of May,3 A. D. 1778, at Ten of the Clock in the fornoon, when and where all Persons concerned, may appear and shew cause, (if any they have) why the said Vessels, their Appurtenances and Cargoes, should not be condemned.

TIM. LANGDON, Judge of said Court.


3. The trial date was rescheduled for 23 June at Pownalborough. Boston-Gazette, and Country Journal, 1 June and 8 June 1778.
BOSTON, April 27.

Tuesday last set out from this town, Mr. Deane, who was dispatched from the Court of France, in the French Frigate L.’Sensible, of 36 guns, on a very important Embassy to Congress.

Tuesday evening Commodore John Manley, Esq; and Capt. Waters, arrived in town from New-York, where they have been prisoners a long time.

1. Simeon Deane.
2. French Navy frigate Sensible, Chevalier de Bernard de Marigny, commander.
3. Capt. Daniel Waters who had been appointed a captain in the Continental Navy on 17 Mar. 1778.

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

April 1778

Remarks at Fall River, [Mass.] 1778.
Monday 27th. This 24 Hours Wind at SW, first part, fair, Latter part, attended with Some fog, Brought Too, Two Ce[ader] Boats standing up The River, came from Saybrook with Flour, Commanded by, Wright, & Lawrance both with a Proper Pass, moord ship this 24 Hours

1. Spelling taken from entries in Journal for 29 Apr. and 7 May. These may have been two-masted vessels of a design unique to Connecticut.
2. Either Amos or Reuben Wright. Taken from 15 May entry in Journal.
3. Probably, Daniel Lawrance. Taken from 15 May entry in Journal.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR RAVEN, COMMANDER JOHN STANHOPE

April 1778

[Laying in Huntingdon Bay] at 6 AM) saw a Schooner to ye NW sent 2 Boats Mann’d & Armed with an Officer as did the Cerberus & Diligent from Huntingdon proved to be a Galley She fired several Shot at ye Boats occasioned the Boats to return the above mentioned Galley had taken ye Refugees off Loyds Neck in ye night on discover’d [i.e., undiscovered] at 8 Do: came onboard ye Boats Muster’d ye people at there Quarters Carpenters emp’t as before people Occasionally.

[Laying in Huntingdon Bay]

First part fresh breezes Mid: & latter Calm came in and Anch’d here & Armed Sloop

1. H.M. frigate Cerberus, Capt. John Symons, commander, and H.M. armed brig Diligent, Lt. Thomas Farnham, commander. In his log entry for 28 Apr., Farnham reported that the boats had been sent to “Cut off Some whale Boats that had Landed on Loyds Neck.” Farnham agreed that the presence of the American galley caused the British armed boats to give up their pursuit. UkLPR, Adm. 51/4163.
3. According to the Raven’s journal entry of 29 Apr., armed boats from the Raven made an unsuccessful attempt to capture an American galley. UkLPR, Adm. 51/771.
JOHN LANCASTER TO JAMES PARKER

Dear Sir New York Apr 27 1778

Since I wrote you on the 24th Instant not less than Sixteen prizes some of them large ships have been sent into this port on the 25th the S Albans arrived here from Hampton. It had in her Old Gutrich and a son of Doc Strahans of Richmond came passengers she brought upwards of two hundred prisoners, and Mr Gutrich says that 130 Men from Somersett County in Maryland are now on board the Virginia Frigate enlisted into the British service by Mr. —— * who is come off with them & that the above Gentleman at pleasure, could fetch of 170 more who had agreed to enter into the kings servise last night came to this City a young man of the name of Graham from Hampton Virginia he was drafted but allowed a few days to try to find a Man in his stead but on giving a Negroe fifty dollers he got a post on board the Hotham tender he brings Dixon & Hunters paper till the 10th Curr by which I see Our Friend Mr Ingram is advertising from No Hampton County that he intends to leave the Collony soon (his own words)— ten of the ships sent in Last are large & laden with Bale goods & Cordage I am in Hase Your Friend

Mr McC is waiting for the Desk

*I forget the Gentlemans name

L, DNA, PCC, item 51 ( Intercepted Letters 1775-1781), vol. 1, pp. 491–92 (M 247, roll 65). Addressed on a separate sheet: Mr James Parker/Philadelphia. Docketed below address: “Extracts from hence for Govr of Virg & Maryland.” Docketed along left margin on same sheet: “Letter from/John Lancaster/to/James Parker/Dated New York 27 April/1778./ Intercepted.” James Parker was a merchant who formerly resided in Norfolk, Va. See NDAR 1: 294. On 16 May, a committee of Congress consisting of William Duer, Thomas McKeen, and Richard Henry Lee sent extracts of this letter to Governors Thomas Johnson, Jr., of Maryland and Patrick Henry of Virginia. In their letter to Johnson, the committee explained that the letter had been “found on board a sloop which stranded on Cape Henlopen” on 1 May and demonstrated “how necessary the utmost vigilance will be to detect and punish these nefarious practices, which we have reason to apprehend are frequently repeated on the Eastern shore in your State and in Delaware.” MdAA, Maryland State Papers (Red Books), S989, 4571-83.

1. H.M.S. St. Albans, Capt. Richard Onslow, commander. It had been cruising lower Chesapeake Bay.
2. Probably, John Goodrich, a former sea captain from Portsmouth, Va., whose son, Bridger, was a notorious Loyalist privateer commander. Doctor Strahan may have been Dr. Alexander Glass Strachan of Petersburg, Va.
3. This was the former Continental Navy frigate Virginia, which had been captured by H.M. frigate Emerald on 30 Mar. 1778 after running aground in the Chesapeake. Vice Adm. Howe commissioned it H.M. frigate Virginia on 19 May 1778. At the time of its commissioning, Capt. John Orde was given command. UkGrNMM, Library records.
4. Sloop tender Hotham, Lt. Thomas Jolly, commander, was tender to H.M.S. Preston, Capt. Samuel Uppleby, commander.
5. John Dixon and William Hunter, Jr., published The Virginia Gazette.
6. Probably merchant and loyalist James Ingram.

Vice Admiral Viscount Howe to Commodore William Hotham

Private Eagle Off Billingsport [N.J.]

D’ Sir April the 27th 1778

The Thames taking some of the Transports back to New-York, furnishes me with an Opportunity to acknowledge the favor of your letter by the Andromeda. The necessity for sending the larger Ships to Sea, will enable us to wait without much inconvenience until it is seen whether the Danish ship is fit for our pur-
pose; and that we may fall upon some other Expedient if she is found unfit for an Hospital-Ship.

You may be assured of my attention to your Commands for the advancement of Mr. Livie to a Post Ship.

The inconvenience attending the removal of the prisoners from one Transport to another on account of the infection that might be thereby conveyed to the Troops, renders it advisable to appropriate some of the oldest & largest Transports for the service of a Prison Ship. Two or three, reserved in this View, might I think, answer every necessary purpose; And I have directed Capt. Bournmaster to write to the Agent upon this Subject.

The Thames may remain at New-York until R: Ad: Gambier arrives; And be then sent with his Dispatches, if requisite, or employed for any occasional Service of Convoy or otherwise, under your Orders. I have no intimation when the Rear Adm may be particularly expected.

The Isis departs directly for Chesapeake Bay and the Experiment for the Station off of Boston. The Misfortune to the Renown of losing all her masts and being forced to the West Indies without a probability of returning for some time, as well as the absence of the Phoenix, puts me under fresh difficulties. The Somerset being at New-York will leave the Services of this Port abundantly well provided; But I shall be glad to know when her Men are enough recovered for the Ship to be employed on Sea-Service if wanted. I am D: Sir [&c.]

P.S. The Shifting the decayed plank under the Chains of the Fowey, will not-escape your attention, when it can be effected with propriety.


dr

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO STEPHEN STEWARD

Sir— [York, Pa.] 27th. April [1778]

Within the present Inclosure you will receive an Act of Congress of the 19th. Resolving that an enquiry be made into the causes of the loss of the Frigate Virginia & you are therein appointed one of the Commissioners for that purpose.—1 Congress from your Zeal for public Interest, confide in you to engage in this enquiry when it shall become necessary Mr. Smith of Baltimore2 has been properly notified of his appointment & will probably confer with you on the Subject. I am with great respect

1. The resolution is dated 18 Apr. See Journal of the Continental Congress, 18 Apr., above.
2. William Smith, Continental agent at Baltimore.
HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen, [York, Pa.] 27th. April 1778—

Under this Cover you will receive an Act of Congress of the 18th. Resolving that an Enquiry be made into the Causes of the loss of the Frigate Virginia which Congress expect you will enter upon as early as possible.¹

I have conversed with Mr. Smith² & received his promise of giving you every assistance in his power & have written to Mr. Stewart³ whose aid I believe you may likewise depend upon.— I have the honor to be with great regard.—


¹. See Journal of the Continental Congress, 18 Apr., above.
². William Smith, Continental agent at Baltimore.
³. See Laurens to Steward, this date, above.

THOMAS SMITH TO CAPTAIN JOHN DAMES, VIRGINIA NAVY

Sir Williamsburg 27th April 1778

The Navy Board have agreed you Shall go into the Service in which I am immediately concerned, of wch. Circumstance Cap’t Maxwell is apprised,¹ I have therefore to request you will not loose one moment of time, after the Peace & Plenty is ready; in proceeding with all convenient speed up to Petersburg, at which Place you must apply to Messrs. Elliott & Davis² for a Load of Tobacco, in order to avoid the Like inconvenience, trouble & delay you formerly met with, for want of Craft to bring the Tobacco along side of your Vessel, You must take the Transport Boat now lying at the Ship Yard³ & Tow her up with your Vessel, this Boat will do very well to bring the Tobacco from the Ware houses down, & will save a Very heavy Expence that we should be at in employing other Craft, indeed the uncertainty of getting them would be very great if you have not Oars for the Boat have them made, & when you have got your Load on Board, Leave the Boat in the Care of Elliott & Davis, & push down, You must go to Suffolk & deliver your Cargo at that Place to Mr. Archb. Richardson⁴ when this is done you must come up to James Town, & Anchor & Come here to me, for further orders in what manner to proceed, let me hear from you as often as possible how you go on &c & am [&c.]

Thomas Smith A State

N.B. if you want money at anytime you may have it by applying to me

TS


¹. On the same day Smith wrote Capt. James Maxwell of the Virginia Navy that the Virginia Navy Board had given Smith the use of the Virginia Navy schooner Peace and Plenty because the state had entered into contracts calling for “a Very large quantity of Tobacco being delivered at Suffolk, in a Short Time.” Vi, Thomas Smith Letterbook, vol. 3.
². Elliott & Davis was a merchant firm at Petersburg, Va.
³. That is, the Chickahominy Shipyard.
⁴. Archibald Richardson was assistant state agent at Suffolk, Va.
**RETURN OF RATIONS FOR GEORGIA NAVY ARMED GALLEY** *Congress*

A Return of Reasons for 44 Men On Board of the *Congress* Galley from the 20 of April to the 27 of Doto

| 1 Captain | Savannah 21 April 1778 |
| 2 Leutts | Mr. Sheftall's one week's rations |
| 1 Clark | for forty Privates one Captain two Lieutenants one Clarke |
| 40 privets | O Bowen |

Comm[.]

| 127 lbs Beef | |
| 250 ½ lbs Pork | |
| 308 qts Rice— | |
| 18 Gallons Molasses | |
| 24 lbs Soap | |
| 24 Candles— | |
| 15 qts Salt— | |

Rec'd the Above—

Sam'l Watson

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1. Mordecai Sheftall was assistant deputy commissary general of issues for Georgia.
2. Watson was a lieutenant serving on the Georgia Navy Armed galley *Congress*, which was commanded by Capt. John Newdigate.
Captain E. Hinman, of New London, Connecticut, presumably Captain Elisha Hinman. Note Hinman’s pigtail fastened to the top of his head.
An Account of Ships and Vessels taken as Prize of War by his Maje

<table>
<thead>
<tr>
<th>BY WHAT</th>
<th>TIME WHEN</th>
<th>PLACE WHERE</th>
<th>NAME OF THE VESSEL</th>
<th>NAME OF THE MASTER</th>
<th>SORT OF VESSEL</th>
<th>N° OF GUNS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yarmouth</strong></td>
<td>7th Marh 1778</td>
<td>At Sea to Wind of Barbados</td>
<td>Randolph</td>
<td>Biddle</td>
<td>Ship</td>
<td>36</td>
</tr>
<tr>
<td><strong>Ariadne &amp; Ceres</strong></td>
<td>9th Marh</td>
<td>Ditto</td>
<td>Alfred</td>
<td>Elisha Hinman</td>
<td>Ship</td>
<td>20</td>
</tr>
<tr>
<td><strong>Portland</strong></td>
<td>31st Marh 1778</td>
<td>Off St Barthole</td>
<td>William</td>
<td>Josh Watson</td>
<td>Sloop</td>
<td></td>
</tr>
<tr>
<td><strong>Snake</strong></td>
<td>7th Aprl 1778</td>
<td>Off Antigua</td>
<td>Betsey</td>
<td>James Clark</td>
<td>Sloop</td>
<td></td>
</tr>
<tr>
<td><strong>Favorite</strong></td>
<td>31st Marh 1778</td>
<td>Lat: 22:30 N°</td>
<td>Peggy</td>
<td>Aaron Purbeck</td>
<td>Schooner</td>
<td></td>
</tr>
<tr>
<td>****</td>
<td>6th Aprl 1778</td>
<td>Lat: 23:31 N°</td>
<td>Benjamin</td>
<td>Ja² Hawkins</td>
<td>Schooner</td>
<td>2</td>
</tr>
<tr>
<td>****</td>
<td>8th Aprl 1778</td>
<td>Lat: 24:38 N°</td>
<td>Prudence</td>
<td>John Wood</td>
<td>Sloop</td>
<td>&quot;</td>
</tr>
<tr>
<td><strong>Portland</strong></td>
<td>11th Aprl 1778</td>
<td>Off St Barthol</td>
<td>Nancy</td>
<td>Hugh Smith</td>
<td>Schooner</td>
<td>1</td>
</tr>
<tr>
<td>****</td>
<td>11th Aprl 1778</td>
<td>Off St Barthol</td>
<td>Nelly</td>
<td>Rich² Davis</td>
<td>Schooner</td>
<td></td>
</tr>
<tr>
<td>****</td>
<td>11th Aprl 1778</td>
<td>Off St Martins</td>
<td>Ark</td>
<td>Rich³ Minors</td>
<td>Sloop</td>
<td></td>
</tr>
<tr>
<td><strong>Beaver &amp; Antigua Brig</strong></td>
<td>12th Aprl</td>
<td>Lat: 20:30 N°</td>
<td>Hope</td>
<td>Jacob Benston</td>
<td>Schooner</td>
<td>5</td>
</tr>
<tr>
<td><strong>Snake</strong></td>
<td>14th Aprl 1778</td>
<td>Off St Barthol</td>
<td>Friendship</td>
<td>Archd Young</td>
<td>Brig</td>
<td>6</td>
</tr>
</tbody>
</table>

UkLPR, Adm. 1/310. Docketed on a separate page: "27 April 1778/List of Prizes taken/by His Majesty’s Ships/and
1. H.M.S. Yarmouth, Capt. Nicholas Vincent, commander.
6. H.M. ship-rigged sloop-of-war Beaver, Comdr. William Truscott, commander; H.M. Armed brigantine Antigua,
Vessels under the Command of Vice Adm'l Young 27th Apl. 1778.

<table>
<thead>
<tr>
<th>TONS</th>
<th>MEN</th>
<th>TO WHAT COUNTRY OR PLACE BELONG</th>
<th>LADING</th>
<th>WHERE SENT TO BE TRIED</th>
<th>PARTICULARS RELATING THEM AND CAUSE OF SEIZURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>305</td>
<td>8</td>
<td>America</td>
<td>Provisions &amp; Warlike Stores</td>
<td>Blown up</td>
<td>A Congress Ship of War on a Cruize</td>
</tr>
<tr>
<td>180</td>
<td></td>
<td>America</td>
<td>Ditto</td>
<td>Barbados</td>
<td>A Congress Ship of War on a Cruize</td>
</tr>
<tr>
<td>50</td>
<td>8</td>
<td>So Carolina</td>
<td>Rice &amp; Indigo</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>7</td>
<td>Boston</td>
<td>Molasses &amp; Rum</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>5</td>
<td>Boston</td>
<td>Molasses, Cocoa and Cordage</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>5</td>
<td>S Carolina</td>
<td>Rice &amp; Tobacco</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>5</td>
<td>Providence, Rhode Island</td>
<td>Molasses &amp; Dry Goods</td>
<td>Antigua</td>
<td>Property of the N American Colonies in Rebellion</td>
</tr>
<tr>
<td>10</td>
<td>4</td>
<td>Maryland</td>
<td>Tobacco Flour &amp; Staves</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>215</td>
<td>4</td>
<td>Virginia</td>
<td>Tobacco</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>470</td>
<td>9</td>
<td>S Carolina</td>
<td>Rice &amp; Indigo</td>
<td>Antigua</td>
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</tr>
<tr>
<td>25</td>
<td>7</td>
<td>Virginia</td>
<td>Tobacco &amp; Flour</td>
<td>Antigua</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>12</td>
<td>S Carolina</td>
<td>Rice &amp; Indigo</td>
<td>Antigua</td>
<td></td>
</tr>
</tbody>
</table>

Jam's Young.

Vessels under the Command of Vice Adm'l Young (No. 4); In Adm Young's letter 27th Apl. 1778.

Richard Dacres, commander.

Lt. Billy Douglas, commander.
April 28

JOURNAL OF H.M. FRIGATE APOLLO, CAPTAIN PHILEMON POWNOLL

April 1778

Ditto [Nantucket Shoals] West dist. 5 Lgs.

Tuesday, 28. at 5 AM wore Ship, saw a Sail NE. made Sail and gave Chace set Studding sails at 8 out Boats & Towed the Ship, down Studding-sails. at 10 in Boats

Ditto [Nantucket Shoals] WNW½W 11 Lgs.

Light winds and clear W. at 4 PM Fired a 6 pounder and brought too the Chace, a Brig from the Bay of Honduras, Laden with Mahogany and Logwood. had been taken by a Privateer of Salem, off the Island of Cuba, sent a Petty Officer and people on board, rec’d the Prisoners,\(^1\)

D, UkLPR, Adm. 51/52, part 2, fol. 13.

\(^1\) Apollo lost sight of the prize in the evening of 29 Apr. UkLPR, Adm. 51/52, part 2, fol. 13.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 28 April 1778

I mentiond some Time [ago] that Capt. Adams\(^1\) who was a passenger on Board the Raleigh was come to Town, & gave a very unfavourable Account of Capt. Thompson’s\(^2\) suffering the Alfred to be taken this Hour the Alfred’s Surgeon\(^3\) is arriv’d & tells me poor Hinman\(^4\) fell a Sacrifice to ye most unparallel’d Cowardice of Thompson, the particulars are forwarded by Mr Bingham\(^5\) from Martinico, the Inhabitants of this Town are impatiently waiting for Justice to be administer’d to the two Culprits— Capt. Hinman by the former Account, by Adams, as also by the Doctor’s Account did his Country & himself great Honour, he fought both Ships ‘till he discharg’d ten broad Sides the Circe\(^6\) & Ariadne\(^7\) being one on his Quarter, the other along side of him, the one a twenty the other an Eighteen Gun Vessell Capt. Pringle the eldest Captain receiv’d Cap’ Hinman with Politeness & has discharg’d all his Men, save the old Country Men, but pours the most bitter Execrations against Thompson.\(^8\) I feel concern’d to give this Account as it gives me the highest [pride?] to hear & speak well of Characters, But when a person so highly criminal as to betray so important a Trust as he has, if the Doctor’s & Captain’s Evidence be true, I think no Punishment can be too great for him. The Doctor’s & Adams’s Acc’ so exactly agreeing, who were on Board diff’rent Vessells, leave no Room to doubt of the Facts, unhappy that the Man who had the Confidence of the public should act so base a part— I deplore the Loss of ye brave Biddle\(^9\) & Comp’ the loss of him so soon after that of the brave & worthy Capt. Chew\(^10\) is truly melancholly—but tho’ we make no Figure by Sea, yet such has been the Case that we have made out by land as greatly to humble the Man who declar’d he would bring America to his Feet. May the next be the last Campaign that we may once more enjoy the Blessings of Peace with an unimbarrass’d Trade, which will enable us to wipe off the Debt in which we are involved by this very expensive War. Mr. Jarvis\(^11\) will be in Town before the\(^12\) Sale of the Snow\(^13\) & shall then fix on buying her. I hope we shall be able to mann her with some of the return’d Men from ye Alfred.
the worthy M‘ Hancock leaves Boston next Week I wish you a happy Meeting & am yours &c

J B—

2. Capt. Thomas Thompson, commanding Continental frigate Raleigh.
3. Dr. Amos Windship, of Boston.
5. William Bingham, Continental Agent at Martinique.
8. For more on this action, see N DAR 11: 329, 575, 624, 647, 660, 684, 708.
11. Leonard Jarvis, Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).
12. The words underlined are repeated at the top of page 127.

ROBERT MORRIS TO JOHN BROWN

Sir

Manheim [Pa.] April 28th 1778

Amongst the letters Christian brought me last night were the several you will find enclosed herewith, which being intended for the Marine Committee & Commercial Committee You will deliver them with my Compliments and I think the Commercial Committee wou’d do a very just & proper thing, if they were to give M‘ Livingston orders to Continue sending Cargoes of Rice both to M‘ Ceronio & M‘ Bingham as fast as he can, they have suffered exceedingly by making advances for the Public but particularly the former and they ought to be relieved, if M‘ Ceronio does not receive remittances it is probable he may be Imprisoned[,] he has been threatened with that Fate by his Creditors & he has Served us with a Zeal and Fidelity that merits much better things; I wou’d order M‘ Livingston however not to Ship Indigo for the loss on that will be great, but then he shou’d Ship the more Rice which will produce a Profitt.

The Schooner Lewis, Cap‘ Rowan, was employed it seems to carry Cap Pickles to New Orleans, but I am informed by a Gent now here, that the Crew Rose & after landing Pickles & Rowan near the Havannah they carried the Schooner into Providence which breaks up that plan—3

I thank You for the Contents of your letter of yesterday & remain D‘ Sir, [&c.]

Rob‘ Morris

P.S. I hope you have got Cap‘ Osmans bills accepted and ready for payment as he is the bearer of this.4

2. Abraham Livingston, Continental agent at Charleston, S.C.
3. Stephen Ceronio was the Continental agent at Cape François; William Bingham was the Continental agent in Martinique.
4. That is, New Providence L., Bahama Islands. As seen in the note at Oliver Pollock to Continental Commerce Committee, the Spanish governor of Cuba allowed Capt. Rowan and Capt. William Pickles to go to New Orleans aboard a Spanish ship. For more on the mutiny involving the Continental schooner
CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD

Sir [York, Pa.] April 28th 1778

We are now to acknowledge the receipt of yours of the 8th Current, inclosing an Inventory of the Continental part of the goods Captured by Captain Hopkins,¹ we wish to hear of the arrival of his Prizes, but are afraid they are retaken. you will deliver to the order of the Board of war the 26 Pieces of coarse sheeting

24 Bolts Oznabrigs
9 doz felt hats
7 sadelles & their furniture
81 Pieces Napped Cottons
200 ready made bags enumerated in that Inventory.

Such of the other articles as the Navy Board may want for the use of the Navy, you will deliver to them and sell what remains to the best advantage. We are sorry to hear of the death of Captain Chew, but are glad at the same time to find that he died bravely fighting a Ship of Superior force.² The loss of the Alfred gives us much concern and we are not a little surprized to hear that the Raleigh should be in sight at the time of the Capture and not give her assistance especially when it is said that the force of the enemy was inferior to that of our Ships, however we shall suspend our judgment until the matter shall be fully inquired into.³ By advice from our Continental Agent in Charles Town we have the melancholy intelligence that the Randolph which sailed from Charles Town in February last in company with four Armed Vessels fitted out by that state during the Cruize in Longitude 53, latitude 13.30 the fleet fell in with a British man of war of 50 Guns a severe engagement between her and the Randolph ensued and after it had continued 12 minutes the latter unfortunately blew up and in all probability every soul perished.⁴ The British ship immediately on the explosion gave chase to the other Vessels, who were enabled to make their escape by Captain Biddles having shot away the ships bowsprit and Mizen topmast. If this most unfortunate accident had not taken place in all probability the Randolph and the armed Vessels had given a good account of the 50 Gun ship. Our little fleet is much diminished hoping that we may be more fortunate in future We are Sir [&c.]

P:S: Inclosed is a Resolve of Congress of this date appointing William Burke a Captain in the Navy, and directing that he should receive from the time he was appointed to the Command of the schooner Warren to this day according to the Rate of Pay settled when he was so appointed.⁵ We now desire that you will settle his account and pay him agreeable to the said Resolve. You will please to inform us who was the Captain next in Commission to Captain Manly of the five Vessels fitted out by order of General Washington.⁶

² Capt. Samuel Chew was killed on 4 Mar. during an engagement between his ship, Continental Navy brigantine Resistance, and H.M. Post Office packet boat Grenville, Capt. William Kempthorne, commander. See NDAR 11: 624.
³ On the capture of Continental Navy ship Alfred, Capt. Elisha Hinman, commander, by two British
warships while in company with Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander, see James Warren to John Gill, 20 Apr., above.


5. The resolution, dated 1 May, is below.

6. In his memorial to Congress of 30 Apr., below, Burke asserted that he was “next in commission” to John Manley among the five captains commissioned by George Washington in early 1776. In his letter to the committee of 17 June (DLC, John Bradford Letter Books, vol. 2, p. 140), Bradford did not rank the captains by seniority or even mention them, but merely informed the committee that Burke was commissioned on 8 Jan. 1776. Such a commissioning date would make Burke “next in commission” to Manley. For a list of the captains and their commissioning dates, see Officers of the Armed Vessels Fitted Out by Order of General Washington, 1 Feb. 1776. *NDAR* 3: 1077.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Teusday April 28th. 1778—

Latt° P° Observ’d 37°30′ N’t. [at sea in the latitude of Virginia]

Middle Part Moderate with a Small Fanning Breeze at 1 AM hove in Stays at 6 AM saw a Sail in the West bore away and gave Chace at 10 AM sat Studden Sails at 12 on Meridian spoke with the Sail a Snow from Bristol bound to New York—hoisted out the Boat and went on Board—put Anthony Furnice on Board as Prize Master & 8 hands and Order’d her to Boston—

Latt° P° Observ’d 37°38′ N°

[PM] Latter Part a Small breeze & Fair Weather—

D, MFSaE, Log of Brigantine *Tyrannicide* (November 1777–May 1778).

1. *Swift*, William Pearce, master, which *Tyrannicide* escorted into Boston harbor on 7 May. For more on *Swift*, see Libels Filed in the Massachusetts Maritime Court of the Middle District, 14 May, below.

THOMAS SMITH TO CAPTAIN JAMES GRAY, VIRGINIA NAVY

Sir

Williamsburg 28th April 1778—

I received yours of the 26th Instant and observe the Contents it is a very unlucky things should have turned out as they have, there have been great Depredations on more than One Instance upon the Liberty’s Sails.¹ I would advise you by no means to pay Mr Holderby for Carrying up the Sails &c untill you have made all the discovery’s You can Respecting the loss Sustained, indeed I would Rather have an opertunity of Settling with him my self; I have made application to Col. Aylett Respecting the Canvas at Fraizers² he says he has Nothing to do with it, I had the same kind of Answer from M’ Armistead,³ Under those Circumstances I would have you take such proportion of it as may be Really Necessary; taking an Exact Account, that it may be adjusted in a future day; and push round to Cumberland for four Load of Tobacco which must be taken from on Board the Ship *Jane*,⁴ and desire M’ Wm Webb to take a proper Invoice of the Shipping Marks Numbers Gross Tare & Neet of each Hhd; & that you bring down the Acc⁵ to me, But I apprehend there are not a Sufficient Number of Hhds on Board the *Jane*—in this Case you must make up the Deficiency of your Load with the State’s Tobacco in the Warehouses, observing to take an Account of them in the same manner as before directed, But should M’ Webb be of opinion that it will be attended
with any Inconvenience taking the whole of the Tobacco from on Board the Jane. Then you may take your Whole Load from out of the Warehouses. Indeed I don't know but it will be as well to do so at once—endeavour to get your complement of hands before you come down to this, as there is not a man to be got here. Capt Hobbs is now waiting for men & has been for several days & from appearances we are not likely to get them soon, & wages are so extravagantly high—\(^5\) the expenses you have been at with Mr. Frazier on account of the brigg, you must furnish me with an account of, and I shall settle it with him— I hope to see you down soon and am [&c.]

T Smith A. State

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1. Former Virginia Navy brig, then Virginia State trading brig Liberty.
2. Col. William Aylett, a former Virginia State agent, was deputy commissary general for purchases in the southern department; Frazer’s Ferry Shipyard was on the Mattaponi River.
3. William Armistead oversaw the Virginia Public Store.
4. Ship Jane, a former British merchant ship taken by Liberty in December 1776, was at the time of this letter a Virginia State trading vessel.
5. James Hobbs, master of the Virginia State trading schooner Hornet. His vessel had been ordered to Martinique. Smith to Hobbs, 16 May 1778, ibid., p. 46.

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GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN

No. 54

My Lord;

In former letters I had the honour to mention to your Lordship the rebels preparations to invade this province.

Captain Jordan of the Galatea Lieutenant Ellis of the Hinchinbrook and Mr. Mowbray commander of the Rebecca armed sloop went into the Harbour of Saint Simons in Georgia to prevent the Gallies advancing and to destroy them.\(^1\) I am sorry to inform your Lordship that Captain Jordan’s expedition has failed, and that the Hinchinbrook and Rebecca are in the hands of the rebels; the officers and crews escaped by boats. I have the honour to enclose copies of Captain Jordan’s letters No. 1, 2, 3, & 4\(^2\)

I requested Captain Fanshawe to order a Court of inquiry upon Mr. Mowbray’s conduct which he thought could not be done with propriety. I then called him before His Majesty’s Council of this province to get the best probable information. Upon examination Captain Fanshawe being present it appears that Captain Mowbray was not to blame, having acted agreeable to the orders he had received from the Commanding officers of His Majesty’s Ships of War, and that he attempted to destroy his vessel before he left her.

I hope, my Lord, your Lordship will agree with me that no necessary expense is to be spared for the defense of the province chiefly upon the account of the exultation and triumph the breaking up of the settlements on St John river, and extending the boundary’s of the rebels would occasion to them. An event which would effectually gain over the interest of the wavering among themselves and the Savages in the Woods.

For these reasons, my Lord, and as the Galatea is the only King’s Ship which remains on this station; I have with the advice of His Majesty’s Council, and at the rec-
ommendations of the Captains of the Navy, purchased three Vessels to be employed in defense of the province.

The Ship which I have taken the liberty to name the Germain is to protect the Trade on the Coast and drawing little water can pass over our Barrs and cooperate with our Gallies, and will be an additional inducement to Sailers to serve on board our Gallies as they are to have an equal share in the prizes that may be taken by the Germain, and without such encouragement and the prospect of prize money I could not get the Gallies manned.

I mean my Lord to claim a share as Vice Admiral, and as I desire no emolument from it, I shall give it towards the expence of the Ships. Captain Fanshawe is to assist me with a Body of Marines, and the Brigadier General has promised his assistance.3

Permit me, my Lord, to add that such naval force will be exceedingly useful, if not absolutely necessary, if an offensive expedition is carried on from this place against Carolina and Georgia

A large body of loyalists, my Lord, that have been mostly forced to shelter in the Woods in Carolina and Georgia, have by the assistance of our Rangers arrived in this province. Brigadier General Prevost discovered a desire, my Lord, to have them embodied under his command, I encourage the plan, and left them to determine for themselves, supplying them with provisions and rice such support as the province could grant them some few have come into the Generals scheme and I hope the rest will follow.4

I am my Lord, obliged to petition the Lords of the Treasury for a supply to the amount of twelve hundred pounds to support the expenses of Refugees and Prisoners, and I beg leave to solicit your Lordships protection with their Lordships, that the same may be paid to Robert Knox Esq’ Crown Agent, and that account properly vouched shall be transmitted the 24th June.

If, my Lord, my zeal has carried me to incur too great an expense in my Measures to defeat and render abortive the daring designs of the Rebels, I hope the uprightness of my intentions will justify my conduct to your Lordship. I have the honour to be [&c.]

Pat. Tonyn
S* Augustine 28th. April 1778

L, UkLPR, C.O. 5/558, fols. 127–28. Addressed at the foot of the last page: “Right Honourable/Lord George Germain” Docketed: “S* Augustine April 28th/Govr Tonyn/N” 54/R,/July 21*./4 Inclusions/S. P.” Notation: “Entd” A square bracket has been placed in front of the word “A” at the paragraph beginning “A large body of loyalists,” and another after the period ending the paragraph “transmitted the 24th June.” S. P. was Sir Stanier Porten, Under Secretary of State for the Southern Department.


2. Tonyn enclosed letters to him from Capt. Thomas Jordan of 6 Mar., 17 Mar. 16 Apr., and 19 Apr. UkLPR, C.O. 5/558, fols. 131–40. The letters of 6 and 17 Mar. are printed in NDAR 11: 534–35, 676–77; the letter of 16 Apr. is above; that of 19 Apr. announced that the Americans had possession of Rebecca and Hinchinbrook and that Capt. Mowbray was coming to see Tonyn.

3. Capt. Robert Fanshawe commanded H.M. frigate Carysfort; the “Brigadier General” was Augustine Prevost, British military commander in East Florida.

4. On this force of Loyalist refugees, see William Brown to James Wright, 26 and 30 Apr., below.
April 29

WILLIAM STORY TO WILLIAM VERNON

Dear Sir Boston April 29. 1778

This comes to you by Capt Rathburn¹ and as I take him to be a Safe hand send by him two Thousand dollars in Certificates all our Cash is gone that was left when you was here save a few dollars I miss you much and long to have the pleasure of seeing you I hope that will soon be the case the Town is not yet ordered to be Cleansed but Expect it every day² I wish it was so that you could be at Roxbury where we might have your Advise from time to time as Matters are turning up every day and the Business of the board³ increasing

The doct⁴ of the Alfred⁵ has been at the Board and gives a particular Acco⁶ of Capt Thompson⁷ behaviour he is Condemned by every One and they are Crying out why don’t your board turn him out & hang him &c &c I am Sorry the Service Suffers by the Misconduct of the Officers in the Navy I want the board should be together to determine concerning Capt Thompson—I am Alone M’ Warren⁸ went home last Friday Morn⁹ not to return till next week if then this Morning received a Letter Suppose from M’ Deshon¹⁰ (it is not Signed) by which he Informs he intends to be in Town next Week— It is absolutely Necessary that the Board or some of them at least should be here so many persons are Constantly applying to the office and you know I can do nothing but pay away money which I am doing and shall do as long it as it lasts which will not be very soon long I fear I am with great respect

Willm Story

L. RNHi, William Vernon Papers. Addressed at foot: “Honble Willm Vernon Esqr.” Story was clerk of the Continental Navy Board of the Eastern Department.

². Boston was struck in early 1778 with a violent smallpox epidemic that caused many inhabitants to leave.
³. Continental Navy Board of the Eastern Dept.
⁴. Amos Windship, surgeon of Continental Navy ship Alfred.
⁵. Capt. Thomas Thompson, commanding Continental Navy ship Raleigh.
⁶. James Warren, member of the Continental Navy Board of the Eastern Dept.
⁷. John Deshon, member of the Continental Navy Board of the Eastern Dept.

Josiah Waters to Nathaniel Shaw, Jr.

[Extract] Dear Sir Boston 29 April 1778.

This Afternoon a Team set off for Norwich having in Charge for you Sundry Articles directed to the Care of Cap’t Henry Billings,¹ who has orders to be particularly careful in forwarding them.

The Errors you have pointed out in the money sent by Cap’t Hyde,² I suppose took place in the hurry in which Cap’t Allon³ rec’d the Cash, as I never unpacket a Single Bundle of it, but forwarded it just as it was deliverd me by Cap’t Allon, taking Cap’t Hydes rec’d for the full sum of 926.15.6— However I’ll Endeavor to have the Mistake rectify’d—
Cap' Billings will forward you
a Chest. \{ contg 12 Setts Cart Boxes.\^4 469\textsuperscript{th} @ 1/6.\} \}
35. 3. 6 past to your account
\{ as also, a parcel of Round & Dl H\textsuperscript{d} Shot &
some old Iron, and a p\^t of Chain
Barrell \{ contg One Ensign & One Pennant
with a set surgeons Instruments
One Chain—
I am Sir [&c.]

Josi: Waters


4. That is, cartouche boxes.
### List of American Privateer and Merchant Officers and Seamen Held Prisoner at Newport

#### A List of American Prisoners at Rhode Island

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<th>No</th>
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<td>Aaron Sevey</td>
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<td>55</td>
<td>Joseph Joy</td>
<td>Q(^6) Master</td>
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<td>Toby Jacobs (Negro)</td>
<td>Seaman</td>
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<td>Amaziah Peck</td>
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<td>Charles Wheaton</td>
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<td>Jeremh. Knotts</td>
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<td>William Meek</td>
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<td>Betsy. Ret: Pri.</td>
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<td>Eben' Aborn</td>
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<td>Gideon Gowin</td>
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<td>Joseph Very</td>
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<td>Epraim Very</td>
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<td>William Gowdie</td>
<td>Seaman</td>
<td>Trueblue</td>
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<td>William Verrel</td>
<td>Seaman</td>
<td>Venus</td>
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<td>Benja: Seggell</td>
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<td>Rich^4 Cobb</td>
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<td>Benja: Peck</td>
<td>M's Mate</td>
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<td>James Oliver</td>
<td>Boy</td>
<td>Freedom^6</td>
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<td>William Jordan</td>
<td>Carpenter</td>
<td>Virtuous Orphan^7</td>
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<td>Eman^1 Trason</td>
<td>Soldier</td>
<td>Diamond</td>
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<td>Jeremh^b Vordin</td>
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<td>John Harris</td>
<td>Fifer</td>
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<td>Rob^1 Street</td>
<td>Soldier</td>
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<td>Cha^a Coulter</td>
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<td>Cha^a Collins</td>
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<td>Ja^a Rogers</td>
<td>Volunteer</td>
<td>Neptune Ret: Pri. 8</td>
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<td>Will^a Gutridge</td>
<td>Seaman</td>
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<td>Aaron White</td>
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<td>Peter Malbone</td>
<td>M's Mate</td>
<td>Reprisal</td>
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<td>Isaac Dunton</td>
<td>Master</td>
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<td>Ja^a Belcher</td>
<td>M's at Arms</td>
<td>Trueblue</td>
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<td>Taken in Merchant Vessels</td>
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<tr>
<td>George Pritchard</td>
<td>Mate</td>
<td>Sally</td>
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<td>Tho^+ Harmon</td>
<td>Capt.</td>
<td>Friendship^9</td>
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<td>Ja^a Jefferys</td>
<td>D^o</td>
<td>Sally^10</td>
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<td>Thomas Gyon</td>
<td>D^o</td>
<td>Polly^11</td>
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*Notes:*  
^5 Betsy. Ret: Pri.  
^6 Freedom  
^7 Virtuous Orphan  
^8 Neptune Ret: Pri.  
^9 Friendship  
^10 Sally  
^11 Polly  
^12 Bristol  
^13 Unicorn  

*American Theater*
Eben' Drake  Mate  "  "

Joseph Joy  Capt:  Seaflower

Jerem'h Mitchell  Do°  Lincoln

Sam'l Burbank  Mate  Apollo

Jas'Treadwell  Do°  Friendship

John Brown  Passenger  Chelsea

Paul Green  Farmer  Ariel

Jerem'h Guild  Capt:  Liddy

Evans Chance  Mate  Maidstone

John Fryers  Capt:  Union

Barney Swaine  Do°  Haerlem

Tho' Wilkins

Samuel Lee  

{Sloop cast away on Rhode Island}

Rhode Island 29th: April 1778

Cha' Waller. Commissy: Prisoners


1. Maryland privateer schooner Buckskin, Joseph Handy, commander, was taken on 25 Dec. 1776. See NDAR 7: 597, 948, 949n.
2. Massachusetts privateer schooner True Blue, Lawrence Furlong, commander, was captured on 27 Jan. 1778. See NDAR 11: 212 and n.
3. New Hampshire privateer brigantine McClary, John Gregory, commander, was taken on 5 Feb. 1778. See NDAR 11: 297 and n.
4. Massachusetts privateer brigantine Repsul, James Brown, commander, was captured on 19 Feb. 1778. See NDAR 11: 378–79 and n.
5. Brig Betty (or Betsy), James Dawson, master, was retaken by frigate Apollo on 28 Jan. 1778. See NDAR 11: 219 and n.
7. Privateer schooner Virtuous Orphan, was taken in March 1778 and sent to Philadelphia. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 485–86.
8. Ship Neptune, J. Smallwood, master, was recaptured by frigate Orpheus on 26 Mar. 1778. See NDAR 11: 654n.
10. Ship Sally, James Jefferys, master, was taken by H.M.S. Bristol, Capt. John Raynor, commander, in 1777. Its prize papers reveal that Sally was bound from South Carolina to France when captured, and it was sent to New York. UkLPR, H.C.A. 32/446/25.
11. Sloop Polly, Thomas Gyon, master, was taken on 31 Jan. 1778. See NDAR 11: 244 and n.
12. Schooner Sea Flower, Joseph Joy, master, was captured on 3 Feb. 1778. See NDAR 11: 271 and n.
13. Sloop Linkhorn, James Mitchell, master, was taken on 22 Jan. 1778. See NDAR 11: 186 and n.
14. Brig Lydia, Jeremiah Guilt [Guild], master, was captured on 24 Feb. 1777. It was bound from St. Croix to New London, with a cargo of salt, tea, rum, molasses, &c. and was taken in lat. 33°. 58’ [N], long. 72°. 35’ [W]. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 485–86. According to its prize papers, Lydia was owned in St. Croix and was tried in the Vice Admiralty Court of New York. UkLPR, H.C.A 32/392/24.
16. That is, the island of Rhode Island.
17. For more on the American prisoners at Newport, see Governor Nicholas Cooke of Rhode Island to Colonel William Barton, 25 Apr., above, and Charles Waller to Governor Nicholas Cooke of Rhode Island, 3 May, below.
DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
29th Ap\(^1\) Cloudy weather. Wind N.E.

General Pigot having received information that the Rebels intend shortly to carry off all the Stock from the Elisabeth Islands, has determined to send a detachment there immediately, and endeavor to be beforehand with them; and for this purpose the Flank Companies of the 54\(^{th}\) Regiment, and a Company of The Hessian Chasseurs have received orders to be in readiness to embark on the shortest notice. Two transports are ordered for the reception of the Detachment which consists of about 200 men, and they are to be convoyed by a Frigate from hence, which, with the \textit{Unicorn} frigate\(^1\) now there, is to cover them.

\begin{footnotesize}
\begin{enumerate}
\item 1. H.M. frigate \textit{Unicorn}, Capt. John Ford, commander.
\end{enumerate}
\end{footnotesize}

MACKENZIE, \textit{Diary I}: 272

\textbf{MASTER’S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR \textit{SCORPION}, COMMANDER PHILIP BROWNE}

April 1778 [Off New City Island]\(^1\)
Wednesd\(^y\) 29\(^{th}\) Fresh Breezes & Cloudy W\(\text{r}\) PM & AM boarded Vessels as before
At 6 P.M had Information of three Whale Boats belonging to y\(^e\) Rebels being in Hemstead Harbour, sent the Lieutenant\(^2\) & Midshipman & Ten Hands Arm’d, with two Swivels on b\(^4\) a Sloop after them Sail’d the \textit{Diligent} and \textit{Neptune} Brigs\(^3\)

\begin{footnotesize}
\begin{enumerate}
\item 1. That is, City Island, N.Y.
\item 2. Lt. James Drew.
\end{enumerate}
\end{footnotesize}

\textbf{JOURNAL OF THE CONTINENTAL CONGRESS}

[York, Pa.] Wednesday, April 29, 1778

Congress proceeded to the election of members for the Marine Committee, in the room of such as are absent; and the ballots being taken, Mr. [Nathaniel] Scudder was elected for New Jersey; Mr. [George] Plater for Maryland; Mr. T[homas] Adams for Virginia.

\textit{JCC}10: 404.

\textbf{CONNECTICUT DELEGATES IN CONGRESS TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT}

[Extract]

Sir/ York Town [Pa.] 29\(^{th}\) April 1778

\ldots The marine board Seem’d Sensible of Cap\(^{i}\) Harding’s Merit & on your Excellencies recommendation would have made his appointment accordingly had it been feasible but their had been a predetermination that Cap\(^{i}\) Hinman Should take the Command of that Frigate if he arrives in Season;\(^1\) Indeed their are a number of
Capts in the Continental Navy, which they think may not be pass’d over, as several of them have now no Vessels & Consequently are out of Employ tho’ on Wages. We wish to be favour’d with an Acct of Mr. Bushnell Expences; as we are fully of Opinion, that his genious ought to be encouraged & Rewarded at a Continental Expence, & shall take the Earliest Opportunity to urge it—2. . . It is said that Feb’s packet, from England, is arriv’d at Philadelphia, but no Intelligence Transpires—3 We are with much Esteem, &c.

Sam’l Huntington
Oliver Wolcott


1. Trumbull had recommended the appointment of Seth Harding, a captain in the Connecticut Navy, to command the Continental frigate being built at Norwich, Conn. See Gov. Jonathan Trumbull of Connecticut to Continental Marine Committee, 2 Apr., above. The Continental Marine Committee’s reply on 20 Apr., elaborated on their reasons for wishing to appoint Capt. Elisha Hinman, Continental Navy, to command that ship. See Continental Marine Committee to Gov. Jonathan Trumbull of Connecticut, 20 Apr., above.

2. On David Bushnell and his floating devices, see NDAR 6: 1499–1511.


CONTINENTAL BOARD OF WAR TO PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Sir War Office [York, Pa.] April 29th 1778

Congress having directed the Board to superintend the Transportation of Provisions from the Southward & there being a Number of Gallies belonging to the States of Maryland & Virginia in the Chesapeak I am directed to apply to you & the Hon: Council to know whether there are any Men left of those by whom the Gallies in the Delaware were mann’d the last Campaign. If there are what are their Numbers fit for Service & whether the State will transfer them into the Continental Service for the Purpose of navigating the Gallies in the Chesapeak. These Gallies are officered but weakly manned & are now much wanted to protect the Craft in bringing Provisions up the Bay for which Service they are immediately & pressingly wanted. Your speedy Answer will be very acceptable. I have the Honour to be with great Respect &c.

Richard Peters
By Order of the Board


1. On 12 May, Peters again wrote the Council pressing them for their decision concerning the transfer of the “Galleymen.” PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. See also Pennsylvania Supreme Executive Council to President of Congress, 2 May, and Pennsylvania Supreme Executive Council to Col. Robert Galbraith, 25 May, both below.
The Memorial of Francis Hopkinson and John Wharton

To The Honourable The Continental Congress.

The Memorial of Francis Hopkinson & John Wharton

Humbly sheweth

That your Memorialists are Members of the Continental Navy Board for the middle Department, established by Congress with a Salary to each Member of Fifteen Hundred Dollars Ann. That on the first Appointment of this Board it was deemed to be stationed at Philadelphia, the Capitol of the middle Department; but on that Citys falling into the Hands of the Enemy, your Memorialists open’d their office at Borden Town in the Jerseys where the 2 Continental Frigates had taken Refuge, & to which the naval Stores had been removed by Order of the said Board. That notwithstanding your Memorialists found themselves divested of almost every assistant officer viz’ Clerk & Treasurer, Superintendent of naval Stores, Commissary of Slops &c, yet we undertook to discharge all the Duties of these several Departments with unremitting Diligence & daily Fatigue. The important Situation of our Fleet at Red Bank, then besieged by the Enemy, & the Preservation of the Ships & Stores at Borden Town called upon us to exert ourselves for the public service in a Variety of ways not within the Line of our Duty as Members of the Navy Board—& we were not inattentive to the Call—

The Honourable the Marine Committee have now ordered your Memorialists down to Baltimore in Maryland, on Business chiefly respecting the Commercial Concerns of the States, as we understand: which we humbly conceive is not strictly a Part of our Duty. In Pursuance of this Order we are now on our Way to Baltimore, willing to do every thing in our Power for the service of our Country.— Your Memorialists beg leave to represent that a Salary of Fifteen Hundred Dollars, at a Time when all the necessaries of Life have risen to so extravagant a Height, is not sufficient to support us & our Families in that State of Decency to which the Importance of our Trust seems to require: That by ordering us to Baltimore our Expences must be very considerably encreased; being obliged to support ourselves there in the Characters of Gentlemen in public Office, & at the same Time provide for our Families at a Distance. In this Situation, we are confident in asserting, that so far from gaining any thing by our public Employ, we must inevitably have Recourse to our private Fortunes for the Support of ourselves & Families.

It is with great Reluctance we are induced to address your Honours on this Subject, but as we look on many of our Exertions last Winter & our present Removal to Baltimore to be extra services, by which we must be considerable Sufferers, we take the Liberty of representing our Case to your Honourable House, & wait your such Determination on the Premisses as shall appear to you to be just & equitable. We have the Honour to be, with all due Respect Your Honours most devoted & most obedient humble servts

York Town
29th April 1778

Fra’ Hopkinson

John Wharton

DS, DNA, PCC, item 41, vol. 4, pp. 31–34 (M247, roll 50). Docketed: “April 29 1778 N° 32/A memorial from/Francis Hopkinson/John Wharton/read 1. May 1778/referred to Marine Com’t/reported May 15.—.” There is a note on the same page as the docketing: “The marine committee to whom the inclosed memorial was referred beg leave to report that they have conversed with the memorialists and thereupon are of opinion that six hundred dollars should be allowed to each of them for their extra Services in Bor-
dentown and to defray their Expences from to Baltimore." As seen at Journal of the Continental Congress, 13 May, below, Congress accepted the recommendation of the Marine Committee.

1. Continental Navy frigates Effingham and Washington. They were scuttled in Nov. and Dec. 1777.
2. The siege of Fort Mercer at Red Bank, N.J., took place in October and November 1777. See NDAR, vol. 10, passim.

MARYLAND COUNCIL TO CAPTAIN THOMAS COURSEY

Sir.

We expected, agreeable to our former Orders¹ that you would have been down here before this Time. We now desire that you will immediately proceed down with your Galley,² no Excuse will be admitted. We are &ca

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 146, no. 185. Addressed at bottom: “Capt' Coursey”

1. The Council’s orders have not been found.
2. Maryland Navy galley Chester. On 28 April, the Council informed Col. Joseph Dashiell: “We expect in a few Days to have a Galley stationed in the sound for the Protection of our Vessels.” Ibid., no. 183.

PETITION OF CAPTAIN DENIS-NICOLAS COTTINEAU DE KERLOGUEN TO THE NORTH CAROLINA GENERAL ASSEMBLY

To the Honourable assembly of the State of north Carolina:

Gentlemen. [Before 29 April 1778]¹

About fifteen days ago captain Cottineau came to this Town,² on purpose to represent to the governour of this State,³ that his fregate⁴ now lying in cape look out bay, was not in Security, and that she run’d the greatest risk of being Insulted by the Enemyes of america, which Look upon the french to be their owne, Because they assist this continent. Capt. De Cottineau observed to the governour that besides the protection he had Right to clame from this State, after the Services that his cargo which was Considerable Should prove to the State; (as much for the private wants as for those of the army) it Became the Dignity of the government to protect a Stranger upon the Coast as well as in the harbours, and to hinder the Ennemies from coming in this ports to Destroy, Burn or insult the Ships which ought to be in Safety in the Saids ports and harbours in regard to the Treatys of all the polised Nations. The Governour answered to the Said Captain that his just demands required Some measures, and Expences which he could not take upon himself to perform, But as the general assembly Should Set in a few days he thought that his demands could not Bear the Least difficulty been very usefull to the Whole Continent Specially to this State, for it is true that cape Look out fortifications could assure a retreat to all the continental vessels as well as to a great quantity of Strangers, that the ones as much as the others might find a good Shelter against the Winds and the Ennemies, this Bay been fortified should prove of a great advantage to this State being the only Safe harbour from Cape henry to cape fear where Strangers may go in without danger and almost without Pilots.

Captain De Cottineau has proposed to furnish 80. men and his boats To build a fort at his owne Expences and to pay a part of the State charges on that purpose, even to put Some of the fregate’s guns upon it ‘till the assembly Should Send Some, and Monsieur Le Chevalier De Cambray officer of artillery who Came in this country on purpose to Serve under general Washington has taken the trouble of building
the Said fort and Show’d to his Excellency the governour two different plans of the necessary fortifications. he had Besides calculated what Should be the amount of the Expences, and found it to be five thousand pounds, but the governour made always the Same answers and observations, and gave to Captain De Cottineau an order for the Commander of the militia at Beauford5 to give assistance in Case of attack from the ennemie.

as the time was precious to Captain De Cottineau. Mr. Nash6 with Some more private gentlemen made a Subscription of £1200. pounds which was Sufficient for making Some Small augmentations only to the fort that I had already Begun for my owne Security which I Judged to be Enough to repulse a fregate.

In consequence of these, I Bought Several tools, and went to Beauford where I Began to work with my Crew only, excepting Six countrymen. Therefore the fort is not done for want of good helping people.

Here is a plan of the fort,7 together with Cape Lookout bay Which monsieur Le Chevalier De Cambray has drawned, I Believe that this Honourable Assembly will easily feel the importance of this New and usefull Settlement, and Consequently will order the Necessary improvements So as to enable him of not fearing any of the enemies attacks; Monsieur Le Chevalier De Cambray intends (when he’ll return here) to present Before this assembly a plan of his Ideas in that respect. he is a gentleman of good caracter and understanding, a brave officer of an Exellent good conduct And very willing to be usefull to this Continent Which he has proved already by remaining about a months time upon the place Where is the fort8 at his owne Expences, he made a voyage here at Newbern which cost him above a hundred pounds having had the misfortune of Breaking a chair which was Lended to him,9 this Sum may be nothing for others, But proves to be very Considerable for to that officer who has no other property in this Country But the desire of been usefull.

I must observe that I have Some true notions, that the Captain of the English man of war called the Emerald, who gave me a chace from Cheaspeak bay to-gether with an other fregate; flatters himself of destroying my fregate in any port of this Continent and I know that he is disposed to Come as Soon as the Weather will permit,10 I share with ye Gentlemen the insult of Such a discourse, But I can assure ye that the Emerald and her partner Shall leave their Ribbs upon the Coast if they prove So bold as to attack the fort or my fregate. For those means I Expect that you’ll be So kind as to allow a Strong guard to the fort; Then to the Satisfaction of abbating their Bravade we Shall have the pleasure of having two Ennemies Less.

Whatever be your Designs, Gentlemen, give me leave to Represent to this Honourable assembly, that ye cannot refuse to Order that a guard Should Be Sent to the present fort with an American flag on purpose to protect Such a good harbour as Cape Lookout Bay is. I think that 50. or 60 men Shall Be Sufficient together with 25. I could Send in Case of a near attack to Stand against 250. if the Ennemie was to land them there, I intend to Build a Watch house or a Corps de guard to give necessary notice to the Country Militia. Then I shall Look upon the place to Be without any Risk, the men of war not Been able to approach.

In Case you Should meet with Some Difficulties in regard of Sending proper Guns to the fort, I can afford to offer Six to this State of 4 pounders each, wich I Shall Leave here, they Cost to me 450 livres apiece in france with all their furnitures,
you may Reimburse to me whatever you’ll please, I can all the Same leave two Swivels
with necessary Balls, they Serve Now to defend the fort’s Ditch.

I must observe that this fort Sufficient for Sometime Requires fifteen Days work
with about 60. men to be perfectioned in its Capacity, with a Small Expence of one
thousand pounds without Comprehending the house; Besides Monsieur Le Chevalier
De Cambray who understands very well those matters Shall instruct you of all his
performances.

as the fort is not yet finished, I cannot give an account of the present Expences
to the Subscribers, Because there was but a few Workmen of this Country, and that
one pound of Tabacco that I allow per Day to every one of my Crew is for my owne
account, therefore I do not think that the 1200 pounds are yet over.11

I Beg Gentlemen that you Would prove So kind as to protect and Send this let-
ter to the Congress by wich I ask to be Intitled by Commission for Defending the
Landing at Cape Look out Bay12— — and as I may be in that Case from Day to day I
hope you’ll take all my justs demands into Consideration.

Be persuaded that Besides the obligations I shall be under towards this Hon-
ourable assembly on this occasion, Nobody Desires more than my Self Success to the
Continental arms, glory to the Congress and all the Chiefs, happiness to all the americ-
icans and prosperity to this State.

D Cottineau de Kerloguen

DS, Ne-Ar, House of Commons Papers.

1. The petition is undated. It must have been written before 29 April, when the General Assembly
acted on it.

2. That is, Newbern, N.C.


4. French ship Ferdinand.

5. On 11 April, Col. Thomas Chadwick of the Carteret County militia wrote Caswell that he had, as
the governor had instructed, “waited on” Cottineau and that they had agreed on the site of the fort and

6. That is, Abner Nash, a lawyer and political leader from New Bern. He succeeded Caswell as gover-
nor of North Carolina. DAB.

7. The plan for the fort drawn by Louis-Antoine-Jean-Baptiste, Chevalier de Cambray-Digny, has not
been found.

8. When he left North Carolina to travel to Washington’s army in May, Chevalier de Cambray-Digny
accompanied him with a recommendation from Gov. Richard Caswell that he be given a commission in the
Continental army. N.C. State Records, 13: 125. On 13 June, Cambray-Digny was commissioned a lieutenant
colonel in the corps of engineers. JCC 11: 604-5.

9. By “chair,” Cottineau is referring to a sedan chair, a light one-horse carriage. On 30 April, the
North Carolina legislature ordered that the “Commissioners for erecting and building a Fort at Cape
Lookout Bay” pay “Mrs. Bartholomew” of Beaufort for the damage “she sustained by having her chair
broke.” NCSR, 12: 620.

10. H.M. frigate St. Albans, Capt. Richard Onslow, and not H.M. frigate Emerald, Capt. Benjamin Cald-
well, commanding, had chased Ferdinand off Cape Henry in late February. See Journal of H.M.S. St. Al-
bans, 23 February, NDA R 11: 415.

11. On 29 April, the General Assembly passed a resolution mandating the construction of fortifica-
tions at Cape Lookout Bay. The fortification, which was called Fort Hancock, was constructed on Harker’s
Island at Shell Point. On 30 April, John Tillman was named captain and commander of Fort Hancock.
On 9 September, the General Assembly resolved to reimburse Cottineau £942.15 “for the labor of his
crew, the provisions, and other necessaries and for money expended in constructing and erecting said

12. On 29 April, the General Assembly passed a resolution expressing their “most grateful Sense of
the important Services rendered by Capt. Cottineau to the United States” and instructed Gov. Richard
Caswell to forward to Congress Cottineau’s letter requesting a commission accompanied by the legisla-
ture’s resolution. Ne-AR, House of Commons Papers. For more on Cottineau’s request for a commission
in the Continental service, see his letter to Caswell of 12 May, below.
April 30

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

April 1778 Cape Sable [Nova Scotia] N68E 33 Leagues

Thursdays 30th AM at 9 Wore Ship. Set the Mainsl. Close reeft the Maintopsl. Saw a Sail to Windwd. made sail & gave chase. ½ past Saw a Sail bearing NEbN. gave her chase. fired a Shot & brought her too. She proved to be a Schooner\(^1\) from Currasow\(^2\) to Boston. at 11 Shortened Sail. hoisted a boat out & Sent her w\(^4\) a Midn & 7 Men onbd\(^4\) the Schooner. Brought the Prisoners onbd\(^4\) Close Reefed the Toppails.

Cape Ann N83W 33 Leagues

Strong Gales & hazy w\(^4\) rain, PM handed the fore & maintopsl\(^3\) & got down topGall\(^7\) yards. at 2 lost sight of the Chace, people emp\(^4\) working up Junk. at 5 handed the Mains\(^1\) carried away the Fore-tack, haul’d the fores\(^4\) up & reeved another. at 8 Split the fores\(^4\) to pieces.

D, UkLPR, Adm. 51/177.


2. That is, Curaçao, Netherlands West Indies.

**JOSIAH WATERS TO NATHANIEL SHAW, JR.**

[Boston 30 April 1778]

I have now the pleasure of Congratulating you on the Arival of a very fine prize\(^4\) taken by the Revenue\(^6\) & Revenge\(^6\) — Cap’ Champlin’s Dispatches you have by the bearer— This Afternoon I Libel’d the Ship & shall proceed as I judge will be most agreeable to you & for the best Intrest of the Concern’d— How you will choose to dispose of the Cargo I know not, though could leave be obtaind should judge the most Expeditious way by Auction — Permission has been given in some cases of late & perhaps might be in this— Very unfortunately the Invoices were left on board the Sloop so that I cannot form any just estimate of the Cargo otherwise than what you have in Cap’ Champlins Letter, tho’ the Prize Master Mr Thompson\(^4\) Informs me that the Inves.amounted to 25,000 □ Sterling. . . .

M’ Handy the bearer has in Charge for you a Ballance of Cash as p’ account subjoind 303.16/. which is what I rece’d from M’ Dickson\(^5\)

You will be pleased to favor me with a Line by return of Bearer, with such directions as may be most pleasing I am D’ Sir [&c.]

Cash rece’d from M’ Dickson 29. Ap\(^1\)

Deduct Cap’ Allons\(^6\) draft 613. 4.—

in favor D’ Tillinghast\(^7\) 219. 8. 0

d\(^4\) Paid D’ Lin\(^8\) for one 90.—

Case Surgeons Instrum’ts 309. 8.—

Josli Waters
Capt. Abraham Whipple, Continental Navy, to William Vernon

Sir

An Opportunity now presenting which appears very favourable for going,¹ I have applied to Collº Tillinghast² for the Sum of a thousand Dollars to finish settling with the people, who are now onboard. The Mony Cannot be procured without an Order from you and the Necessity is so great must beg an immediate Order & relying upon your seeing the Absolute Necessity of so urgent a Request only beg leave to repeat that I can take no Delay & remain Yr very Humble Servant

Providence April 30 1778—

Abraham Whipple

1. Continental Navy frigate Providence, Capt. Abraham Whipple, commander, broke out of Narragansett Bay this day and sailed for France.
2. Daniel Tillinghast, Continental Agent for Rhode Island.

Journal of Rhode Island Navy Schooner-Rigged Armed Galley Spitfire, Captain Joseph Crandall

April 1778

Remarks at Fall River, [Mass.] 1778.

Thursday 30th

This 24 Hours wind at NE., Smart Breese with heavy Rain,
Rec'd a Virball Order from General Sullivan,¹ to move at the Mouth of Lee’s River²

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


MASTER’S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR SCORPION, COMMANDER PHILIP BROWNE

April 78 [Off New City Island]¹
Thursday 30th At 4 AM ret’d the above Sloop they Boats being gone² At 8 An-
chor’d here y’ Halifax³ with a Convoy from Rhode Island Ret’d
from Newyork the Boatswain⁴ At 11 ret’d y’ Diligent Brig⁵ Sail’d
y’ Halifax

[Off New City Island]
Mod¹ & Cloudy PM & AM boarded Vessels as before Empl’d
Occasionally

D, UkLPR, Adm. 52/1986.

1. That is, City Island, N.Y.
4. The boatswain had been sent to New York to return “condemned Stores.” Ibid.

MEMORIAL OF CAPTAIN WILLIAM BURKE

To the Honorable the Congress of the United States of America, the Memorial of
William Burke, late Captain of the continental arm’d schooner Warren.

Respectfully Sheweth,

That in the year 1775 he was master of said schooner of which Winborn Adams
was Captain. That in January 1776, he had the honor of being appointed commander
of said schooner, by his excly General Washington. That from the latter period, he
kept continually cruizing With the other continental Vessels and was concern’d in
the capture of nine of the enemy’s Vessels, four of them Transports with Highland
Troops, before the month of aug⁴ following, when he was taken by the Liverpool
Frigate of twenty eight guns and carried into Halifax.¹

That he remain’d a prisoner untill the last of February 1778, When with great
hazard and difficulty he and three more made their escape, taking two British Sol-
diers along with them. That during his captivity he Suffer’d all the distress which a
short allowance of provisions and continual insults could ocasion; and expended
considerable Sums of Money in Supporting himself and fellow prisoners; And he
has the Satisfaction to believe, that the lives of many of the Sick were Saved by his at-
tention to their wants; and many of the common Sailors by his persuasions and en-
couragement prevented from engaging in the enemy’s services. That upon his geting
home he applied to the Navy Board at Boston for employment, who said they could
give him no appointment but recommended him to make application to Congress
for that end.

Your Memorialist came hither accordingly, with recommendations from divers
gentlemen at and near Boston, to whom he had the honor of being known.²
But that upon representing his case to the honble. Marine Committee they men-
tion’d divers unexpected obsticles in the way of his appointment which they said
Congress alone could remove.

Your Memorialist begs leave to add that at the time of his appointment to the
command of the Warren, he was next in commision to Captain Manley: and he hopes
that his misfortunes and sufferings will not prove the means of depriving him of
what he deems his right and he assures himself that his conduct while in command
will furnish no Argument against him. Not that your Memorialist is without resources
handsome offers were made him soon after he got home from Captivity, But he con-
sider’d himself an officer belonging to the United States Whose duty oblig’d him to
continue in their Service, the honor of which he would greatly prefer to a more lu-
crative employment in the Service of private Merchants

With this state of facts, your memorialist Submits his case to the decision of Con-
gress, and as he has already been here nine days, he is oblig’d to pray for a Speedy
determination³
York Town April 30th. 1778

William Burke

D, DNA, PCC, item 48, vol. 1, p. 162 (M247, roll 48). Docketed: “April 30th 1778— No. 46—/Memorial from Capt/William Burke./read 1 May 1778,—/Answered.—by two/resolutions—.”

2. One of these letters was from Maj. Gen. William Heath to Henry Laurens, President of the Continental Congress, 7 Apr. In his short note, Heath introduced Burke and explained why he was visiting Congress, adding: “He is said to be a good Seamen.” ScHi, Henry Laurens Letterbook.
3. On 1 May, Congress resolved to grant Burke a commission in the Continental Navy and directed that he rank from the date he had been issued a commission in Jan. 1776. Congress also resolved that Burke should be paid from the date he was appointed commander of Warren “to this day, according to the rate of pay settled when he was so appointed.” JCC 10: 412.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JAMES NICHOLSON,
CONTINENTAL NAVY

Emerald

Sir In Hampton Road, 30th April 1778.

I this evening received your letter to Capt’th Onslow, of the 25th instant,¹ who left
this the 14th, and carried with him to New York, all the officers and Crew of the Vir-
ginia you left behind;—having waited, (as he informed me,) more than a reasonable
time for an answer, to his letters, relative to a general exchange of them.

Mr Burney² has brought fourteen people, to be exchanged, and as we have but
two prisoners at present on board, the remaining twelve, I give a receipt for, and
shall write to New York, to have that number of your people Returned immediately,
which no doubt will be done.— The others you mention to be coming in another
Flag, their number shall be accounted for in like manner.— the sooner you please
to send them the better, as I shall have an oppertunity of transmitting the accounts
to New York.— You refer me to Mr Burney for the method of Exchange, and this is
fixed upon, and he can inform you of the mode, of their returning.— He mentioned
those he most wished to have back, and will give your their names. I am [&c.]

B.C.

1. Nicholson’s letter to Capt. Richard Onslow, commander of H.M.S. St. Albans, has not been found.
2. Probably Joshua Barney, former first lieutenant of Virginia, who was being held captive on H.M. frigate Emerald.

WILLIAM BROWN TO ROYAL GOVERNOR JAMES WRIGHT OF GEORGIA

St Augustin April 26th. 1778

In my last of 18 Curt I acquainted Your Excellency that Brigadeer Elbert was at Fort Barrington with a body of men mostly drafted (or rather as Said forced) from the Militia— At the Same time, the Galleys approaching from the Alatamahah, where they had been to Carry some Stores from Sunbury for them, encountered at Mackays Creek, the new Hinchinbrooke brig (formerly Savages fine schooner) of 16 four pounders lately Commanded by Captain Ellis, drowned; and the Rebecca Sloop of 14 fours in the Service of this Province, Commanded by a Captain Moubray; the engagement began early in the morning of 19 Curt, and lasted ’till about ten, At which time the Crews of these Vessels to number of 120 or 130 with 40 more Who were on board a watering brig took to their boats, and retired on board His Majestys Ship Galatea, which then lay 8 or 9 miles below in Jekyl Sound, So that these vessels, that is the three former, fell into hands of the Enemy, together with all their Stores &c it seems the Galleys three in number got behind a point of marsh from which they Cannodaded, the Others who unluckily got on ground, by fall of tide and a Calm when they were endeavoring to decoy the former into deep water, nor Could the Guns of the Vessels reach the Galleys, whilst they took their proper distance with 12 and 18 pounders, which I am told they fired with great exactness, beside they are Said to row two miles a head against tide— it was an unlucky Circumstance Our people not having time to burn the Vessels, indeed they had not even time, to Save their Cloaths or papers, apprehending that their retreat would be Cut off by a body of men landed upon Frederica from the Galleys for that purpose, and who had been taken on board at Barrington to number of 300, upon discovery that the Vessels, were in the Sound.— this Success will enable them to enter Saint Marys if they Chuse, in order to attempt Fort Tonyn where there are only Swivels mounted. Elbert at the sametime crossing the Alatamahah and Saint Marys; and how far in that case Coll: Brown will be able to maintain his post Altho he has upwards of 500 men with him, including those who Came from Carolina as noticed in my last; is very uncertain because, he may not have provisions, and probably the regulars about 150 or 200, will not advance to Support him for Same reason, now that the water Communication is lost for the present by this Capture of our marine Creeke force— The Other Corps of the ninety Six people who were on their way here, we now learn dispersed themselves not being properly Armed upon hearing Elbert had marched to the frontier to Oppose them— these Carolinians in all about 1000, including the 350 already with C. Brown it seems had Sent to Genl Prevost, desiring he would march a detachment of his troops towards the frontiers to facilitate their Crossing the Alatamahah and Saint Marys, and to be embodied under his Command, by name of Campbels volunteers, their being Several amongst them bearing his Lordships Commission, which Occasioned the march of the regulars, as noticed in my last, but who went no further than S’ Juans upon hearing that they had dispersed— indeed it is now pretty Certain that the Military have at present no orders from head quarters to go out of the Province, but only to Act defensively, So that it would now Seem as if all incur-
sions from thence, even to get beefs are at an end, that is if Mr. Elbert Should fortify Barrington properly with Artillery, because it will then require a regular Siege to reduce that post in order to hunt with Safety— however there are about 40 head of Cattle come to town which have been upon theirs way ever Since Coll: Brown returned from dismantling Barrington,— your Excellency would be Surprised to See What Scrambling for it,— John MacGilvray it is Said has raised a Corps of rangers for the Kings Service in West florida, at his own expence— it appears from intercepted Letters from Georgia, that they have a french Engeneer there, and another french advadurur is raising a troops of Chassuers.— A Letter of Marque of 18 guns from London, is purchased yesterday Also two brigs to be cut down, as Galleys to mount 18 & 24 pounders for defence of this Province in room of those vessels taken— A Vessel from York in 19 days, brings us no latter news than by Mr. Nelsal but by One from Providence, we hear via foreign West Indies, of a formidable alliance Entered into by Britain, and the great Military preparations at home, by Sea and Land— also further Confirmation of the Randolph being Sunk, or blown up— it is also reported this day that the Notre dame One of the Charles Town fleet, was run on shore, by the Carysford upon the North breakers— The Capture of the Hinch-inbrooke and Rebecca, is of no very great Consequence to the Enemy as their are neither men in Georgia or Carolina to man them, indeed two thirds of the best Seamen they had, were on board the Randolph, and Almost half the Crew British Mariners who had entered purely to get Out of jail, there were also Several Gentlemen Sons volunteers.— A Sailor is now paid £40 Sterl for the run to france and freight for a barel of Rice! What trade can Support this?

April 30th By Account of deserters, the Galleys are returned with their prizes to Sunbury, but we do not know, how matters are at Barrington, or what number of men are left there, its Said from tolerable good Authority that Jas Habersham has resigned, M' Zubly his plantation house is burnt down by person unknown— The 350 Carolinians, are now embodied under the General, I suppose having, previous power for that purpose from head quarters—, his brother the Major is to be Coll: Commandant, and a Major Robinson formerly, in the florida rangers, who resigned upon Account of Coll: Brown’s Stepping over his head is to have the rank of Lieut- Coll: he is one of their own Country folke and was in the affair of ninety Six— the men have the recommending of their own Officers, and its probable a great many more, will get in by degrees— Coll: Brown is Still at Fort Tonym— I hope no Jealousy will arise betwixt these Corps Save that of Emulation, its true that the Notre dame as also an other of that fleet were chased on Shoar at Charles Town bar, but they beat over and Got Safe in. A Vessel with 1200 barrels Rice taken by the Carysford is gone to York, I imagine few more prizes will Come in here, now that the Season as well as upon Account of this bar and its difficulties will Serve better to go North. The french men now frequent Ocrecock North Carolina, upon which Coast our Cruizers Cannot So Conveniently hang upon Account of the Shoals, the letter of marque, which the Other day Cut out the Tobacco Vessel from thence, Says there were upwards of 50 Other prizes there, protected, by an Armed brig, called the Sturdy beggar and Some Galleys, belonging to that port— the last accounts from Georgia mention that Corn is so Scarce in the back Country, as to Occasion the Sending rough rice there from Savannah— the new Corps is to be quartered upon St’ Juans So that the regulars at present posted there, will come to Town again.
on the north side of St. Johns River. Bine with the Florida Rangers and hold a position on St. Mary's River. He constructed a small fortification in James Wright's hand, and the letter was enclosed in a petition from Wright to Lord George Germain. 17 July 1778. UKLPR, C. O. 5/116, fols. 80–84. William Brown was a royal customs collector and acting comptroller for Georgia. Davies, Documents of the American Revolution 13: 455, 609.


2. Fort Barrington, renamed Fort Howe by the Americans, was on the Altamaha River in Georgia.

3. H.M. armed brig Hinchinbrook, formerly South Carolina Navy brigantine Defence, was captured by H.M. frigate Perseus and H.M. frigate Roebuck on 2 Apr. 1777. NDAR 8: 256–57. Capt. Thomas Savage was an active patriot and an early appointee to the Board of Commissioners of the South Carolina Navy. He may have owned Defence before it was taken into the South Carolina Navy, though historian Harold A. Mouzon believes the owner was a South Carolina merchant named Williamson. Harold A. Mouzon, “Defence, A Vessel of the Navy of South Carolina.” The American Neptune 13 (1953): 30. On the drowning death of Lt. Alexander Ellis, commander of Hinchinbrook, see Capt. Thomas Jordan to Tonyn, 16 Apr., above.


5. Brig. Gen. Augustine Prevost, the military commander in East Florida, reported to Gen. Sir William Howe on 27 Apr., that although the “inland Navigation” was now entirely open, the Americans had not taken advantage of the opportunity because of intelligence they had received from prisoners they had captured that a large force of South Carolina “refugees” had arrived at St. Mary’s River and that additional forces were “in motion to support them.” Prevost to Sir William Howe, 27 Apr., UkLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 69. Lt. Col. Thomas Brown of the East Florida Rangers held Ft. Tonyn on St. Mary’s River until 28 June when an advancing force of Continentals and militia forced him to evacuate and retire. Searcy, Georgia-FloridA Contest, 1776–1778, pp. 142–43.

6. As Brown indicated on 10 Apr., this large force of loyalists from the Ninety Six district of South Carolina did not join British forces. The name “Cambels volunteers” was to honor the former Royal Governor of South Carolina, Lord William Campbell, who had engaged these loyalists to “join the king’s forces” under certain conditions, which they laid out in a memorial to Prevost. Memorial of George Dawkins and Edward Lane to Prevost, ca. 10 Apr., UkLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 65. Campbell had died of a wound suffered while serving as a volunteer on H.M.S. Bristol during the British naval attack on Fort Sullivan in 1776. Edward McCrady, The History of South Carolina in the Revolution, 1775–1780 (New York, Russell & Russell, 1901), p. 155.

7. Presumably Brown is referring to Alexander McGillivray, a Greek Indian leader, although John Stuart, the British Indian agent in the South had raised a force, often called Rangers, for service in West Florida. For more on both this force and McGillivray, who did hold a commission in the West Florida Provincial service, see Chester to Germain, 7 May, below.

8. The engineer may have been Jean Pierre Andris Defaupeyret who was recommended for a position as captain of artillery in the Continental line. Revolutionary Records of Georgia 2: 71. The identity of the other Frenchman is not known.

9. On the purchase of these vessels, which were renamed Germain, Dreadnought, and Thunderer, see Tonyn to Germain, 28 Apr., above.


12. As seen in the 17 Apr. journal entry of H.M. frigate Carysfort, Capt. Robert Fanshawe, commander, the ship forced on the breakers was General Moultrie, Phillip Sullivan, commander. As seen in the annotation at that document and later in this letter, General Moultrie, which was part of Biddle’s flotilla, escaped capture and destruction.


14. John Joachim Zubly was pastor of the Independent Presbyterian Church in Savannah. A pamphleteer who supported the rights of the colonists before the Revolution, he opposed independence for the United States and was consequently branded a traitor and banished from Georgia. DAB


16. Maj. James Mark Prevost. Augustine Prevost tried unsuccessfully to have his brother’s temporary command made permanent, but Sir Henry Clinton appointed different officers to command the South Carolina Royalists. Searcy, Georgia-Florida Contest, 1776–1778, pp. 150–51.

17. Joseph Robinson was named lieutenant colonel of the South Carolina Royalist regiment; Alexander Innes was named its commander. It did not attract great numbers of recruits as William Brown had hoped.


19. On the capture of the vessel loaded with tobacco from Ocracoke Inlet by the East Florida privateer sloop Ranger, George Osborne, commander, see Thomas Bloodworth to Gov. Richard Caswell of North Carolina, 20 Apr., above.

20. The “new corps” was the South Carolina Royalists. Prevost ordered a portion of that unit to combine with the Florida Rangers and hold a position on St. Mary’s River. He constructed a small fortification on the north side of St. Johns River.
ROLL OF OFFICERS AND SEAMEN ON BOARD CONNECTICUT PRIVATEER SHIP GENERAL PUTNAM

A list of the Officers and men On Board the Ship Putnam—

[New London, Conn., May, 1778]¹

May 1778

Thomas Allon Capt.
Nathl Salstonstall 1st. Lt.
Nathl Coit 2nd. Lt.
Seth Warner 3d. Lt.
Richard Potter master
Jedediah Hyde Capt of marines
Timothy Rossetter Surgeon
Robert Smith 1st. mate
Clint Deshields 2nd. Dº.
John Spencer Prize master
Danl Eldridge Dº.
Phineas Stanton Dº.
Elnathan Hatch Dº.
Amaziah Jocelin Dº.
Obadiah Spencer Dº.
John Chatfield Dº.
Gunner
David Pool Boatswain
Thomas Edgar Carpenter
Noah Scranton Capt of Hold
Joel Webb Lieu' of marines
Thomas Slattery Clerk
Jesse Dowe Steward
William Denison Cooper
Ebenezer Goddard Junr. Capº Stewº
John Bolles Armourer
Moses Palmer Master of Arms
Thomas Bushey Quarter master
Jesse Murray Dº.
Nathan Baldwin Dº.
Sylvanus Smith Dº.
William Champlin
John Waterman
David Ensign [C]lockston²
William Mº Bride Stewards mate
Thomas Goddard Carpenters Yeoman
Cuffº Cook

Stephen Davis
Patrick Sirmot
Reuben Clarke
Thomas Rogers
Isach Hammond
Jonathan Whaley
Joseph Wheeler
Joseph Colly Negroe
Samº Trueby
Joshua Squire
William Young
Joshua Lathrop
Luther Burney
Jeptha Bewell
Melatiah Norton Sailmaker
James Young Gunners mate
William Boulton Boatswains D°
Jonathan Setchel D°
John Sheffield Carpenters [D°.]
Julius Willard D°
Frederick Redfield Surgeons mate
Reuben Davis
Roger Robins
John Danielson
Ebenezer Corkins
John Glison
Saml Harskine
John Ripley left Sick
Danl Unkas
Ebenezer Farmer

Thomas Pagy
Joseph Squibb
Gourdin Warricks
John Stephens
Saml Williby
Timothy Butler
William Babbit
Joseph Tibbals
Elnatha Norton
Jesse Gilbert
David Clinton
Agrippa Smith
Thomas Catlin
Burrel Smith
Joseph Smith
Jesse Smith
John Tantiguigin
Edward Staplin
Darius Brusster
Benjamin Williams
Michael Torrey
George Weatherlike
Joseph Peck
Cato Jones
Isaac Oliver
Timothy Church
Paschal Deangelis
William Cooper
Justice Miller
Constant Webb
Hezekiah Canfield
Theodore Harrison
Peter Hugans
Enoch Brookway
Ephraim Tiffidy
John Gwinn
Thomas Bancraft
John White
Stephen Heffern
Henry Card
Drake Mills

Lewis Fairchild
Cesar Landon
John Salmon
Amasa Hyde
John Mathers
Stephen Tubbs
James Everts
Amos Mansfield
Elihu Copely
Charles Elliot
John Mansfield
Paris Bernard
John Hubbard
Mathew M’Clure
John Neadham
Thomas Averil
Saml Smith Junr
John Neadham Junr
Thomas Berry
James N Griffin
Danl Conkling
Solomon Hyde
John Peck
Uriah Roundy
Asa Woodward
William Hasen
Sam'l Smith
John Harvey
Joseph Manly
Amos Morrison
Lemuel Smith
Dan'l Twigg
William Tyack
John Caulkins
Benjamin Bewel
Henry Ranson
James Wall
John Wall
Sam'l Fargo

Ezra Allen
John Baxter
Timothy Stocken
Elias Neadham
Eurastus Allen
Elias Sage
Charles Wright
James Parsons
John Vandervort
Thomas Parsons
Miles Dudley
Peter Darra
Joel Johnson
William Stone
John Brewster
Reuben Shelly

William Charley
Michael O'Brien
John Edmunds
James M'Cullens
John Barr
Dan'l Newcome
Joseph L. Sal[ton]stall
Christopher Deane
Thomas Eldridge
Cesar Sabens
Amos Pendleton
John Pendleton
Sam'l Champlin Jun'r
John Mason
William Babcock
Thomas Stanton
Moses Palmer
Henry Elliott
Nath'l Dyer
Joseph Cook Stubbs
John Elliott
Elias Bennet

1. The date is determined by the surrounding documents which are all dated in May 1778 while privateer General Putnam was fitting out at New London.
2. That is, “coxswain”.

MAY 1778
MEMORANDUM OF GENERAL SIR HENRY CLINTON, BRITISH ARMY, CONCERNING THE BRITISH EVACUATION OF PHILADELPHIA

[Philadelphia, May, 1778]

If Lord H\(^1\) goes first and is not sure of returning in less than a month supposing we cannot leave this without his assistance the expedition may be delayed; the R.\(^2\) assemble in great force possess certain points we shall be obliged to send the Expedition\(^3\) from hence not compleately fitted (which can only be done from N.Y) we must embark ourselves at New castle shall be obliged to leave most of our horses our provision train &c &c.

whereas if L or. H stays or we can be passed to— [nY nJ.?] without him I shall be able to move in about 24 days the move will be more like ourselves, we should take all with us & the Ex. will sail from SI\(^4\) better equiped & full as soon as it Can from here as I H does not think he Can assembl[\(l\)]e his fleet for it sooner than a month\(^5\)

D, MiU-C, Sir Henry Clinton Papers. The memorandum is undated. The date was surmised from the contents; the place from Clinton’s location at the time.

1. That is, Vice Adm. Viscount Howe.
2. That is, Rebels.
3. The expedition to the West Indies is discussed in Lord George Germain to Lt. Gen. Sir Henry Clinton, 8 Mar. 1778. NDAR 11: 1069–73. The 5,000-man force did not sail from New York until 3 Nov. 1778.
4. Staten Island, N.Y.

May 1

TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT OF NOVA SCOTIA OF MASSACHUSETTS PRIVATEER BRIGANTINE LYDIA

Cause.

Charles Feilding Esq: Commander of His Majesty’s Ship the Diamond, VS the Brigantine called the Lydia & her Cargo—Joshua Grafton Master.

11 April 1778

Libel filed & Entered & Order made thereon as on file.

Registers Office Halifax 14\(^{th}\) April 1778.

Thomas Crawford Master of His Majesty’s Ship the Diamond being duly Sworne Deposeth that being on a Cruise in the said ship they fell in with the Brigantine Lydia\(^1\) on or about the 6\(^{th}\) of April Inst being then off of George’s Banks to the Southward, that they Boarded said Brig & found she was from Hispaniola, Cap\(^\dagger\) Nichola Mold\(^2\) Bound to Salem in New England, Loaded with Molasses Coffee, Brandy, Canvas, &ca. that she mounted 4. 3 Pound\(^{es}\) & 8 Swivels, & had about 12 Stands of Arms, that he Understood she was Owned in Salem, that the Register now produced was found on Board of her, & that the said Brig is now in this Port.

Tho\(^*\) Crawford.

Sworn before me
1 MAY 1778

Charles Morris Junr. Regr
1 May 1778

Court opened as usual: The Libel &ca. read, the Evidence taken before the Register also read, Proclamation made for all Claimers to Appear, none Appeared; the Judge then Ordered Decree to be pronounced as on file, whereby the said Brig and Cargo was Condemned as Lawfull Prize.

Court Adjourned without Day—


2. That is, Cap Saint-Nicolas Môle [Cape Nichola], Saint-Domingue.

**JOURNAL OF H.M.FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLLIER**

May 1778

D° Cape [Cape Ann, Mass.] 83 W° 11 Leag

Friday 1

AM at 6 set Foresail & Fore & Main tops— at 8 tack’d— at 11 saw a Sail to the E’w— set Miz’ tops & Staysail.

Cape Cod So, 85 W° 20 Leag

First p° fresh Breeze & cloudy—middle p° fresh gales with Rain latter p° light Breeze & thick foggy W° PM at 5 retook a Brig call’d the *Elizabeth*° from Bordeaux bo’d to N York which had been taken by a Rebel Privateer call’d the *Hazard*° at 7 in 2° & 3° Reefs tops— at 10 lost Sight of the Prize astern

D, UkLPR, Adm. 51/762, part 1, fols. 32–33.

1. Brig *Elizabeth*, a recapture, from London bound to New York, with brandy, wine, &c., taken off Georges Bank, sent into Halifax. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84. According to Vice Admiralty Court of Nova Scotia records, Thomas Howe, master of *Elizabeth*, had been granted a license to sail at New York City by authority of Gen. Sir William Howe to sail to Bordeaux for brandy and wine and return. Capt. Sir George Collier libeled the brig on 20 May and John Alexander, mate of H.M. frigate Rainbow, deposed on 23 May that after a six-hour chase Rainbow captured Elizabeth, the crew of which was all Americans. On 1 June Richard Gibbons, H.M. Solicitor General, questioned the authenticity of the license and moved that the motion of the claimant, Thomas Howe, be overruled. It appears that the brig was ultimately declared a lawful capture of Rainbow. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 132–34.


**GOVERNOR NICHOLAS COOKE OF RHODE ISLAND TO CHARLES WALLER**

Sir,

I am favoured with yours of the 29th of April and am obliged to you for the Readiness with which you have given me Alexander Sheldon in Exchange for Capt. Furneaux’s Servant. I now send by the present Cartel under the Direction of Lieut. Brown° Capt. Jenkins to be exchanged for M° John Brown agreeable to the Proposal made on the 13th of April & consented to by you also send John Couché a Midshipman of the Apollo° whom I propose to exchange for Isaac Dunton Master of the Reprisal Privateer; M° Crafton Master’s Mate of the Apollo to be exchanged for Benj°

[Providence April 20th] May 1st 1778
Peck Master’s Mate of the True-blue⁶ and Robert Watts who was Mate of an armed Schooner belonging to Halifax bound to Newport to be exchanged for James Rogers a Volunteer belonging to the Warren Frigate⁷ taken in the Neptune Prize⁸ and Two Seamen belonging to the J uno to be exchanged for any Two Seamen belonging to the Warren in the Neptune Prize; Should you not think proper to Consent to these Exchanges Mr Brown hath my Orders to bring them back Couché & Watts Couché, Crafton, Watts and Two Seamen back.

The most unhappy Situation of our Prisoners with you gives me the greatest Concern.— At present it is not in my Power to exchange the whole of those I wrote you on the 14th instant⁹ proposing to give Capt. Smallwood and his Crew for Capt. Allen Brown and the Prisoners made with him.— Capt. Hopkins¹⁰ in the Warren Frigate made another Prize¹¹ out of which he also took a Number of Prisoners; In the whole as I am informed they amounting to about 34 or 35.— Should you think proper to release the Prisoners upon their Engagement not to take up Arms nor do any Thing in an offensive Way during the War until they are exchanged I will engage to deliver up immediately the abovenamed Prisoners, who are now at Boston, provided I can obtain them, of which I have satisfactory Assurance, but will let you know positively upon your acquainting me that the Proposal is agreeable to you; and will as soon as any Prisoners come into my Hands, send them to you until the whole are exchanged having Regard to Rank as well as Number.

I wrote you by Col. Barton desiring you to give me in Exchange for Capt. Furneaux’s Servant a certain Alexander Sheldon. I now repeat the Request and am, Sir & & I am Sir [&c.]

Nichs Cooke


1. Capt. Tobias Furneaux, R.N., commander of H.M. frigate Syren, which went aground and was burned off Point Judith, R.I., in November 1777.
5. Massachusetts privateer brigantine Reprisal, James Brown, commander.
6. Massachusetts privateer schooner True Blue, Laurence Furlong, commander.
9. See Rhode Island Council of War to Charles Waller, 14 Apr., above.
11. Snow Robert, James Hall, master.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]

1st May. Rain all last night and this day. Wind N.E. Cold & raw.

The Providence Rebel Frigate¹ of 30 Guns & 350 men escaped to Sea last night about 10 o’Clock. The night was very dark, with much rain, and the Wind N.N.E. The Lark,² stationed off Greenwich³ had sufficient notice of her coming down, and was under way when she came opposite to her, and they engaged till they came near the N. end of Connomicut,⁴ when the Lark, having received a good deal of damage, 3 men killed and 7 wounded, and finding the Providence had come under the fire of
The *Juno*, came to an anchor. Many shot were exchanged between the *Providence* and the *Juno*, but as the latter did not get under way, the *Providence* passed her, and then fired several shot which raked her and shot away her Ensign Staff; after which she proceeded to Sea unmolested. The Commodore on observing the firing made a Signal for The *Orpheus* to slip, and go out of the harbour, which was not complied with, as neither the Pilot or Master would take charge of the ship under the circumstances of the weather. The night was so dark that it was above half an hour before the Commodore knew that the *Orpheus* had not gone out, he would then have gone out with his own Ship but it was too late. In short there appears to have been some misconduct on the part of our ships. The *Lark* should have endeavored by every possible means to have retarded the *Providence*, and even have run foul of her at any risque. If she had been lost and driven the Enemy on shore, the advantage would have been on our side. The *Juno* should certainly have engaged her, and followed her to Sea: her fire would have directed the ships from the harbour where to have gone to her assistance; and the Captain of the *Orpheus*, in such a case should have taken the charge of the ship upon himself: it was possible to get out, and if he had lost his ship, a Court Martial would have acquitted him. At any rate he was blameable for not giving immediate notice to The Commodore why he did not obey the Signal, as The Commodore might then have gone out with the *Nonsuch*, which lay in a more favorable situation.

By all accounts the Enemy’s ship was worked & fought well, and in good order. She must have suffered considerably, as the *Lark* was very close, and fired a great deal at her.9


3. East Greenwich.
4. Conanicut I.
6. Capt. Walter Griffith, R.N.
8. Capt. Charles Hudson, R.N.
9. For another account of *Providence*’s breakout, see *The Providence Gazette, and Country Journal*, 9 May, below.

**NOTICE TO SEAMEN OF CONNECTICUT PRIVATEER SHIP GENERAL PUTNAM**

The Ship PUTNAM, Thomas Allon, Commander, being fitted in the best Manner, and ready for Sailing,—all Gentlemen Volunteers that have engaged for a Cruise in said Ship, are desired immediately to repair on Board.

New-London, May 1, 1778.

*Connecticut Gazette; and the Universal Intelligencer* (New London), 1 May 1778.

1. Connecticut privateer ship *General Putnam* was commissioned on 23 Apr. 1778 and was owned by Nathaniel Shaw, Jr., & Co., of New London. It mounted 20 nine-pounders and was manned by 140 officers and men. DNA, PCC, item 196, vol. 6, p. 34; List of Officers and Men on *General Putnam*, May 1778, above.
Captain Frederick Mackenzie, British Army
**Muster Roll of Pennsylvania Navy Guard Boat Porcupine Commanded by Robert Tatnall Esq** from April 1st, 1778 to May 1st following & other months—

<table>
<thead>
<tr>
<th>No.</th>
<th>Men's Names</th>
<th>Station</th>
<th>Time pay Commenc'd</th>
<th>Month pay</th>
<th>Time in Station</th>
<th>Age</th>
<th>Bounty</th>
<th>Sd &amp; went to Hospy Return'd</th>
<th>Remarks</th>
<th>Time Sums Due</th>
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<td></td>
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<td>YM-D</td>
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<td>1</td>
<td>Robert Tatnall</td>
<td>Capt.</td>
<td>Ap 1st</td>
<td>£18 ..</td>
<td>6 . . . . . . . . . . . . . . . . .</td>
<td>50 . . . .</td>
<td></td>
<td></td>
<td>Taken Prisoner at Bristol 17th April</td>
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<tr>
<td></td>
<td>William Steel</td>
<td>Gunner</td>
<td>do.</td>
<td>6</td>
<td></td>
<td>. . . . . . . . . . . . . . . . .</td>
<td>£18 ..</td>
<td></td>
<td></td>
<td>d° Return'd, Gunner on board <strong>Burke</strong> Galley</td>
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<td></td>
<td>Hugh Malloy</td>
<td>Private</td>
<td>do.</td>
<td>4 . . . .</td>
<td>. . . . . . . . . . . . . . . . .</td>
<td>36 . . . .</td>
<td></td>
<td></td>
<td>With Capt Lawrence of Guard Boat Salamander</td>
<td></td>
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<td></td>
<td>William Goudy</td>
<td>do.</td>
<td>do.</td>
<td>do.</td>
<td>. . . . . . . . . . . . . . . . .</td>
<td>31 . . . .</td>
<td></td>
<td></td>
<td>Taken Prisoner at Bristol 17th April</td>
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<tr>
<td></td>
<td>James Mills</td>
<td>Private</td>
<td>do.</td>
<td>do.</td>
<td>. . . . . . . . . . . . . . . . .</td>
<td>30 . . . .</td>
<td></td>
<td></td>
<td>Run at Burlington in April.</td>
<td></td>
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<tr>
<td></td>
<td>John Butlerley</td>
<td>do.</td>
<td>do.</td>
<td>do.</td>
<td>. . . . . . . . . . . . . . . . .</td>
<td></td>
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<td>Taken Prisoner at Bristol 17th April.</td>
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<tr>
<td></td>
<td>Robert Thornton</td>
<td>do.</td>
<td>do.</td>
<td>do.</td>
<td>. . . . . . . . . . . . . . . . .</td>
<td>17 . . . .</td>
<td></td>
<td></td>
<td>d° Return'd, on board <strong>Burke</strong> Galley</td>
<td></td>
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</table>

1. In its edition of 18 April 1778, the *Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser* reported: “On Thursday evening last [16 April], a party of the British light dragoons with a part of the Philadelphia light dragoons, left this city, and proceeded to Bristol, where they surprised, and took prisoners, twelve officers and thirty-two privates.”
HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO PRESIDENT RAWLINS
LOWNDES OF SOUTH CAROLINA

[Extract]

Sir [York, Pa.] 1st May 1778

... The loss of the Randolph and of the many precious lives in the same stroke is affecting— this account came in contact with intelligence of the Capture and loss of the Frigates Virginia, Columbus and Alfred,¹ ancient & venerable characters, but we have Wood enough to Christen with the same names, our Enemy has suffered greater losses & have not Wood & other materials in such abundance, therefore we have least cause for despondency, a New York paper which will go inclosed to Mr Gervais will shew the Enemys account of the Ill fated Randolph—² had we had Men on this spot competent to the arrangement of our Treasury & finances, Men of knowledge virtue and spirit, adequate to the labour of stemming the torrent of peculation which has overwhelmed us with debt and brown paper dollars, we should have less cause to regret the loss of four Frigates— these are gone, I trust and devoutly pray, the Eyes of these slumbering States may be opened and wise measures adopted for averting the loss of their Independence . . .

Copy, ScHi, Henry Laurens Papers, Copy Book. Addressed above opening: “His Excellency/Rawlins Lowndes/South Carolina.”


2. The account Laurens referred to appeared in the New-York Gazette: and Weekly Mercury of 6 Apr. 1778. He enclosed it to John Lewis Gervais, Laurens’s friend and a member of the South Carolina legislature.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Friday 1 May 1778

Ordered that Mr. Crysall¹ deliver to Captain Massey of the Defences Tender² Thirty pounds Tallow & some Terpentine . . . Commission of Letter of Marque and Reprisal issued to Alexander Murray Master of the Brig Saratoga mounting 12 Carriage Guns and 8 Swivels navigated by 20 Men belonging to Samuel & Robert Purviance and others of Baltimore and Dated 20th October 1777 also to David Porter master of the Sloop Delight mounting 6 Carriage Guns & 6 Carbines navigated by 8 Men belonging to Hugh Young and others of Baltimore


1. That is, Maryland Navy Commissary John Crisall.

2. That is, tender Amelia, Capt. Henry Massey, commander.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 1st day of May 1778.—

Present.

Mr Whiting Mr Travis and Mr Lewis.—

Ordered that the Keeper of the public store, deliver to Mr Jn° Dames ten quires of Cartridge paper for the use of the Hero Galley.—
Mr Jn° Dames received Orders to call on Mr Holt and take on Board of his schooner¹ such provisions for the Norfolk Revenge and Hero Gallies² as he has orders for, which he is to proceed with and deliver respectively. He is to give all the Assistance in his power to the Norfolk Revenge Galley; then he is to apply to Cap Barret for such of his hands as he may have occasion for, to aid him in the Lading of his Vessell, which he is to do as soon as possible and return to the yard, and unlade.—

Ordered that the Keeper of the public Store deliver to Mr Jn° Dames thirty yards of Oznabrigs or sheeting and two pounds of twine for the use of the Schooner Peace and Plenty.—

Ordered that a Warrant issue to Mr. Jn° Dames for fifteen pounds upon account for the purpose of furnishing necessaries for the use of the schooner Peace and Plenty.—

Ordered that the Keeper of the public store, deliver to Mr Jn° Taylor four Bolts of thin Canvas for the use of the ship Tartar.—³

Ordered that Captain Eleizer Callender,⁴ deliver to Mr Jn° Taylor ten pounds of sewing twine for the use of the Ship Tartar.—

Ordered that Mr William Holt deliver to Mr David Anderson two coil of three and half inch Rope for the use of the ship Dragon.—

Ordered that Mr William Holt, deliver to Captain James Maxwell seven Bolts of Duck for the Use of the Boat building at the Chickahominy shipyard.—

Ordered that the Keeper of the public store, deliver to Captain James Maxwell seven pounds of twine, one dozen sail needles, and four palm irons for the use of the Boat building at Chickahominy shipyard.

Governor Don Bernardo de Gálvez of Spanish Louisiana to Governor Peter Chester of West Florida

Most Excellent Sir

In answer to your Excellencys Paper of 21st. March last which I received by direction of Captain Joseph Nunn Commander of one of his Britanick Majestys Ships of War,¹ Concerning the restitution of the Persons and Effects of his Majestys Subjects Seized in this River by a Party of American Troops, under the Command of M° James Willing: I am to acquaint your Excellency That in the Actual War which old and New England carry on with reciprocal Vigores against each Other; We have seen the publick papers filled with Complaints, such as those made by your Excellency, upon the manner in which each party Conducts itself, between the Generals of both Parties, without Touching the mutual rights of making this War, and it does not belong to me to declare, for the legality or illegality of the Congress Commissions, which have been presented to me: nothing remains for me to do but to maintain Inviolable the
immunity of this Territory, and not to permit the least action to be committed which may affect the authority of the Prince, or Sully the Sanctuary of neutrality, in doing which I have hitherto succeeded—

From a natural principle I thought to avoid whatever may endanger the preservation of this Province, for if so be the americans once possess themselves of the upper parts of this River, they will of course command its Navigation, I cannot treat them as Enemies without exposing myself to the resentment of a Victorious Party, who could dispute with me the rights of their conquest—

That I on my part have acted with that Justice and Equity which your Excellency does me the Honor to suppose me Possessed of, cannot be doubted. Let your Excellency inform yourself, and you will find that I have not only reclaimed, and delivered to her owners the Brigantine Neptune, taken on the Spanish Coast, but also your Excellencies own Negroes, those of Messrs. Livingston and Bay— The Effects of Mr Priest & Mr Shakespear, Messrs Poussett & Marshalls Negroes[,] the Effects of Rabbeccaud those of William Easton, and archibald Crawford, and lastly the Schooner and Negroes belonging to Mr Ross.— If this can convince your Excellency of the Justice and Equity with which I have acted I believe you will also be satisfied with my reasons— Your Excellency asks restitution of the Negroes taken by said Party upon His Britannick Majestys Land, and the Ship Rebecca. I should be glad your Excellency would advise me, if I was to consult you, whether I ought to deliver them up, even if it were in my own power to do it: for besides that I am only bound by the Laws of Neutrality, not to permit any Act in the Spanish Territory by which the Colours can be dishonored—

Your Excellency must know that I cannot be responsible for goods taken, between the Natchez and Manchack

Your Excellency likewise knows that the Laws of Nations extends to the Persons of Santiago Elliot & Harrison. If said person be in the Lands Commanded by me, I can as little deliver them up without Violating said Law of Nations, as well as those of Spain—

I prevent as far as possible any of his C:M: Subjects furnishing succours to the americans— I caused a Proclamation to be published, by which I Prohibit it, and as I am perfectly assured that they will not act against it, I have only to request your Excellency to be persuaded also, how sorry I should be to see that harmony which is daily renewed between my court and that of London interrupted upon this account &C.

New orleans 1st. May 1778—

signed Bernardo De Galvez—


3. Philip Livingston, Jr., and Elihu Hall Bay were advisors to Peter Chester.

5. William Marshall and Francis Pousette were planters; William Eason and Rabicaud/Rapicaut were traders.

6. On the seizure of the schooner Dispatch by the American privateer schooner Reprisal, Capt. Joseph Calvert, see the Petition of David Ross & Co. to Gálvez, 11 Apr., above.

7. On the capture at Manchac of the ship Rebecca, John Cox, master, by Willing’s command, see Minutes of the Governor’s Council of West Florida, 2 Mar. 1778. NDAR 11: 490–92.

8. James Elliot and Richard Harrison were residents of British West Florida who served in Willing’s command as lieutenants. See Willing to the Continental Marine Committee, 14 Apr., above.

9. That is, Catholic Majesty’s.


**JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR BEAVER, COMMANDER WILLIAM TRUSCOTT**

1778  
Friday May 1  
The Body of S’t Martins SBE Dist\(^{cc}\) 7 or 8  
Leagues  
Mod\(^{c}\) & Clear W\(^{e}\): at 6 AM Saw a Sail to the W’twd: Made Sail & gave Chace.  
S’t Martins S\(^{o}\) 15 W Dist\(^{cc}\): 27 Legue  
Fresh Breezes & Cloudy, Still in Chace, at 2 PM Fired 2. Swivels & Brought the Chace too, She prov’d to be the *Betsey* Schooner, from Carolina, to S’t Eustatia Took possession of her;\(^{1}\)

D, UKLPR, Adm. 51/93.  
1. Schooner *Betsey*, carrying a cargo of “tobacco, &c.” “A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778,” UKLPR, Adm. 1/310.

May 2

**CAPTAIN JOHN GREEN, CONTINENTAL NAVY, TO ROBERT MORRIS**

*Queen of France* Cape Ann [Mass.]  
Sir  
May Ye 2\(^{d}\) 1778—

I hope this will come safe to Your hand. It will inform You that I saild from Quiberoon Bay February the 25\(^{th}\) under Convoy of 5 Sail of the Line & three Frigates with several Sail bound to America but lost Company the same Night.\(^{1}\) I cant i[n]form You how far the Men of War intended to Convoy Us to the Westward. The Ship *Dean*\(^{2}\) Capt. Nicholson\(^{3}\) Continental Frigate Laden for Public Account & several French Ships were of the Convoy’d— I am orderd by M‘ Ross\(^{4}\) to any Port in the Northern States to apply to the Committee to take My Cargo on Shore, store it, & take Receipts for the same, which done, to proceed with a Packet committed to My Care & directed for You to Congress. This day sent an Express to the Navy Board at Boston\(^{5}\) for orders whether to return land My Cargo here or proceed elsewhere. This Ship has twenty Guns, 6 Pounders & 75 Men all French— as soon as I hear from the Navy board, I shall follow their Directions & forward Your Packet as soon as possible. The Ship *Clementina*\(^{6}\) that was still commanded by Cap‘ Brown was to have joint the Fleet at Quiberoon Bay from Nantz but did not— Permit Me Sir to wait on You as soon as possible & You will much oblige— Sir [&c.]

Jn\(^{o}\) Green

PS— Dear Sir—What is become of M’n Green & My poor little Children. I dread the News & Distress They must be in—
My Compliments to M" Morris and familey a Vesell arrived heare Last knight in 29 days from Bilbo Informs that the Cort of France had orderd all English Ships in there ports to be Stoht, there Routhers⁷ unhung, and satisfactision demmand for the Ships taken by England from France— Lattey also that the french Imbaseter had Left London— I send you by this opportunitie a Coppey of my orders which I shall Compley with as soon as posable—


1. For more on the sailing of the convoy which was escorted by French warships, see NDAR 11: 1052, 1115.
2. Continental Navy frigate Deane.
5. Continental Navy Board of the Eastern Department.
7. That is, “rudders.”

OFFICERS OF CONTINENTAL NAVY FRIGATE RALEIGH TO THE PRINTER OF THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON)

WHEREAS many and false reports, have been industriously and injuriously circulated, respecting Capt. Thompson’s¹ conduct, on the 9th day of March last, when the Alfred, our consort, was taken by two of the enemy’s ships.² And as it is reported, that “the officers on board of the Raleigh disapprove of Capt. Thompson’s conduct during that day,” WE, the Subscribers, do hereby testify, That the above report is false: That his orders during that day’s transactions, were regular, uniform, and consistent with the rules and discipline that ought to be observed at sea, in such cases: That the ship was in every respect fit for action: That every officer and seaman expected to engage: And that our coming to action was prevented solely by the Alfred’s bearing away at such an unseasonable time, and without orders. Why Capt. Hinman³ bore away, when the ships were in such an unfavourable position, and without any signal from Capt. Thompson, we are at a loss to guess. And what renders it still more unfortunate is, we were then going to put about, to stand by the Alfred, and could have got along side of her long before either of the enemy’s ships could have possibly reached within gun-shot of her. That the Alfred’s colours were hauled down so soon after she bore away, that it put it out of Capt. Thompson’s power to relieve her, notwithstanding sail was set on board the Raleigh, with the utmost dispatch.

Every circumstance, as mentioned in his accounts sent to the Navy Board,⁴ and printed in the Boston Continental Journal, of the 30th April,⁵ is absolutely true, just, and impartial: From which account we hope judges will determine between right and wrong, and do justice to the much injured reputation of Capt. Thompson, under whose command we have served with the greatest Satisfaction.

Peter Shores, First-Lieutenant,
Josiah Shackford, Second ditto.
Hopley Yeaton, Third ditto.
Thomas Manning, Master,

Officers on board the Raleigh.

On board the Raleigh, Boston, May 2, 1778.

Massachusetts State, THE above-named Peter Shores, Josiah Shackford, Hopley Yeaton, and
Suffolk County. Thomas Manning, severally made oath to the above-written declaration, by them subscribed; taken at their request, in perpetuum rei memoriam.

Corum. Samuel Pemberton, Justus Paica
Joseph Gardner, at Quorum.

Boston, May 2, 1778.

Independent Chronicle, and Universal Advertiser (Boston), 7 May 1778.
2. For accounts of the capture of Continental Navy ship Alfred by H.M. frigate Ariadne and H.M. ship-rigged sloop-of-war Ceres, see NDAR 11: 575, 596, 708.
4. Continental Navy Board of the Eastern Department.
5. See James Warren to John Gill, Printer of The Continental Journal, and Weekly Advertiser (Boston), 20 Apr., above.

NOTICE OF INTENT TO SAIL OF MASSACHUSETTS PRIVATEER BRIG ANGELICA

THE Privateer Brig ANGELICA, mounting sixteen double-fortified 6-pounders, William Dennis, Commander, will peremptorily Sail in 8 Days from Boston, on a Six Months Cruise against the Enemies of the United States— This Notice is given, that those Persons who have entered their Names for the Cruise, and are Absent, may immediately repair on board the said Brig.¹

Boston, May 2d, 1778.

1. Angelica was captured on 30 May by H.M. frigate Andromeda, Capt. Henry Bryne, commander, which was returning to England with Gen. Sir William Howe as a passenger. Angelica's crew of 98 seamen was taken out, and the privateer set afire. “Report from the British Admiralty Office,” printed in Lloyd's Evening Post, 8-10 July 1778.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE TYRANNICIDE,
CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Saturday May 2nd. 1778—

Latt’d Pº Observ’t 42°.12 N’ [at sea in the latitude of Scituate, Mass.]
Middle Part Moderate— at 6 AM saw Cape Ann bearing NWBW at 7 AM saw a Ship to the Windward under our Lee hauld our Wind to the Northward & Fir’d a Signal for the Snow¹ at 10 AM Close Reeft the Top Sails at 12 on Meridian there came off a Boat from the Shore we hoisted out our Boat and went to them (they being afraid of the Small Pox) and brought a Pilot on Board Latter part Foggy and Rainy
[No observation]

[PM] These 24 Hours begins with a pleasant Breeze at ENE and Thick Foggy Weather— at 3 PM got into Squam² Moored the Bri² with the Snow our Prize at 8 PM Hoisted in the Boat—

D, MSaE, Log of the Brigantine Tyrannicide (Nov. 1777–May 1778).
1. Prize snow Swift, William Pearce, master.
2. That is, Annisquam River, northwest of Cape Ann. For more on Tyrannicide's arrival, see Capt. Jonathan Haraden to Massachusetts Board of War, 3 May, below.

RIVINGTON’S THE ROYAL GAZETTE (NEW YORK), SATURDAY, MAY 2, 1778

NEW YORK, APRIL 27.
The brig lately taken by the rebels and carried into Egg-Harbour, was from Cork
for this port, consigned to Messrs. Franklins, the Masters name, Callan, and now in goal at Trenton.\(^1\)

The number of men now employed in building the Fort at West-Point, amounts to no less than 1500.

Prizes sent in since last week, the snow *Le Francois*, with dry goods, wine, and brandy, from Rochelle,\(^2\) and the schooner *La Loup*, with salt, from Domingo;\(^3\) taken by Lieut. Wright, of the *Dunmore* brig, tender to his Majesty’s ship *Otter*,\(^4\) in lat, 36, 25, five leagues from land.

Also, the sloop *Little Anne*, Capt. Yates, from Bermuda, for Virginia, by the Letter of Marque ship *Levant*, Capt. Martin.\(^5\)

A fine Swedish snow, two French ships of 16 guns each, and a brig, by the *Lizard* frigate, Capt. M’Kenzie.\(^6\)

Two sloops and a schooner, by the *Hotham* tender, Lieut. Hele, outward bound with tobacco.\(^7\)

Two brigs, one from Boston, and the other from Coracoa, by Capt. Venture, in a Letter of Marque out of Augustine.\(^8\) And,

A brig by the *Otter*,\(^9\) and a snow by the *Active* Letter of Marque.\(^10\)

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1. Brigantine *William*, Callan, master, with a cargo of linen and butter. It was captured the last week of March by Capt. James Morgan and others. *New-Jersey Gazette*, 1 Apr. and 23 Apr. The consignees were probably New York merchants Walter and Thomas Franklin.


3. In the condemnation proceedings, this schooner is called *Resource*, Joseph Ratie, master. UKPR, H.C.A. 32/440/11.


7. According to Howe’s Prize List of 30 Oct. 1778, the three prizes of sloop *Hotham*, Master’s Mate Christopher Hele, commander, tender of H.M.S. *Preston*, Capt. Samuel Uppleby, commander, were: sloop *Jane*, George Bruce, master and owner, captured on 18 Apr. while enroute from Virginia to St. Martin with a cargo of salt; sloop *Necessity*, Stafford Dickinson, master, Henry Todd, owner, captured off the Virginia Capes on 17 Apr. while on a voyage from Bermuda to Virginia with a cargo of salt; sloop *Sally*, Jeremiah Hagerty, master, Thomas Adams & Co., owner, captured off the Virginia Capes while sailing from Virginia to Bilbao with a cargo of tobacco. Howe’s Prize List, 30 Oct. 1778, UKPR, Adm. 1/488, fols. 486–87.

8. The prizes of the British letter of marque brig *Hannah*, Capt. Thomas Venture, were the brig *Mary-Anne* (as its name appeared in an advertisement in Rivington’s *The Royal Gazette*, 10 June) or *Mariana* (as its name was given in the condemnation proceedings) and the brigantine *Favorite*. Mary-Anne/Mariana, Jesse Groves, master, was captured on a voyage from Curacao to North Carolina, carrying a cargo of salt. UKPR, H.C.A. 32/306/1; Rivington’s *The Royal Gazette*, 10 June; *The New-York Gazette; and the Weekly Mercury*, 4 May. Massachusetts State trading brigantine Favorite, Nicholas Bartlett, Jr., master, was captured on a voyage from Boston to Charleston, S.C., in ballast. UKPR, H.C.A. 32/330/9; *The Royal Gazette*, 10 June; *The New-York Gazette; and the Weekly Mercury*, 4 May.


**PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO HENRY LAURENS, PRESIDENT OF CONTINENTAL CONGRESS**

[Extract]

In Council

Sir Lancaster May 2d. 1778

I had the honour to receive your letters of the twenty fourth and twenty eighth of April, covering three acts of Congress of the twenty second, twenty third, and twenty fourth ultimo— which have the attention of Council:—

That of the twenty fourth respects the remains of the Crews of the gallies lately employed on the delaware, now reduced to about two hundred privates. These as seamen are desired to navigate the gallies in chesapeak. They are but landsmen; but having been employed for sometime at the oar, are probably tolerable watermen. As their service on the delaware is now at an end, at least while the enemy possess Philadelphia, I have ordered them to be marched up to this place. They may perhaps arrive in eight or ten days. How far the service on Chesapeak may suit with their enlistment or inclination, and what prospect there may be of their usefulness in the business of Congress, I shall be able to determine when they come here. Perhaps they might be as serviceable on the schuylkill and susquehanna as elsewhere, and ready in those situations to resume their former station in case the enemy leave the City. . . . I am sir with much respect [&c.]

Tho Wharton junr. Pres

L, DNA, PCC, item 69, vol. 1, pp. 497–500 (M247, roll 83). Addressed: “on Publick service/Honourable/Henry Laurens Esqr./President of Congress/at York Town.” Notation at the foot of the first page: “Hon ble Henry Laurens Esqr./President of Congress.” Docketed: “N° 102./Letter from Council/of Pennsylvania/May 2. 1778/read 4.—/referred to the com° on Indian affairs/this Com° discharg[ed] May 14/Letter referred to the board of war.” 1. On 12 May, the Continental Board of War wrote Thomas Wharton, pressing the Council for its decision on the transfer of the boatmen. PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. The next day, Timothy Matlack, Secretary of the Council, replied that Wharton was ill—he died on 23 May—and the boatmen had not yet arrived in Lancaster so Wharton could provide no “further answer on this subject until he is informed what disposition they are in with respect to the proposed service.” Ibid. For the Council’s final determination, see Pennsylvania Supreme Executive Council to Col. Robert Galbraith, 25 May, below.

**JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR ZEBRA, COMMANDER JOHN ORDE**

May 78 D° [At Single Anchor Cape henlopen S ½ W° Cape May E ½ S° ]


at Single Anchor Cape henlopen Light house S ½ E 4 miles Mod & hazy PM at 2 weigh° & ran down the bay ½ past 4 came too again with the small bower off cape Henlopen beach in 10

1. The grounded vessel was sloop Hawke, John Burrows, master, 70 tons burthen, with a crew of five.

DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, #32. The Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser of 9 May reported that Hawke belonged to “Messrs. Moore and Neal of New-York” and had accompanied a large fleet of forage transports coming from that city.

2. Orde seems to be saying that Zebra fired a total of twelve balls from its six-pounders, a number of rounds of grape shot from its ½-pounder swivel guns, and small arms fire, probably by the Zebra’s detachment of Marines. In his testimony before the Court of Admiralty, John Burrows recalled that while the cargo of Hawke was being unloaded “a Sloop of War came down and anchored but a little better than a Musket Shot off with two Boats astern, and fired Several Shot which hindered them from working for some time. Upon this Captain [Daniel] Murphy [of the Delaware privateer sloop Adventure] ordered this Witness up to the Light-house and Major [Henry] Fisher [of the Delaware State militia] ordered his Men under Cover of a Schooner ashore there.” DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Captures, no. 32. Another witness remembered that Zebra “kept up a constant Firing for above an Hour, and did not quit ‘till was Sunset.” Ibid.

3. In a letter to Thomas McKean of 8 May, Gov. Caesar Rodney of Delaware reported that Hawke was “Richly Laden With Wine, Spirits, Porter, Cheese and a Great Quantity of Dry-Goods. The Cargo is all Saved and Supposed will Sell for Sixty Thousand pounds.” Rodney Letters, p. 268.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the second day of May 1778.—

Present.

Mr Whiting. Mr Travis and Mr Lewis.—

Mr Jesse George has leave of absence from his duty on Board the ship Dragon till saturday next.—

Ordered that Mr William Holt, deliver to Lieutenant John Thomas one Six inch Cable for the use of the Protector Galley.—

Lieutenant John Thomas received Orders to proceed with the Galley under his command to Mobjack Bay, there to remain for the protection of the Trade and Inhabitants against the enemies tenders or Vessels of War, which he may be able to repel. He is to be careful and vigilant in the discharge of this duty as well as preserving good Order and regularity among his men.—

Mr Isaac Mercer of the Boat Nicholson, received Orders to call on Mr Holt and take on Board a quantity of Bread, flour and Shot, for the use of the ship Casewell, which he is to proceed with as expeditiously as possible to Suffolk, and deliver to Mr William Cowper of that place, taking a receipt for the same together with the Rudder Irons you have for the Washington building at the South quay shipyard.1

This Board doth recommend to his Excellency the Governour and the Honourable the Council, Mr John Throll2 as a proper person to be appointed a Lieutenant in the Navy of this State.—
Bill of Sale between Don Bernardo de Gálvez, Governor of Spanish Louisiana, and Captain James Willing, Continental Army, and Oliver Pollock

Como Comisionados q\textsuperscript{e} somos por el Honorable Congreso de los Estados unidos de la America del norte para receivir el S\textsuperscript{e} D\textsuperscript{e} Bernardo de Galvez, Cavallero de la R\textsuperscript{i} y distinguida Orn de Carlos terzero, Coronel de los R\textsuperscript{s} Ex\textsuperscript{os} Gov\textsuperscript{e} y Comand\textsuperscript{e} gen\textsuperscript{t} de la Prov\textsuperscript{e} de la Luisiana, los generos y efectos que estaban depositados en esta Ciudad para el Servicio de dhos Estados unidos, Certificamos havernos entregado de los q\textsuperscript{e} abajo se expresan á los que condicionalm\textsuperscript{e} se les han fijado los precios corr\textsuperscript{ex} en dha Ciudad en esta forma.

<table>
<thead>
<tr>
<th>Piezas</th>
<th>Ýmporte en Pesos fuert\textsuperscript{e}</th>
</tr>
</thead>
<tbody>
<tr>
<td>222..p\textsuperscript{s} de Paño Azul con 4572 oras\textsuperscript{2}</td>
<td>293..6182.on\textsuperscript{s} à 3, p\textsuperscript{s} 180546...=</td>
</tr>
<tr>
<td>71..dh\textsuperscript{a}s de Blanco con 1610...yð</td>
<td>151..3592.on\textsuperscript{s} à 6, r\textsuperscript{s} p\textsuperscript{a} 20694...=</td>
</tr>
<tr>
<td>293..</td>
<td>382..grues\textsuperscript{a} de boton\textsuperscript{e} grand\textsuperscript{c} à 2, p\textsuperscript{s} 0764...=</td>
</tr>
<tr>
<td>421.Yð de Pequeños à 1, p\textsuperscript{s} 0421...=</td>
<td>5..Cajas de quina con 500 v\textsuperscript{s} à 2 ½ p\textsuperscript{s} 10250...=</td>
</tr>
<tr>
<td>300..Fusiles à 6, p\textsuperscript{s} 10800...=</td>
<td>20..enserados de carga à 4, p\textsuperscript{s} 0080...=</td>
</tr>
<tr>
<td>890..Cinturomes à 4, r\textsuperscript{s} 0445...=</td>
<td>990..Cartucheras à 1 p\textsuperscript{s} 0990...=</td>
</tr>
</tbody>
</table>

De cuyos efectos nos hacemos Cargo Como que los hemos recivido, cuyo importe asciende selon los citados precios à que condicionalmente se han estimado por ser corrientes en el Pais, à la cantidad de veinte y seis mil novecientos noventa p\textsuperscript{e} fuertes, pero siempre que dhos Generos tengan de costo mas, quedamos responsables de lo que fuese, pues dhos precios se han puesto condicionalm\textsuperscript{e} de no tener el dho S\textsuperscript{o} Governor a\textsuperscript{vo} noci\textsuperscript{a} alguna q\textsuperscript{e} le indique el fijo à que se deban pasar, y nos obligamos à dar quenta à ntr\textsuperscript{o} Amo el Honorable Congreso para q\textsuperscript{e} este disponga su pago, en los terminos q\textsuperscript{e} Juzgase mas Conveniente, y para que Con este damos el presente

Nueva Orleáns, 2 Mayo 1778

Jacobo Wiling, Capitan al Servicio al Servicio de los estados Unidos
Olivero Pollock, Agente por los Estados Unidos

[Translation]
As commissioners of the Honorable Congress of the United States of North America we have received the goods deposited in this city for the service of United States from Señor Don Bernardo de Galvez, Knight of the Distinguished and Royal Order of Charles III, Colonel of the Royal Armies, and General Commander and Gover-
nor of the Province of Louisiana. We certify delivery of the items expressed below to which current prices have been conditionally set in this city in the following manner.

**Pieces**

<table>
<thead>
<tr>
<th>Items</th>
<th>Amount in Pesos Fuertes¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>222..pieces of blue cloth with 4572 oras²</td>
<td></td>
</tr>
<tr>
<td>71..pieces of white cloth with 1610 ditto</td>
<td></td>
</tr>
<tr>
<td>293..</td>
<td>6182 oz at 3 peso 18,546</td>
</tr>
<tr>
<td>151..pieces of serge with 3592 oz</td>
<td>3592 oz at 6 royal 2,694</td>
</tr>
<tr>
<td>382..gruesas³ of large buttons</td>
<td>at 2 pesos 764</td>
</tr>
<tr>
<td>421..ditto of small buttons</td>
<td>at 1 peso 421</td>
</tr>
<tr>
<td>5..Boxes of quinine with 500 p⁴</td>
<td>at 2½ pesos 1,250</td>
</tr>
<tr>
<td>300..Rifles</td>
<td>at 6 pesos 1,800</td>
</tr>
<tr>
<td>20..tarps to cover munitions</td>
<td>at 4 pesos 80</td>
</tr>
<tr>
<td>890..Belts</td>
<td>at 4 reales 445</td>
</tr>
<tr>
<td>990..Cartridge pouches</td>
<td>at 1 peso 990</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>26,990 pesos</td>
</tr>
</tbody>
</table>

We take charge of these items which surpass the conditional pricing set in this country at 26,990 pesos fuertes. We understand the Governor does not have a list of current pricing. We agree, then, to notify our lord, the Honorable Congress, to pay the difference as it may see fit if any of the goods have a higher cost than that which was set conditionally.

New Orleans, May 2, 1778

James Willing, Captain at the service of United States

Oliver Pollock, Agent for the United States

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**Journal of H.M. Ship-Rigged Sloop-of-War Beaver, Commander William Truscott**

May 1778

S' Martins S° 15 W Dist’ce: 27 Legue

Saturday 2

Fresh Breezes & Cloudy, at 6 AM Saw a Sail to the S’W Got Gave Chace, at 11 AM. fir’d 3 Shot, & Brought The Chace too, found her to be the Ranger Schooner from Guadaloupe to Boston, took possession of her.

D, UkLPR, Adm. 51/93.

1. Schooner Ranger, carrying a cargo of “molasses, &c.” “A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778,” UkLPR, Adm. 1/310.
May 3 (Sunday)

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]
My dear Sir/

... I immagine Mr. Deane must by this time be with you he pass’d through this Town 16 days ago— Mr. Carmichael arrived here the first instant in the Deane, Capt Nicholson he will be with you by the time this reaches you, with a duplicate of the dispatches bro’ by Mr. Deane, I have been favor’d with a short conversation with this last Gent which has afforded me much pleasure satisfaction tho’ it gives me pain to find a disunion among certain Gent in Europe. I hope effectual measures will be adopted taken to heal those differences Sores,— You will have a much better opportunity of knowing Mr. Carmichael then I have had. If I am not mistaken in Mr. Carm’s Character, he merits particular attention ’tho you’ll have a much better opportunity of knowing him then I have had— I understand the Deane has 10000 suits of Soldiers Cloathes on board, I am fearful that two ships loaded with Cloathing which sail’d in company with her have fallen into the Enemies hands but sho’d that be the case the loss is not so great will not be so much felt now as it would have been some time ago.— Marine affairs seem to be in a bad situation & I am fearfull ever will be, while those who are concern’d have the conducting them are concern’d in privatering when a man has the management of Public Business that millitates in the least degree with his private interest it is no difficult matter to determine which must give place the servants of the public sho’d be well paid but then their whole attention should be employed given to the service of their imployers.

Df, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). The writer and recipient are determined from the letter’s contents. Whipple and Bartlett were both New Hampshire delegates to the Continental Congress with demonstrated interest in the Continental Navy and maritime affairs. Whipple served on the Continental Marine Committee during 1776, attending Congress from 16 May to 31 Dec. 1776. Bartlett was appointed to the same committee on 27 May 1778, attending Congress from 1 June to 3 Nov. 1778.

1. Simeon Deane.
2. William Carmichael.
4. The American Commissioners in France.
5. The two ships referred to are the Continental Navy frigate Queen of France, Capt. John Green, commander, and ship Henrietta, Patrick Brown, master. Ship Henrietta was unable to join Deane’s convoy but arrived at Boston 4 May. Frigate Queen of France arrived safe at Cape Ann, Mass. about 2 May. See Capt. John Green to Robert Morris, 2 May, above.

MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY, TO HENRY LAURENS, PRESIDENT OF CONTINENTAL CONGRESS

[Extract]
Most Respected Sir,—

... There are Seven vessels of war & Two Galleys Stationed in the Following manner viz The King Fisher & Two Galleys in the East passage at Little Compton, in the Main Channel the Flora & Juno, in the West Channel The Somerset, & at the Town the Nonsuch, the Lark, the Venus Strombolo Surprize & a Frigate the Name of which I have not Learned. This Disposition of their Shipping was made to Entrap Cap’ Whipple in the Providence Frigate but on the night of the 30th ult he Took the
advantage of a violent north East Storm, passed them under a Heavy Fire which he warmly Returned & got Safe to Sea— . . . as The number of Troops Destined to this Department will be So incompetent to Defend against a Sudden Attack I Wish That the two State Galleys if properly fixed would be of great Advantage I have applied to the Council of War upon the Subject who Seem Rather Inclined to Dispose of them to the Continent than to fix & Man them for Service I Therefore beg Leave to Submit to Congress whether it would not be for the good of the Service to purchase & Fix them for guarding those places which are most Exposed particularly the Rivers of Taunton and Warren. . . . I have the Honor to be Sir [&c.]

Jn° Sullivan


3. Newport, R.I.


7. Rhode Island Council of War.

JOURNAL OF RHODE ISLAND NAVY Schooner-rigged armed galley Spitfire, Captain Joseph Crandall

May 1778

Remarks at Fall River, [Mass.] 1778.

Sunday 3d  This 24 hours wind at SW., fair weather apprehended, Parker Borden, & Gideon Borden, as enemys to the United States of America in wishing the Spitfire, Blound up¹ as the Ship Lately, (the Randolph)² with 300 men on Board, Sent those Traytors, to Tiverton, PM., on Moord³ came to Sail and Beet down to the Mount at bristol⁴

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

1. That is, blown up.


3. That is, unmoored.

4. Mount Hope at Bristol, R.I.

CHARLES WALLER TO GOVERNOR NICHOLAS COOKE OF RHODE ISLAND

Sir Newport [R.I.] 3d May 1778

I have just received yours of the 1st Inst:¹ and agreeable to your request I send You Alexander Sheldon² Mess Brown,³ Dunton,⁴ Peck,⁵ Rogers,⁶ William Guthridge & Aaron White, the two latter being Seamen belonging to the Warren⁷ as you desire.

In respect to the situation of the Prisoners under my Care I can only observe every possible assistance is afforded them; and that no attention that can be given is neglected; some of those the Orpheus lately brought in having the small Pox,⁸ have
been sent to our Hospital instead of the pest House that better Care may be taken of them, and with regard to the Exchange of the 34 or 35 at Boston I am directed to acquaint You that I will deliver an equal number agreeable to their Rank so soon as you can forward them to me, which I shall have pleasure in doing as it will be the means of accommodating those that remain in a much better manner. I am Sir [&c.]

Cha's Waller

L, R-Ar, Letters to the Governor (1778), vol. 12, p. 78. Addressed at foot: “N ichs: Cooke Esqr:”
1. See Gov. Nicholas Cooke to Charles Waller, 1 May, above.
2. Sheldon was a seaman in Massachusetts privateer brigantine Reprisal, James Brown, commander, taken by H.M. frigate Unicorn. “List of American Prisoners at Rhode Island, April 29th. 1778.” above.
3. John Brown was a passenger in the merchant ship Chelsea, taken by H.M. frigate Ariel. Ibid.
4. Isaac Dunton was master of Massachusetts privateer Reprisal, taken by H.M. frigate Unicorn. Ibid.
5. Benjamin Peck was master’s mate of Massachusetts privateer schooner True Blue, Laurence Furlong, master, taken by H.M. frigate Venus. Ibid.
6. James Rogers was a volunteer in Continental Navy frigate Warren. Ibid.
8. Continental Navy officers and seamen who were sent on board ship Neptune as prize crew by Capt. John Burroughs Hopkins, commander of frigate Warren.

CAPTAIN JONATHAN HARADEN, MASSACHUSETTS NAVY,
to MASSACHUSETTS BOARD OF WAR

Squam [Mass.] On Board Brig¹ Tyrannicide May 3, 1778

Gentlemen

Yesterday Morning standing in for Thachers Island¹ I discovered a Frigate just under my Lee & it being very thick Weather I thought it most prudent to go into Squam² which is a safe Harbour to lay in—but exceeding difficult getting out and when I shall get out is very uncertain. I have taken on Board a very good Pilot and shall embrace the first Opportunity to get out—

Gentlemen I have been very unfortunate ever since I left Home my People have been Sick more or less ever since I left Casco-Bay the Vessel has not been free from Sick some being Sick a single day the whole Cruize—I was Obliged to leave several Sick at Martineco some with Fevers & others with the Small Pox—and to crown all my Misfortunes the Day that I left Martineco I had a man taken down with the Small Pox which Obliged me to Innoculate all those that had not had the Disorder which were about 30—I have buried three and now have some very bad with it—and several others Sick with Fevers near 50 in the Doctor’s List which makes me very weak handed

In a Gale of Wind I was parted from Cap¹ Sampson³—and being in such a Weak Condition I consulted my Officers & they were unanimous that in our Sick & Weak Condition it was most Prudent & proper to make the best of our Way Home seeing we were Parted from our Consort that if we should meet with any Armed Vessel we must fall a Sacrifice to them—

In Latt⁴ of 37...30 [North] I fell in with a Snow⁴ from Bristol laden with Flour &ca. as you will see by a Copy of the Manifest which I took & have brought in here with me before I boarded the Snow the Master threw all the Papers & Letters over board— I would beg you to write me what I shall do with the Sick that I have on Board whether I shall land them that have the Small Pox on Rainsford Island or leave them at Marblehead as the most of them belong there that have the In-
fection—Would also beg the Favour that you wou’d send me some Money by the Bearer to pay the Expences I shall be at in this Place as I am Obliged to get Fresh Provisions for the Sick—I should have come myself but being very unwell (ever since I came on Soundings) prevented it I have Gentlemen the Honor to be [&c.]

Jonas Haraden

1. Thacher I. at Cape Ann.
2. That is, Annisquam harbor, northwest of Cape Ann. See Log of the Massachusetts Navy Brigantine Tyrannicide, 2 May, above.
4. Snow Swift, William Pearce, master. For more on this capture, see Log of the Massachusetts Navy Brigantine Tyrannicide, 28 Apr., above.
5. On 5 May Haraden landed 25 seamen with smallpox on Rainsford I., the quarantine island, in Boston Bay. MSaE, Log of the Brigantine Tyrannicide, Nov. 1777–May 1778.

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

[Extract]

Sunday 3d. [May, 1778] . . . A fine Galley, on the Model of a Turkish row galley was launched this week, She has an eighteen pounder in the prow, two brass three’s on deck, & one in the Cabbin, rows thirty two oars & is Called the Huzar.¹ She was built by direction of Oswald Eve² a Man of Strong mechanical powers, & is now preparing hulks with purchases to weight the Cheveaudefrize frames & Clear the Channel of the River³. . . .

¹ In his journal, John Montresor recorded that the H.M. galley Hussar was launched on 22 April. See Journal of Capt. John Montresor, British Engineers, 22 Apr., above.
² Probably Pennsylvania Loyalist Oswald Eve.
³ In this confusing passage Parker is saying that Eve was preparing sheer hulks, or vessels with a strengthened mast capable of supporting a purchase, which was the name given by sailors to any sort of mechanical power employed to raise or remove heavy bodies such as another ship’s masts. The modern equivalent would be a floating crane. These sheer hulks were to be used to raise the chevaux-de-frise in the Delaware River. These chevaux-de-frise had been placed there by the Americans as defensive works. They were rock-filled wooden frames on which sharpened timbers had been set at an angle and were intended to tear open the hulls of enemy vessels.
John Langdon Esq. To James Hackett—2
for the Seventy four Gun Ship building for the Continent—3

1777

May 20 To my Service From the date 272 days @ 28/- £380..16..0
up to ye 4th May 1778—
To Expences in procureing timber & Plank
from Novr. 1777 to May 1778 Include some Bills pd } 125..10..—
To Horse hire &c } 50.. 0..—
Novr. 8 To pd sundry Bills Bringing down timber
And 17 days work cut & hall 27..15..—
To paid Peter Dearborn \pound{} Bill 25..10..—
To pd Joseph Cram 7 Tons Timber \pounds{} D° 14..14..—
To paid Ben. Stevens for Plank 25..10..—
To 14 Tons Timber Supply’d 29.. 8..—
To pd Abra Sanborn for Timber 17.. 5..—
To pd Joseph Hall for ditto 14.. 8..—
To pd Jon Amory for ditto \pound{} Bill 32.. 0..—
To pd Wm Saavey for ditto 3.. 8.. 0
To pd Tho Sanborn for ditto 8..15..— 374.. 6..
To pd David Hall Board for carpenters 12..10..—
To pd Nath Gorden hall for Timber 15..16..—
To pd Wm Hackett cut for Timber & Board 40..14..—
To pd Jon Nelson ditto 17.. 4..—
To Josiah Beal ditto 7..11..—
To pd Anthony Stickney for Timb for bill 24..—
To pd Theo. Gilman for Spikes 2.. 2..—
To pd Giddings & Gilman for Plank 2..10..—
D. PHi, John Langdon Papers. John Langdon was Continental Agent for New Hampshire and therefore was responsible for superintending the building of the 74-gun ship at Portsmouth, N.H.

1. The date and place are taken from internal evidence.
2. James K. Hackett was the builder of the 74-gun ship on Langdon’s I.
3. This ship of the line was later named America. For more on its construction, see N DAR 7: 223–24; 9: 739; 11: 494, 661 and 841.
4. William Hackett, James Hackett’s cousin, was the master shipwright and foreman of the shipyard.
Sir

Newbury Port [Mass.] 4 May 1778

we Should have wore1 You before but have been obligd2 to Make another Journey into the Countrey to secure the Stuff2 which was Nessary for the Building the Ship3 haveing been Disappointed of Some which we Expected to have had have now Inga[g]d as we aprehend Suffisient

about thirty Good hands will be Do4 be had in A few Days but as Yet Can't make any other Terms with them than what others Give and so as they Can Live by and they say they Desire no more

with these men we think the Ship may be Launchd by the first of October and Perhaps something sooner

as to any Proposals for our servises we Cannot think of any other way (in this Fluctuateing State of things) than th[is] viz that we will Purchase and agree for Every thing which You Choos[ed] should as to the Hull on the Best terms we Can Manage Building the Ship Take the whole Care Agree & Look after all the tradesmen Setle all accts Pay all Bills You Furnishing us with Money and allow us ten ¾ Cent which we think is as Little as we Can do it for— or if You Can think of any other Method to Give us A Reasonable Reward for our servises we Shall be willing to do it it will be Nessary to Know the Dimentions soon and that the Stuff be Got up into the Yard which now lays afloat— Some Ropes will be Nessary to secure it for the Present which Pleas'd to send the First opportunity we are &c.

Greenleaf Cross & Cross


1. That is, wrote.
2. That is, timber.
3. The ship (frigate) was named Protector in 1779. For more on her construction, see Acts and Resolves of the Massachusetts General Court, 21 Apr., above.
4. That is, "ditto," meaning sufficient.

ACTING LIEUTENANT SAMUEL CARDOLL, CONTINENTAL NAVY, TO NATHANIEL SHAW, JR.

Sir

Boston May 4th 1778

By Mf Jabez Smith1 I take the Pleasure to acquaint you, that I arrived here with the Brig Resistance2 on the 2d Inst after a tedious passage of 36 Days from Martinico, during which time we have experienced the greatest difficulties, having had the misfortune of bringing the Small pox from Martinique, by which contagious distemper we have lost 20 men during our passage— On the 23d Ult in the night we fell in with an Enemy's frigate, who made us come under his Lee, but by our pretending to be freinds, & the wind & weather favouring us almost unexpectedly we got clear of him, & next day put into a harbour 15 Leagues to the westwd of Halifax where we refitted ourselves with wood & water— We have likewise been chaced by different ships for eight days, but by the help of Providence have luckily escaped them all—

I have nothing further to add as Lieut Smith will inform you of every particular— I have the honour to be Sir [&c.]

Sam Cardoll3—
L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11. The addressee is a conjecture, based upon his purchasing and fitting out of Continental Navy brigantine Resistance and his personal acquaintance with its officers.

1. Jabez Smith was a lieutenant in the Continental Marines on board Resistance.
2. Continental Navy brigantine Resistance was commanded by its first lieutenant, William Leeds, who succeeded to command upon the death of Capt. Samuel Chew on 4 Mar. 1778.
3. Cardoll (sometimes misspelled Cardal or Cardwell) was originally a mate on Resistance but appears to have been made acting lieutenant upon Chew's death. He was promoted to lieutenant on 15 Aug. 1778 by the Continental Marine Committee. DNA, PCC, item 37, p. 473.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston May 4th 1778

I have the pleasure to acquaint you that Cap't Patrick Brown has this Hour anchor'd in this Port, in the Ship Henrietta, formerly the Clementina after a passage of nine Weeks & two Days from Nants, the Number of Packages under the marks you have here inclos'd, the Cap't appears to be very anxious to have his Ship unladed, as he is suspicious some Goods in the Bottom are wet, I shall therefore begin to unlade her to Morrow, shall take them into our Ware houses where we have a Guard ev'ry Night & shall wait your further Orders. Cap't Brown appears to be very solicitous that his Family may be got from Philadelphia before it is known he is arrived, being apprehensive they wont let her out afterward, he hove overboard his Invoices being in Possession of the Enemy a very considerable Time, he left Nantes five days after Nicholson & Green left Port L Orion the former has arrived at Portsm the latter at Cape Ann. The Signals are now out for several Vessells which we suppose to be part of that fleet he tells me his Orders from Mon' Ross was to see you as soon as Possible. I think it probable she may be unladed by Saturday so that he may set out a Sunday—

The Calling in of our State money, & the Scarcity of Continental has Occasioned a great Check in the Sale of Goods lately the french fact[i]on Complain aloud any Services I can Render you in the Sale of this Cargo you may freely Command me being &c &c

Your Cap't tells me he has Eleven men on board at 40/ P Month. Since I finishd the above Cap't Brown tells me Cap't Green is principally Loaded to you your Letters by Green comes by this Express

Yours J. B.

V G.— 117. Bales
27. Chests
33. Bales
M. 243 Ditto
R. 196— Ditto
A S. 18— Ditto
162 Piggs Lead


1. Henrietta departed from Nantes about 23 Feb. and joined an American convoy in Quiberon Bay, including Continental Navy frigates Deane and Queen of France, Continental Navy sloop Independence and merchant ship Two Friends (or Trois Amis). The convoy sailed from Quiberon Bay on 25 Feb. and was escorted by a French squadron commanded by Chef d’Escadre Chevalier Toussaint-Guillaume de La Motte-Picquet as far as the Azores. For more on her departure from France, see NDAR 11: 1044, 1052.
GEORGE WILLIAMS TO TIMOTHY PICKERING, JR.

[Extract]

D' Sir at Boston May 4. 1778

. . . a Ship at portsmouth from France with Cloathing1 one at Cape Ann,2 one arrived hear3 with d4 (and a Ship, Snow & Brig in sight,[]) Capc Harreden5 Ar-

rived with a prize snow from Bristol6 with Flour salt &c for New york, the Brig Lyon Warren,7 arrived at salem, taken a Brig from Bristol8 left her 5 days ago, the Ship Cumberland9 Arrived hear, with a Ship from England with Coales &c for the Army,10 a prize at portsmouth with Beef &c. belong to a priverter of Newbury port— on the Whole privertering turns out but poorly, and our Marchantmen mostly taking, and Trade is all most over with ours, as we have Nothing to send in our Vessels but Lum-

ber,— I wish it was entirely over, orders is gon out for men for Genl Washington’s Army & for the north river11 and am very Sorrow our Cuntry men is So Backward, but hope the good News you have by Mr. Dean12 Some days past from hear is with you, and Old England I beleve is got into Bad Bread for Mr. French man at Last is put a Trick on them in declaring our independant,— now for Continental Ships in this Harbour, the Ships Warren,13 Rawla,14 Two Brigs[,]15 The Brave hindman16 of the Alfred is Taken by the Nelect of Capc Thomson, all the men that is got home from the Alfred, Saye if Capc Thomson17 had come down thay would have Taken ye Two English ships18 in one hours engagement. I wish some care might be Taken When Officers are appointed, and so the navy of the Unit[ed] States may not be in disgrace. Some Spur is wanted hear to git the Ships to see as now is the Time for them to be at see, I hope Soon to have the pleasure of Seeing you as your wife Told me you ex-

pect to be at home Soon, Farwell

George Williams

P S

Excuse this for the man is in waiting Yp G W

2. Continental Navy frigate Queen of France, Capt. John Green, commander, which arrived at Cape Ann on 2 May.
3. Ship Henrietta, Patrick Brown, master, which anchored at Boston on 4 May. See John Bradford to Robert Morris, 4 May, above.
4. That is, clothing for the Continental Army.
5. That is, Capt. Jonathan Haraden.
6. That is, snow Swift.
7. Massachusetts privateer brigantine Lyon, Benjamin Warren, commander.
11. That is, Hudson River.
12. Simeon Deane, carrying copies of the Treaties of Amity and Commerce with France.
Last Friday the *Dean* frigate,1 Samuel Nicholson commander, arrived at Portsmouth from France.— She had nine weeks passage, and has brought a valuable cargo, consisting of 12000 suits of cloaths for the army, compleat, a large quantity of copper, tin and lead, besides many other valuable articles. Capt. Nicholson, on his passage, took two prizes, one he manned and sent to port with fruit, the other he destroyed. He brought the following gentlemen passengers, Mr. William Carmichael of Maryland,2 Mr. Stephenson of ditto,3 Mr. Holker of France,4 Mr. Henry Newman of Boston, Mr. Thomas Cushing, jun. son of the hon. Thomas Cushing, Esq.5

Saturday Evening an Express arrived at the Navy Board, with an Account of a large French Ship being arrived at a Neighbouring Port, with Cloathing.6

Yesterday Captain Willson7 returned from a Cruize. We hear he has taken a Sloop from Jamaica, laden with Rum,8 and retaken a Schooner belonging to this Port, which may be soon expected.

On Thursday last, the *Lovely-Lass*,9 the first Spring Ship, bound from London for New-York, (missing her Port) was safely conducted hither by Part of the Crew of the Privateers *American Revenue*10 and the *Revenge*,11 both belonging to Connecticut, who fell in with her 12 Days after they sailed. Her Cargo consists of the following articles, viz. 255 Bales Dry Goods, 300 Barrels Flour, 300 Casks Porter and Wine, 66 Chests Tea, and 65 Puncheons Rum.

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1. Continental Navy frigate *Deane*.
2. William Carmichael.
4. Jean Holker. For more on Holker, see Benjamin Franklin Papers 26: 413.
5. Thomas Cushing was a member of the Massachusetts Council.
9. Ship *Lovely Lass*, Andrew Waid, master. For more on its capture, see Capt. Samuel Champlin, Jr., to Nathaniel Shaw, Jr., 1 Apr., Patrick Moore to Nathaniel Shaw, Jr., 23 Apr., and Josiah Waters to Nathaniel Shaw, Jr., 30 Apr., all above.

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BRIGADIER GENERAL JOSEPH OTIS, MASSACHUSETTS MILITIA, TO MASSACHUSETTS COUNCIL

Barnstable [Mass.] May 4th. 1778—

May it please your Honours

I beg Leave to represent the Scituation of this County1 and to ask for some Directions of my Superiours in Office, as my Scituation requires me to do—

The Scituation of this County is such that from Chatham to Bedford2 we have British
Shipping, who have Stopt all passing by Water, and are so bold that they Anchor frequently In Woods’s hole, Quicks Hole and off Highannos; and take every thing that Passes, and am Informed they are Striping the Islands of the Stock, which will be a publick loss, and a benefit to our Enemies, and as there is been a Company of Soldiers stationed at Nashawn whose time is up and they are dispersed, I think (with Submission) it Absolutely Necessary to have that Island Gaurded especially as there is a Number of Cannon belonging to the Publick there, that must fall into the Enemies hands and give them Possession, Which must Intirely Stopt the Navigation of the Sound and Dartmouth Bay, Which had we the possession of the Island would in a very great measure be S[ topped ]

I have Ordered a Party of Militia on the Island till further Orders from the Councell; promising to do all in my power, that they shall be paid for their time; what the Court shall think proper, the men will not tarry but a few Dayes—

I think our Scituation is such in this County, that we want at present as much Gaurding as any place; when the Enemy are within Shott of many of our houses; and as there is a requisition for Seventy militia to march to Providence and Leave their own property Exposed they think hard, and Causes much Uneasiness— If your honours could Order those Men to do duty here where the most Danger is, till further Orders of Court, I should think it for the Publick safety—

I am far from saying a word that this Brigade should not do their proportion to the Generall and Rightious Opposition we are Ingaged in, and as I am knowing to the Amazing drein of men for the navy Department, I am sure there is not a County in this State so Scarce of men— Add to which we are Constantly in danger from a Sett of vile Internall Enemies amongst ourselves— But all I ask is to gaurd the publick and do duty where most wanted— I send this by express and Wait your honours Orders with Cheerfullness and all due Obedience—

your honours humble Servant

Joseph Otis

NATHANIEL SHAW, JR., TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gentlemen

I have Purchas’d a Q° of Duck and Cordage for the Continent and am largely in Advance for the Ship Trumbull. I have now an Opportunity to dispose of a Bill on Congress for Twenty Thousand pound Lawfull Money, and
Shall Esteem it as a favor if you will draw in my favor for that Amo. I intend in a few Weeks to wait on the board with my Accotts.against the Marean Committe Untill then I am Gentlemen [&c.]

Nathl. Shaw Junr.


1. Continental Navy frigate later named Confederacy.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO COMMODORE ALEXANDER GILLON, SOUTH CAROLINA NAVY

Sir— [York, Pa.], 4th May 1778.

Your favor of the 4th. March reached me the original about the 14th. Copy on the 21st. April I should have hoped, the Commercial Committee had long before that time give you their determination on the proposed plan for importing goods— why the necessary measures had not been pursued on our part in due time I cannot tell— probably some delay was occasioned by the lowness of our Treasury, there were calls from every Quarter for Money & every department had Suffered exceedingly from want of supplies in due time— but I remember to have heard a Gentleman say, who came to Town after you had left us that had he been present the bargain with you should not be concluded, his reason was, a failure on your part in a former contract when you promised to go to Europe in person, & sent an Agent in your place & that the Accounts of that transaction remained unsettled—

This is all I know of the subject— I cannot doubt your having heard fully from the Committee, but my hands are so effectually or perhaps with more propriety, actually, employed in my own duty, that I have not time, nor would it be pleasing to those Gentlemen that I should further interfere than, to remind them now & then of the necessity for writing to you— I sincerely wish you success in your maratime engagement, the Noble part which France has taken in our quarrel with Great Britain will Smooth your road— I have the honour to be &ca


2. On 25 Oct. 1775, Gillon had entered into a contract with the Secret Committee of the Continental Congress—forerunner to the Commercial Committee—to export up to £20,000 worth of “produce and manufactures” from the United States to “Holland or other European markets,” and to purchase military supplies with the proceeds. Laurens Papers 10: 541–42.
3. Because of his appointment as Commodore of the South Carolina Navy, Gillon was unable to carry out the terms of the contract and therefore on 31 Mar. Congress resolved that “it would be inexpedient to proceed” with the agreement. JCC 10: 298. On 25 June, Gillon wrote Laurens justifying his not having fulfilled the contract. Laurens Papers 13: 515–17.

JOURNAL OF H.M. FRIGATE APOLLO, CAPTAIN PHILEMON POWNOLL

May 1778
Monday 4.

Cape Henlopen W½S 92 Lg

at 5 AM out 2d. reef Topsails, at noon the above Fleet in Sight
South part of Nantucket N57W. 18 Lg.
First part Mod[e] breezes and hazey, remainder Fresh gales and Cloudy, at 2 PM saw a Sail NE. made Sail and gave Chace, at 7 it being Calm, hoisted out [the] Boats, and sent them manned and Armed to the Chace, a Sloop, at 8 a Smart Firing between the Boats and her, supposed her a Privateer, at 10 the Barge and Longboat returned, the Officer of the Longboat wounded, burned a false Fire as a Signal for the Cutter, which came on board with one of her people wounded. ²

D, UkLPR, Adm. 51/52, part 2, fol. 13.

1. The fleet referred to was a convoy of thirteen ships from Delaware River bound to England escorted by the armed ships Nottingham and Two Sisters.

2. Apollo lost sight of the privateer sloop during the night.

COLONEL CHARLES COTESWORTH PINCKNEY, CONTINENTAL ARMY, TO BRIGADIER GENERAL WILLIAM MOULTRIE, CONTINENTAL ARMY

DEAR GENERAL,

Savannah, [Ga.] May 4th, 1778.

From every appearance here, it is probable we shall have something to do. The design of the Hinchenbrook, Rebecca, and the other vessels that were lately taken,¹ was to attack Sunberry, while General Provost² with some Augustine troops,³ penetrated into and ravaged the interior parts of this state; but the capture of those vessels has, I believe, considerably damped their ardor: they, however, yet maintain their advanced post on St. Mary’s, and, from a letter of Brown’s,⁴ mean to maintain it. On board the Hinchenbrook was found three hundred suits of clothes belonging to my regiment, which were taken in Hatter:⁵ these, I presume, were intended for the insurgents. We have been in daily expectation of the arrival of the row-galley⁶ with the ammunition and stores, but it is not yet come. The General⁷ has countermanded your order relative to the waggons; has ordered me to take them on with me; indeed, we could no possibly do without, for they will be as necessary to us from Savannah to Alatamaha and St. Mary’s, as they were from Charlestown to Savannah.

I am, &c.

CHARLES COTESWORTH PINCKNEY.


1. On the capture of H.M. armed brig Hinchenbrook, East Florida armed sloop Rebecca, and an unidentified watering brig by American forces, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., above.


3. That is, troops stationed in St. Augustine, East Florida.


5. Presumably, Pinckney was referring to the South Carolina privateer snow Hope, John Hatter, master, which was captured off Port Royal on 2 Nov. 1777 by Hinchenbrook and Rebecca. See Howe’s Prize List, 23 Apr., Appendix F.


Captain Harmon Courter to the American Commissioners in France

Gentleman

Boston May 5th 1778—

I have the Pleasure to in forme You Of Our Safe Arivle At Boston After Apassage
Of 7 Weeks And 2 Days We had Nothing but Contrary Winds the hole Passage the
Capt And All his Officers have Yoused Me Very Well Our Armeyes Are in good
Spirits the Nuse is that Admiral how and All his Ship Crue Are Lost in Agale Of
Wind this Day I set Out for Congres Capt Nickleson has Rive Safe At Portmout And
the french 20 Gon Ship At Boston After 10 Weckes Passage And Mr Dean has
Arived safe in Plimot and Was Gone to Congres and I have No More Nuse At Present
and So I remain Your Gentlemen [&c.]

Harmon Courter

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 122.

1. Capt. Harmon Courter had been sent to Congress with copies of the Franco-American treaties.
2. Neither Vice Adm. Viscount Howe nor the crew of his flagship, H.M.S. Eagle, had been lost in a gale.
4. French Navy frigate Sensible, Lt. Commandant Charles-Louis-René, Chevalier de Bernard de Marigny, commander, arrived at Casco Bay, Me., on 12 Apr. Simeon Deane, who like Courter carried copies of the Franco-American treaties, then traveled from Casco Bay to Boston, presumably by water, before setting out overland for Congress, where he arrived on 2 May. See Deane to American commissioners in France, 16 Apr., above.

Journal of H.M. Frigate Unicorn, Captain John Ford

May 1778

Tuesday 5th

Riding at Single Anchor in Buzzard’s Bay [off Naushon Island, Mass.]

at 5 AM made the Signal for our Tender to chace, at 10 she run a Schooner on Shore and burn’d her. People emp’d occasionally.

Riding at Single Anchor in Buzzard’s Bay

Fresh Breezes and fair W arriv’d here & join’d Company his Majesty’s Ship Sphynx, Capt. Alexander Graeme, commander; H.M. armed sloop Haerlem, Lt. John Knight, commander.

1. H.M. frigate Sphynx, Captain Alexander Graeme, commander; H.M. armed sloop Haerlem, Lt. John Knight, commander.

2. Robinsons Hole is the passage between Naushon and Pasque Is. in the Elizabeth Is.

Governor Jonathan Trumbull of Connecticut to the Continental Marine Committee

Gentlemen

Lebanon 5th May 1778

Notwithstanding your answer to mine of the 2nd April ulto in commendation of Cap’t Seth Harding, I cannot forbear repeating my application in his favor— Cap’t
Hinman is indeed an Officer of acknowledged Gallantry, had he returned I should have no desire to supplant him—but unhappy for him, as well as the States, his Consort having shamefully forsaken and left him a Prey to the Enemy, his return is now very uncertain—² For my part, I know of no man that has done more essential Service to the Continent, in the Sea-Department than Capt. Harding— For besides the Services he rendered this particular State, he very gallantly took Lieut. Col. Campbell and 750 Men under his command, who have been, or will be, exchanged for Continental Prisoners, and large Stores very beneficial to the Army—³ He captured the Weymouth Pacquet, with Capt. Judd a Passenger, who, with the Capt. of the Weymouth have been exchanged for Continental, not State-Officers.⁴ For all this he hath hitherto received no emolument, altho’ notwithstanding the War he commanded were fitted out by this— His Services extended to, and merit proper acknowledgments from all the United States— Cap’t Harding is experienced, brave, intrepid, and cool in Action, can mann the Ship with such expedition, that I am told, and believe, near 300 Men stand ready to engage, the moment he shall be appointed to command—such is their opinion of his abilities— It is unhappy that a man thus qualified, should be excluded public employment— We have no Office adequate to his merit—otherwise he would be most cheerfully employed— Wherefore it is wished, and still hoped, he may be recommended by your Honble. Board to take the Command of the Ship building at Norwich—⁵ I am with Esteem [&c.]

J; T———l


2. Capt. Elisha Hinman had commanded the Continental ship Alfred. On 9 Mar. it was captured by H.M. frigate Ariadne and H.M. ship-rigged sloop-of-war Ceres. Alfred had been cruising with Continental frigate Raleigh, Capt. Thomas Thompson, commander, which was not able assist Alfred during its engagement with the pursuing British warships, even though in combination the American vessels outgunned their British pursuers. See NDAR 11: 575. Hinman, who was also from Connecticut, escaped from Forton Prison in England on 24 July 1778 and returned to the United States in Oct. 1778.
3. In June 1776 as captain of Connecticut Navy brig Defence, Harding captured the transports George and Annabella, and assisted in the capture of transport Lord Howe, which were transporting troops of the Seventy-First Regiment of Highlanders under the command of Lt. Col. Archibald Campbell. NDAR 5: 618–20, 1154. The number of troops taken in the three transports was 318 men. Ibid., 621. At about the same time, the British transports Anne, Crawford, and Oxford were captured. Those transports carried over 300 officers and men. NDAR 5: 293–94, 618–20, 1154. Trumbull seems to have credited their capture to Harding as well.
4. On 28 July 1777, Harding as commander of Connecticut Navy ship Oliver Cromwell captured the H.M. Post Office packet boat Weymouth. The captain of Weymouth was Paul Flyn; it also carried as a passenger Capt. William Judd, formerly commander of H.M. frigate Antelope. NDAR 9: 11 and n.
5. Harding eventually got command of the “Ship building at Norwich,” later named Confederacy. JCC, 12: 951.

**DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY**

[Newport, Rhode Island]

5th May. Good weather. Wind N. in the morning, and about 6 o’Clock the Orpheus, and The Haerlem Sloop,¹ with the two transports which have the Flank Companies and the Chasseurs on board; sailed for the Elisabeth Islands.

Mackenzie, *Diary* 1: 276.

CAPTAIN EPHRAM BILL, CONNECTICUT MILITIA, TO JOSHUA HUNTINGTON

Sir

Agreeable to your Desire I offered The men five Shilling Night for Keeping Guard at the Ship which They Refused and Demand Six Shill & Eight Pence & half Pint Rum Each Night of which I did not think Proper To Give without your order. I Should Be Glad you would Advise in the affair and your order Shall be Strictly Notice’d

By Sir Your Humbl. Serv’t—

Ephraim Bill


1. Frigate Confederacy.

2. Ephraim Bill later served as a second lieutenant of marines in frigate Confederacy; the exact date of his commission is unknown, however, but his appointment was probably made after Confederacy was launched on 8 Nov. 1778. Smith, Marines in the Revolution, pp. 432–33. When he wrote the above letter, therefore, he was probably not serving as a lieutenant of marines but as a Connecticut militia captain.

CHRISTOPHER LEFFINGWELL TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

I Wish to know What is become of the ship General Hancock, as Soon as I am Inform’d She has Sailed & Her Accts. are Made out—Intend Going to Boston & Settle w.th you, am afraid the Ship Will be Foul before She Goes to Sea.— had She been here She might have been Manned in Three Weeks.— however I dare Say you have done all in your power.— I am with [&c.]

Christr. Leffingwell


1. Massachusetts privateer ship General Hancock, Ishmael Hardy, commander, which was fitting out at Boston for a cruise.

EXTRACT OF A LETTER FROM STAMFORD, MAY 5.

“A very pretty affair happened here last week. A small boat from the Eastward, commanded by Capt. Adamson, with ten men and 6 swivels, went into Oyster-Bay, and fell in with the Tender of the ship Raven; the tender mounted 8 swivels, had nine men on board with wall-pieces, and every way equipt to make a vigorous resistance, but the boat after discharging her swivels and small arms, boarded and carried her in a very gallant manner, and the next morning bro’t her into this harbour. The tender had on board 3 hogsheads of rum, several casks of bread, beef and other articles for the ship, with some dry goods. The Raven is hovering round the harbour continually and seems quite disconsolate at the loss of her young.”

The Connecticut Journal (New Haven), 13 May 1778.

1. Rhode Island privateer schooner Congress, James Adamson, commander, which was commissioned on 31 Mar. 1778. In his application for a commission, Adamson describes Congress as mounting 8 swivel guns and having a crew of 20. See NDAR 11: 842–43.
[Extract]

Coeyemans [N.Y.] 5th May 1778

... As a number of the artificers I have employed here were of the four months militia who were discharg’d from that Service, and in consequence of that discharge have Left me, I wrote to Genl. McDougal to Send me about 25 Ship carpent’rs &c. but forgot to mention about the necessary tools to bring with them, which we shall be in want of. This day one of the Vessels was Launched, and in hopes to have four more in a few days, as they stand framed and busy Planking them. I am in Great haste Sir Your most Hble. Serv’t

Corn’s D. Wynkoop.

Public Papers of George Clinton 3: 273. Addressed: “[To Governor George Clinton.]”


Journal of H.M. ship-rigged sloop-of-war Raven, Commander John Stanhope

May 1778

[off City Island, N.Y.]

Tuesday 5 (AM) at 6 heard several Guns fire abreast of Oyster Bay weighed and made Sail set studing sails sent all ye Boats ahead to tow the Ship to y’d E’d. to cut off a Schooner which was standing in for ye Rebel Shore the Neptune in Com’y at 10 spoke with the Halifax’s Tender who informed us that She was a Rebel row Galley which had fired upon the Halifax in Oyster Bay came to w’d the B’t & veered to ¼ Off Greenwich

[Off Greenwich, Conn.]

Light airs and fair came out the afore Mentioned Galley & fired upon the Ship weighed and made sail tacking off and on & firing upon this Galley which obliged her to put in shore again came too again in 13 fms. and veered to ½ of a Cable at 5 weighed & made sail standing to the S’rd. At 9 came too with the small Bower in 20 fms. and veered to a ½ a Cable abreast of Oyster Bay.

D, UkLPR, Adm. 51/771.

1. The rebel galley was probably the Wild Cat. Royal American Gazette (New York), 30 June 1778.


Continental Marine Committee to Continental Navy Board of the Eastern Department

Gentlemen [York, Pa.] May 5th 1778

We request that immediately on receipt hereof you will procure two swift sailing Vessels for Packets to carry dispatches to france, and have the[m] prepared in every respect for the Sea, so soon as the Council of Massachusetts state shall apply for them which will be in a very short time, and you must direct the Commanders to sail agreeable to the orders of the said Council.1 If the Sloop Providence hath not sailed before this reaches she will be a suitable Vessel for one of those Packets, and it is our desire that you detain her for that use.2 We shall only add that it is highly important that
those Vessels should be provided and got ready with All possible dispatch. We are Gentlemen [&c.]

1. For background on this order, see Continental Marine Committee to Gov. Jonathan Trumbull, this date, below.
2. Continental sloop Providence was not one of the vessels used to carry the dispatches. The vessels sent from Massachusetts were the Continental Navy packet schooner Dispatch, Corbin Barnes, commander, and the Continental packet brig Arnold, Capt. John Ayres, commander. Continental Navy Board of the Eastern Department to American Commissioners in France, 8 June and 2 July 1778, PPAmP, Benjamin Franklin Papers, vol. 10, fols. 23 and 81.

CONTINENTAL MARINE COMMITTEE TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir [York, Pa.] May 5\textsuperscript{th} 1778

As a Swift sailing Packet is immediately wanted to carry dispatches to France, we must request your Excellency should the Armed Vessel belonging to your State called the Spy be in port, that you will Order her to be got ready for that purpose, but if she should not be in Port that you will give directions for Some other suitable Vessel being procured and prepared for the sea with all dispatch.\textsuperscript{1} The Committee for Foreign Affairs will forward in A short time the dispatches, and we beg leave to request your Excellencys attention to what they shall write to you on that subject.\textsuperscript{2} We are Sir [&c.]

1. On this date, Congress ordered the Marine Committee to obtain vessels to carry six copies of the newly ratified treaty of alliance and commerce to France. \textit{JCC} 11: 463–64. The committee wrote a similar letter to the Continental Navy Board of the Eastern Dept., this date, above, as well as one to John Langdon. Continental Marine Committee to John Langdon, 5 May 1778, Private Collection, Capt. J.G.M. Stone (Annapolis, Md., 1959). From what the board wrote Capt. John Young on 6 May, below, it appears that Gov. Patrick Henry of Virginia was asked to provide the remaining two vessels. Connecticut Navy schooner Spy, Capt. Robert Niles, commander, was sent by Trumbull with the dispatches to France.
2. The Committee for Foreign Affairs sent Trumbull the dispatches on 19 May. \textit{Letters of Delegates} 9: 715.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Tuesday the 5\textsuperscript{th} day of May 1778.—

Present.

Mr Travis.—

Ordered that the Keeper of the publick store, deliver to Robert Ferguson two hundred and fifty pump Tacks for the use of the Lewis Galley.—\textsuperscript{1}

1. Ferguson was a surgeon’s mate serving in Lewis.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN RAYNOR, R.N.

Emerald

Sir In Hampton Road 5\textsuperscript{th} May 1778.

Inclosed is your Signal, and you will please to excuse, not having Your place in it, as more Ships are expected, and an officer of Superior Rank, coming to Command here.
Not having my Lord Howes Chacing Flag.— whenever the Quarter or bearing Flag is shown at the Fore Topgallant Mast head, with the Ships Signal, it is to be understood you are to Chace. I am [&c.]

B.C.


DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO WILLIAM SMITH AND ROBERT MORRIS

Mui Señores mios:
El dador de esta informará á V. de la Critica Situacion en que me hallo con mis vecinos bloqueada de todos lados, y amenazado de un ataque si no les entrego las presas hechas por el Capitan Willing,1 su persona, la de Dn. Olivero Polock,2 y algunos Oficiales de su partida, teniendo por una declaracion de Guerra la protection, asilo, y Socorros qe. les he dado. Para obligarme á ceder á sus demandas tienen dos Fragatas de Guerra Ynglesas3 al frente de esta Cuidad, dos Corsarios á la Espalda de ella con el Lago Pontchartrin4, ochocientos hombres entre Yngleses Realistas, y Salvages en Natches arriva del Rio, otras dos Fragatas qe. se esperan de Jamaica, y dos Compañias de Granaderos qe. deven venir de Panzacola a ManchaK=5 Yo no sé lo que subcederá, y quales serán las resultas, pero me hallo solo con 200.. homb para la defensa y nada arrepentido de que se haya rodeado una ocasion que pruebe á V. mi afecto y el deseo de servirles á qualesqra.Costa/Dios Guê [&c.]
Nueva Orleans. y Mayo 5. de 1778

Bern\dgo. de Galvez

[Translation]
My Dear Sirs:
The bearer of this letter will inform You of the Critical Situation in which I find myself with my neighbors, blocked from every side, and threatened with an attack if I do not turn over the prizes taken by Capitan Willing,1 his person, Mr. Oliver Pollock,2 and several officers from his party considering the protection, asylum, and support I have given them a declaration of War. To force me to yield to their demands, they have placed two English frigates3 in front of the city, two corsairs at its back along Lake Pontchartrain,4 eight hundred English Royalists and Savages above the river in Natchez, another two frigates expected from Jamaica, and two companies of grenadiers arriving from Pensacola to Manchac.5 I find myself with only two hundred men for defense and so I do not know what will happen or what the results will be. Nevertheless, I have resolved to sacrifice everything before giving in to their demands and am not the least bit regretful that the occasion has arisen to prove my affection for You and my desire to serve you no matter the cost. May God protect [&c.]
New Orleans, May 5 1778

Bern\dgo. de Galvez

Copy, SpSAG, Papeles de Santo Domingo, Legajo 2596. Notation before opening: “No. 20.” Addressed below close: Ser\d\s. Dn. Roberto Morris, y Dn. Guillermo Smith.” Notation on separate sheet: Es copia conforme á su Original—/Bern\dgo. de Galvez.” Translated: “This copy is identical to the original—/Bern\dgo. de Galvez.” A former delegate to Congress from Maryland and member of the Commerce Committee, Smith
was selected by Congress to serve on the Navy Board of the Middle Department on 9 May 1778.

1. On the prizes taken by the detachment commanded by Capt. James Willing, see Oliver Pollock to the Continental Commerce Committee, 1 Apr., above.

2. As seen in ibid., Pollock, the Continental Commercial agent in New Orleans, was the person responsible for selling Willing's prizes.


4. Presumably, Gálvez was referring to H. M. armed sloop West Florida, Lt. George Burdon, commander, which was the only British warship then operating on Lake Pontchartrain.

5. On the reinforcements sent to the British post at Manchac from Pensacola, see Chester to Germain, 7 May, below.

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

1778 Tuesday D° [Turks Islands] S° 53 W° 33 L°
May 5. at 6 AM saw a Strange Sail in the NWest Hoisted out the Pinnace Man'd and Armed her and gave Chase at 8 she took the Chase and prov'd to be a Prize a Small Schooner from S' Eustatia to Carolina 1 Put hands on board & took her in Tow [Flehö?] Wreck S° 18 L° East end of Hispaniola S° 10 W° 58 L°
Mod° Gales & fair W° PM Punish'd Hen° Powell Seaman for behaving with Insolence to his Officers

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


May 6

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department Boston May 6, 1778

S°

We have given Orders to Cap° Nicholson 1 to proceed with the Dean Frigate 2 Under his Command to this port as soon as she can be properly repaired which I hope will be soon least the Enemy may get Intelligence of & take Measures to Intercept her We have Ordered him to Consult with you & to do what you think most proper with theCloathing if you find it in Such a Situation as to require immediate Opening & Airing you will please to receive it or so much of it as you find in that State in your Stores and take the proper care of it if it will Admit of coming up without damage the sooner it can be done the better & will be handled with more ease & Security now than when opened & the only question will be whether it shall remain on board to come up with the Ship or be sent up in Coasters which is left entirely to your Judgment After Contemplating the hazzard from the Enemy & other Circumstances the other Articles I think may remain in the Ship without any doubt—

We Inclose a Warrant on your Loan office for Thirty thousand dollars Agreeable to your desire you will please to receive the money as soon as possible carry Twelve Thousand dollars of them to our Credit which you will Send us a receipt for the re-
mainder remit us as soon as received some safe opportunity we wish you to Settle Cap’ Roaches acco: allowing him wages to this time it would be very Agreeable to us if the passengers with Cap’ Nicholson would Continue in the Ship till her Arrival in this port when we shall think them Intitled to a reasonable reward for their Services— We are with great Esteem [...] J Warren
John Deshon

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Honble. Gentlemen

Your favr. under the second ult: came to hand last Evg by Post I hope the Dis- patch ere this is nearly Loaded, as we’ve had Intelligence from York Rhode Island & Halifax and she was not at either of them Ports. I shall immediately follow your Or- ders respecting the Mellish & Nanny M’ Jarvis was a few days since in town & told me he had got them in good forwardness the Schooner I believe is sail’d An Opp: offers in a few days for Charlestown I shall write Messrs Clearkson & Liv- ingston concerning the Mellish I thank the hon: Commtte for their Candour re- specting the Detention of the Dispatch, if I err it will not be through Inattention to their Orders, It was with great Difficulty I was persuaded to keep the Brig by the Ap- plication of the Board here, I congratulate you on the late Accts from France, as also on the rich Supply of Cloathing lately arrv’d at Portsmouth, I hope the happy Day is dawning that will bring Tranquillity to America— Yours &c

J B—


2. Continental trading ship Mellish; Continental trading bark Nanny.
3. Leonard Jarvis was Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).
5. Levinus Clarkson and Abraham Livingston, Continental agents for South Carolina.
6. For more on this dispute with the Continental Navy Board of the Eastern Department at Boston, see NDAR 11: 279, 287, 505.
7. This clothing was part of the cargo of Continental Navy frigate Deane, Capt. Samuel Nicholson, commander.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Wednesday May 6th 1778

On motion Ordered that the Board of War be & they hereby are directed to deliver Joseph Henderson Esqr Commissary of Prisoners One hundred pound Old Junk, Twenty fathom of two & half inch Rope & twenty yards of Old Canvas for the use of the Brig Rising Empire Guard Ship— he to be accountable for the same.

On Application of the Board of War of this State— Ordered that it is the Opinion
of this Board that it is expedient for the Board of War to supply Capt Ch' de Senneville\(^2\) Commander of the Ship La Frigate La \textit{Nymph}\(^3\) with fifteen thousand Livres money of France agreeable to the requisition of the Honorable B. Franklin & Silas Dean Esq\(^4\) Plenipotentiaries to these United States & charge the same to the Account of Congress,\(^4\) as also to supply Capt Coutre\(^5\) with any thing necessary for his making the greatest dispatch on his way to Congress—


3. French Navy frigate \textit{Nymph}. For more on her sailing from Corunna, Spain, in late Mar. 1778, see \textit{N DAR} 11: 1110–11.
4. For the request by the American Commissioners in France to supply Sainneville with 15,000 livres, see \textit{N DAR} 11: 1014.

M INUTES OF THE M ASSACHUSETTS B OARD OF W AR

Board of War,

Present—

Sam'l Ph'ps Savage Esqr  
John Brown Esqr  
Thomas Walker Esqr  
George Williams Esqr

Sam'l Ph'ps Savage Esqr President—

Order'd, That Capt Haraden\(^1\) delr Samuel Hartley any Stores he may have on board that are necessary for the sick landed on Rainsford Island from the Brigt \textit{Tyrrancide}—

Order'd, That Colo\(^2\) Crafts immediately send a Waggon to remove all the Powder &c. from the Brigt \textit{Tyrrancide}, & deliver it to Deac\(^3\) Foster—

Order'd, That Deac\(^4\) Foster receive of Colo\(^5\) Crafts from Brigt \textit{Tyrrancide} One Chest Cartridges, cont\(^5\) 54 full Allowance— reduc'd 164, Swivel 33, Port-fires 12,—2 Boxes Musquet Cartridges—4 Barrels Powder—6 half B'ls d'o—1 Box hand Grenades—6 Powder Horns—& 1 Pouch Tub—


1. Capt. Jonathan Haraden commanding Massachusetts Navy brigantine \textit{Tyrrancide}, which had just returned from a sixth months’ cruise to the West Indies.
2. Col. Thomas Crafts, Massachusetts State Artillery Regiment.
3. Deacon Thomas Foster.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR R AVEN, C OMMANDER J OHN STANHOPE

May 1778

Wednesday 6 

[off Oyster Bay]\(^1\)

AM) at 8 weighed & made sail standing to y'e SE saw 3 Whaleboats pulling from y'e Connecticut Shore to take a Schooner coming from the E\(^rd\) Maned & Armed all y'e Boats (as did the \textit{Neptune})\(^2\) & sent 'em after them set studing \(\frac{sk}{sc}\) after y'e Schooner fired 2 Guns as a sign\(^3\) of Alarm, 

[off Oyster Bay] 

First part light airs Mid: & latter fresh breezes & Cloudy return y'e
Boats found that ye Rebels had been onboard of her but ye *Cerberus* Boat’s coming up they quitted her after setting fire to her but it was extinguished in time. Came too again with ye small B & veered to 1/3 of a Cable. At 3 weighed & made sail (*Neptune* in Company) to ye Wrd. At 9 came too with ye small Bower in 10 fms in ye middle of Oyster Bay. 

D, UkLPR, Adm. 51/771.
1. *Raven*’s location was given in the text of the journal entry for the afternoon of 5 May and the evening of 6 May.

**Master’s Journal of H.M. armed sloop Haerlem, Lieutenant John Knight**

**May 1778**

Robinson’s hole SBE 1½ Miles

Wednesday 6th

at 12 [AM] weigh’d Tender in Co. work’d to the E’wd. Occasionaly at 8 join’d the *Unicorn*, *Sphynx*, & Convoy and led them to the Place for Landing within Wepeckers Islnd and Anch’d in 7 fm’s at 9 the Troops landed on Nashawn Islnd at Noon sail’d hence the *Unicorn* and Convoy off Naushon I.

Nood’d and Cloudy (PM) at 2 weigh’d and work’d into woods’es hole and Anch’d in 5 fm’s. No’t. P’t. of Woods’es harb’ NNE *Unicorn*’s and our Tenders in Compy at 8 sent the boats and burn’t a Reble Ship

D, UkLPR, Adm. 52/1789, part 9, fol. 240.
1. That is, Weepecket I.
2. That is, Naushon I.
3. That is, Woods Hole.
4. Howe’s Prize List, 30 Oct. 1778, does not identify the ship except that it was burnt near Falmouth.

**Journal of H.M. armed brig Diligent, Lieutenant Thomas Farnham**

**May 1778**

D [North Point Hart Island NE 2 Cables Lgth]

Wednesday 6

at 8 AM Sent a Boat Mand & Armed to intercept a Boat Crossing from the Rebell Shore at 11 D weigh’d 12 Sail of wood vessells in C & Stood to E’ward

D [North Point Hart Island NE 2 Cables Lgth]

D W [inclinable to Calm] first & Middle Latter Fresh Brezes and Variable at 1 PM the Boat Returned having Destroyd the Canooe the People having Deserted her at 3 D Came too S B’ off[f]

Tinnicock Convoy in C at 6 weigh’d in C as above at ½ past 10 Came too off Loyds Neck the Convoy having gone into Oyster Bay

D, UkLPR, Adm. 51/4163.
1. The “Rebell Shore” was Connecticut.
2. That is, Matinecock Point, Long Island.
The Committee on the Treasury brought in a report; Whereupon,

Ordered, That sixteen thousand dollars be paid to the Marine Committee, to enable them to make a partial payment to William Smith, Esq, for iron and flour purchased by him for the use of the navy in the eastern department; for which they are to be accountable:

Sundry resolutions being moved, relative to the mode of trying naval officers, Congress took the same into consideration; Whereupon,

Resolved, That when any ship or vessel of war in the service of the United States shall be lost by capture or otherwise, a court of enquiry, consisting of that continental navy board which shall by the Marine Committee of Congress be directed to proceed therein, or any three persons that such navy board may appoint, be held to enquire into the cause of such loss; and if it shall appear that the same was occasioned by the negligence or mal-conduct of the captain or any other commissioned officer belonging to the ship or vessel of war so lost, that then a court martial be held for the trial of the officer so offending, to consist of such officers, if conveniently to be collected, as by the rules and regulations of the navy constitute a court martial, otherwise of five such persons, as the said navy board shall for that purpose appoint; and if such loss should be by capture, and it shall appear on trial that the same was occasioned by the cowardice or treachery of the commanding officer, then and in that case such commanding officer shall suffer death; and if the loss, whether by capture or otherwise, should be occasioned by any other mal-conduct, such commanding officer shall be by such court martial cashiered.

Resolved, That when two or more ships or vessels of war in the service of these states are in company, and any or either of them shall be lost by capture or otherwise, a court of enquiry, so constituted as aforesaid, shall be held to enquire into the causes thereof; and if it should appear that such loss was occasioned by the mal-conduct or negligence of any captain or commanding officer of any other ship or vessel in company as aforesaid, then a court martial, constituted as before-mentioned, shall be held for the trial of the officer so offending; and if the loss should be by capture, and it should appear on trial that such capture was occasioned by the cowardice or treachery of such captain or commanding officer by withholding his assistance from the ship or vessel of war so captured, then and in that case such captain or commanding officer shall suffer death; but if it shall appear that the loss happened through any other mal-conduct of such captain or commanding officer, then he shall be by such court martial cashiered.

Resolved, That if, upon enquiry as aforesaid into the conduct of any officer or officers in the service of these states, it shall appear that they or any of them shall have offended in any instance mentioned in these resolutions, it shall be in the power of the navy board to suspend such officer or officers until a trial by court martial shall be had, and the navy board shall forthwith transmit to the Marine Committee the proceedings of such court of enquiry, with their doings in consequence thereof; and to Congress all the proceedings of court martials, when any shall be had, previous to the execution of any capital sentence, that shall be by such court martial awarded; to the end that Congress may extend their mercy to such offenders as they may judge to be proper objects thereof.
Resolved, That these resolves continue in force one year from the date hereof, and no longer.

JCC 11: 467, 469–471.

1. William Smith was Continental agent in Baltimore.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG, CONTINENTAL NAVY

Sir [York, Pa.] May 6th 1778.

We have received your Letter of the 26th ultimo from Edenton and are sorry to hear of the loss of the Continental Brig Independence under your Command. We have no doubt but you have done all in your power for Saving as much as possible from the wreck & we desire that you will deliver the same to our Agents Messrs Hewes & Smith making out an Inventory thereof and taking their receipts for what you deliver, which you must transmit to the Navy Board at Baltimore.1

As we have immediate service for yourself Officers & men, We desire that on receipt hereof, you will march them to Portsmouth in Virginia, and advise Governor Henry of your getting there to whom we have wrote respecting your employment and you must follow such Instructions as you shall receive from the Governor.2 Messrs Hewes & Smith will advance you Money to pay the Expence of your Journey in which you will make dispatch.3 We are sir [&c.]


1. Young’s letter reporting the grounding and destruction of Independence on the bar at Ocracoke Inlet has not been found. Young saved much from the Independence including most of the cargo, all of the stores, the vessel’s 4 pounders, and even the brig’s bell. Continental Marine Committee to Hewes, Smith and Allen, 20 Feb. 1779, DNA, PCC, Marine Committee Letter Book, fol. 208 (M332, roll 6).

2. The committee’s letter to Gov. Patrick Henry of Virginia has not been found, but it appears that the committee asked Henry to obtain two fast ships to carry the ratified treaty with France to the American Commissioners there and suggested that Young and his crew might man one of these vessels. See Henry to Richard Henry Lee, 15 May (H. R. McIlwaine, ed., Official Letters of the Governors of the State of Virginia, Vol. 1, The Letters of Patrick Henry [Richmond: Virginia State Library, 1926], p. 274) and 28 May, below. Young and his crew would not go to France.

3. See the committee’s letter to Joseph Hewes and Robert Smith, this date, immediately below.

CONTINENTAL MARINE COMMITTEE TO JOSEPH HEWES AND ROBERT SMITH

Gentlemen [York, Pa.] May 6th 1778.

We are informed by Letter from Captain John Young of the Continental Brig Independence on the Bar of Ocracock but that he had saved the Guns & Sundry other things from the Wreck which we have now directed him to put under your care and which you will please to give receipts for. Should that business not be accomplished when this reaches, you, we request you will have it done, and depend on your care that nothing be lost which can be saved.1 As we have immediate services for Captain Young his Officers & men, we have directed him to march them to Portsmouth in Virginia and there follow such Instructions as he may receive from Governor Henry.2 You will advance Captain Young Money for his Expences, and we shall pay your Bills for the same or otherwise reimburse you. We are with regard [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 181 (M332, roll 6). Addressed before opening: “Messrs Hewes & Smith.” Hewes and Smith were Continental agents at Edenton, N.C.
1. Young’s letter reporting the grounding of Independence on the bar at Ocracoke Inlet, N.C., has not been found. On what was saved from the wreck, see the note at Continental Marine Committee to Young, this date, above, and Continental Marine Committee to Hewes, Smith, and Allen, 20 Feb. 1779. DNA, PCC, Marine Committee Letter Book, fol. 208(M332, roll 6).

2. See Continental Marine Committee to Young, this date, above.

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**WILLIAM ELLERY TO WILLIAM VERNON**

*York Town [Pa.] 6th May 1778*

The marine Comm. of whch I am a member last Evng. in conformity to a resolution of Congress,¹ met and determined to send Six Vessils to carry important despatches to France, the said Vessils to be under th‘ directions of the Comm. of Foreign affairs. As the Letters for your Navy board is not yet written² and Capt. Collins is about to set out immediately, I take this opp’ty. to request you upon receipt hereof forthwith to send off an express to Bedford to Cap‘l Rathburn of the sloop Providence, wch. is one of the Vessils Pitched upon for this business, if he shou’d not have sail’d, directing him not to proceed to Sea untill he shall have rec’d Orders from the Comm. of foreign affairs wch. will soon be transmitted to him, and he is most implicitly to obey.³ I most heartily congratulate you on the Treaties of Alliance Amity and Commerce wch. were executed the 6th. day of Febry. last at Paris, and unanimously ratified by Congress the 4th. Inst.² I have only Time to say that those Treaties are magnanimous and founded in our Independency, equality and reciprocity. Inclosed is a handbill published imprudently and without the knowledge of Congress, but whch. contains some truths.⁴

A respectable Army in the Field this Campaign and the War will be our own. Yours in haste

W— E—

P S dont let the occation of the sloop Providence being detained be known to any one, no not even to the Capt. of her himself. you will let the Navy board in Boston know that you have stopped th‘ Sloop Providence otherwise upon the receipt of the Letter of the Comm. m‘l Warren may send off an express to Bedford.⁵

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¹ Congress’s resolution is dated 5 May. *JCC* 11: 463–64.
² The letter, dated 5 May, is above.
³ If the Continental Foreign Affairs Committee sent Capt. John Peck Rathbun such a letter, it has not been found. Moreover, Continental sloop Providence was not used to carry a copy of the ratified treaty to France.
⁴ The broadside was probably the one created by Philadelphia printers Hall & Sellers announcing the signing of the treaties of alliance and commerce with France. The broadside, which bears the heading “Postscript to the Pennsylvania Gazette of May 2, 1778”, is a compilation of intelligence taken from several different letters from American diplomats in France. *Letters of Delegates*, 9: 578–79n; the broadside appears as an illustration in ibid., p. 577.
⁵ James Warren, like Vernon, was a member of the Continental Navy Board of the Eastern Department, which Ellery referred to as “the Navy board in Boston.”
hundred tenpenny nails, five hundred twenty penny ditto, one Plaine, one drawing
knife, and one handsaw for the use of the Norfolk Revenge Galley.—

Ordered that A Warrant issue to Captain Wright Westcott for one hundred pounds
upon account for the purpose of furnishing necessaries for the use of the Norfolk Re-
venge Galley.—

Ordered that a Warrant issue to Captain John Barret for One hundred pounds upon
account for the purpose of furnishing necessaries for the use of the Norfolk Revenge
Galley.—

Ordered that the Keeper of the public store, deliver to Mr David Anderson two hun-
dred and fifty yards of light Canvas for the Use of the ship Dragon.—

Ordered that Dr. Mc Clurg deliver to Dr. Jno. Lyons, Sal Glauber six pound, Sal Nitri
one pound, Tart Emetic quarter of an ounce, Sperm a Ceti one pound, Suce: Liquor
one pound, Bals Locatelli one pound, Bals Lul Aris half pound, Aloes Juccotine four
Ounces, Alumen Comm four Ounces, Ung Basilii Glau one pound Cerat two pound,
one Lancet, and two crooked needles for the use of the Hero Galley.—

1. Capt. Wright Westcott, commander of the Virginia Navy galley Norfolk Revenge.
2. Capt. John Barret commanded the Virginia Navy galley Hero.
3. David Anderson was a midshipman in the Virginia Navy.
4. Dr. James McClurg was director of the General Hospital at Williamsburg. Stewart, History of Virginia’s
   Navy, p. 218.
5. John Lyons was a surgeon’s mate in the Virginia Navy.
6. Sal Glauber or Glauber’s salt was used as a purgative. Sal Nitir or saltpetre was used to treat fevers
   or gonorrhea and as a diuretic/diaphoretic. Tartar Emetic was a white salt compound used as an emetic.
   Spermaceti oil was a relaxing demulcent and emollient used in many lotions and for catarrh and gon-
   orrhea. Suce: Liquor was presumably a misspelling of Succini oil or oil of amber and was used as a tonic,
   antispasmodic, antirheumatic and antihysteric. Bals locatelli was used as an emollient or astringent. Lul
   aris was possibly laurus, or the root bark of bayberry or wax myrtle and was used as a mild emetic and as
   a biliary deobstruent. Alumen or potassium aluminum sulfate and was a potent astringent and antispas-
   modic. Unguents basilicon was usually composed of Canada balsam oil, lard, yellow beeswax, and some-
   times olive oil and was used as an emollient. Cerate was beeswax and was used in external applications.
J. Worth Estes, Dictionary of Protopharmacology: Therapeutic Practices, 1700–1850 (Science History Publica-

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN LEWIS GIDOIN, R.N.

Emerald

Sir, In Hampton Road 6th May 1778.

I am advised that some large Ships of Force have been purchased by several
abettors of the Rebellious Colonists, to bring different European Commodoties to
these Provinces, and take back Cargoes of Tobacco provided in the Ports of Virginia.
I have appointed the Isis to co-operate with you and the other Ships at the entrance
of the Bay, directing the Place I would have her anchor at.— She is not to Chace
small Vessels, the Frigates and Sloops being more proper for that Service.

You will please to signify to the other Captains the Information I have received,
as it is now more material than before, not to be led from their Stations, as it is ab-
solutely necess there Should be a Force together, if those Ships arrive.
By your order of the 26th ult., you are desired to return here at the end of fourteen Days, but you will now give Captain Symonds of the Solebay directions to join me here, the 13 ins, and remain with the Richmond at your present Anchorage.

The Vice Admiral informs me, Commodore Hotham may be expected here in a short time. I am [&c.]

B.C.

1. That is, Chesapeake Bay. H.M.S. Isis, Capt. John Raynor, commander.

2. The frigates in Caldwell’s squadron were: H.M. frigates Emerald, Richmond, and Solebay.


May 7

JOURNAL OF H.M.S. CENTURION, CAPTAIN RICHARD BRATHWAITE

May 1778

Wednesday 6th. AM at 3 handed the Mizentopsl: at 4 in foretopsl: at 5 Wore Ship, down topGallt yards & Struck topGallt Masts, handed the Mainsl: Soundings from 50 to 60 fms.

D° [Cape Sable] N26E 16 Lgs

Fresh Gales & hazy W° PM Shortned Sail, fired 2 Shot & Brought too a French Brig from Bourdeaux, brought too & hoisted a Boat out & Sent a Mate a Midshipman & 10 Men onboard the Brig,

Thursday 7th. AM at 1 Wore Ship & gave Chace to a Sail in the SE Q°

D° [Cape Sable] No.17 W 23 Lgs

Mod° Breezes & hazy W° PM Shortned Sail. the Boat returned with the people belonging to the French Brig. hoisted the Boat in & made Sail.

D, UkLPR, Adm. 51/177.


JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 7th May 1778

I wrote you a few Days since, advising of the Arrival of the Henrietta Capt. Brown from Nants without any Papers or the Knowledge whether the Cargo is on public or private Gent. Acc. Im unlading y° Ship & have got out one hundred & seventy Bales four of which were between Decks & were a little damag’d, but by
J B—

P S—I've been so engaged since we began to unlade, that I have had but little time to talk with the Captain—he is now present, & I have propos'd, that if he is determined to quit the Ship that he should give the Command to Cap't Cole a person who came home with him in that Case I have her ready to sail by the time I hear from you—

JOHN BRADFORD TO LEONARD JARVIS

Dear Sir, Boston 7th May 1778

Last Evning I receiv’d a Letter from the Commercial Committee in Answer to that I wrote them respecting the Impracticibility of complying with their Orders to send the Mellish to France, they reply that they receiv’d a Letter from M’r Jarvis informing them that he was going on in getting the Ship Mellish in Readiness, they desire that she might be got away with all Speed to Charlestown to ye Address of Messrs Clarkson & Livingston Continental Agent there, the Brig Nanny they order to Georgia to the Address of John Wereat Esqr Contl. Agt. they urge the Dispatch of those Vessells much I hope we shall be able to comply with their most sanguine Expectations in this Matter, if any thing is wanting pray make me acquainted by first Opportunity yours &c

J B

1. See Bradford to Morris, 4 May, above.
3. John Ross, American merchant at Nantes, France.
5. William Story.

JOHN B—

P S—I've been so engaged since we began to unlade, that I have had but little time to talk with the Captain—he is now present, & I have propos'd, that if he is determined to quit the Ship that he should give the Command to Cap’t Cole a person who came home with him in that Case I have her ready to sail by the time I hear from you—

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J B

1. Continental Commerce Committee.
3. For more on the readiness of Mellish, see NDAR 11: 504–5.
4. Levinus Clarkson and Abraham Livingston, Continental agents at Charleston, S.C.
5. Continental trading bark Nanny.
MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Sam'l Ph'ps Savage Esqr
John Brown Esqr
Thomas Walker Esqr
George Williams Esqr
James Prescott Esqr
Isaac Phillips Esqr
Eleazer Johnson Esqr

Order'd, That D' Greenleaf deliver D' Edward Kitchen Turner sundry Medicines for the Brigt. Tyrannicide—

Order'd, That M' Ivers pay Cap' Courter for his Expences on his Journey to Congress with dispatches from France, £100.—.—

Order'd, That John Magner on Account of Attending Cap' Courter to Congress for Expences be p'd £30.—.—

Order'd, That Colo. Crafts deliver the Navy Board for the Brigt Genl Gates 2 doz: false Fires—

Order'd, That the Committee of Sequestration deliver the Board one Quarter Waggoner to be presented to Cap' Ch'r de Senneville of the Frigate “la Nympe” belonging to his most Christian Majesty—


LOG OF THE MASSACHUSETTS NAVY BRIGANTINE TYRANNICIDE, CAPTAIN JONATHAN HARADEN

Remarks on Thursday May 7th. 1778—

Begins with a very Fresh Breeze & Fair Weather at 3 PM Got the Top Gallant Yards down and weighed Anchor and Came to Sail at 5 PM Saluted the Town with 13 Cannon went alongside the Long Wharff—the Cap' went on Shore—hoisted out the Guns on the Wharff & Stript’d the Brig Amen

D, MSaE, Log of Brigantine Tyrannicide (November 1777–May 1778).

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, MAY 7, 1778

BOSTON, May 7, 1778.


Last Tuesday arrived in this Port, from France, a Frigate mounting 36 Guns, belonging to his Most Christian Majesty.1
Saturday returned into Port, a Privateer Brig of 14 Guns, lately commanded by Capt. Chew, of Connecticut, who was killed in an Engagement with a 20 Gun Ship. After which the Brig made off, and got safe into Martinico where she refitted; and from whence she sailed 38 Days ago, with a Number of Capt. Hinman’s Men, 21 of whom died on their Passage.4

Tuesday last the ship Hancock of 36 Guns, was launched at Salisbury: she is reckoned to be one of the finest frigates in the service of the Independent American States.

Saturday last the Cumberland Privateer of 20 Guns returned into Port from a successful Cruise. Besides the Prizes already mentioned to have been taken by her, she brought in with her a Ship of about 350 Tons, laden with Coal, and a few Goods, bound from Newcastle for the Enemy at New-York.—7 We hear she also retook a Schooner laden with Tobacco, bound for France, together with a small Privateer which took her.

1. French Navy frigate Nymphé, Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville. For more on the sailing of Nymphé from Corunna, Spain, see NDAR 11: 1110-11, 1119-20.
2. Continental Navy brigantine Resistance, Capt. Samuel Chew, commander. For more on this engagement, see NDAR 11: 636, 810–11.
5. Later renamed Alliance.
7. Ship Layton, Robert Johnson, master, was libeled on 21 May 1778. Of 250 tons burthen, it was owned by G. Burton of London, mounted six 4-pounders and four 3-pounders, was built in Great Britain in 1764, and underwent major repairs in 1774. Lloyd’s Register of Ships, 1777–1778.

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

May 1778 Remarks at, Lees River1 [Mass.] 1778
Thursday 7th This 24 Hours, Easterly & Southly winds, with Showers of Rain. Brought Two Noah Brooks, in a Large Two Mast Boat, from the Cove, at the Mount,2 bound up to Diton,3 pass from Col° Carary,4 Brought Two Charles Church, in a Small Cedar Boat, his pass sign by Joseph Durfee. Cap° at Fall River5

D, UklPR, H.C.A. 92/455/1.
1. That is, Lee River.
2. That is, Mount Hope Bay, R.I.
3. That is, Dighton, Mass.

JOURNAL OF H.M. FRIGATE UNICORN, CAPTAIN JOHN FORD

May 1778 Working thro’ Buzzard’s Bay [off Naushon Island, Mass.]
Thursday 7th at 9 AM made the Sign1, for all Cruisers, the Boats emp’d in landing the Troops & carrying off the live Stock on board the Transports, at Noon the Sphynx join’d Company.

Riding at Single Anchor off Robinson’s Hole1 in Buzzard’s Bay.
Modt and fair W^\textsuperscript{e} the Boats emp^\textsuperscript{e} as before, at 3 PM the \textit{Haelem} join’d Company,

D, UkLPR, Adm. 51/1017, part 6, fols. 240–41.

1. Robinson’s Hole is the passage between Naushon and Pasque Is. in the Elizabeth Is.

**BRIGADIER GENERAL THOMAS CONWAY, CONTINENTAL ARMY, TO COMMODORE JACOBUS WYNKOOP, NEW YORK NAVY**

Commodore Jacobus Wynkoop is hereby Ordered to Repair to Queemans,\textsuperscript{1} to the purpose of Riging and putting in Readiness the Sloops and Bateaux Destined for the Defence of Hudsons River

Th^\textsuperscript{e} Conway B General

Albany the 7\textsuperscript{th} May 1778

Copy, DNA, PCC, item 41, vol. 10, p. 428 (M247, roll 52). Wynkoop was a commodore in the New York Navy, which had been re-established under the state’s constitution of 1777 with the state’s governor as admiral. Paullin, \textit{Navy of the Revolution}, p. 476. Conway was assisting Maj. Gen. Alexander McDougall, commander of American forces in the Hudson Highlands.

\textsuperscript{1} That is, Coeyemans, N.Y.

**CAPTAIN DUDLEY SALTONSTALL, CONTINENTAL NAVY, TO BARNABAS DEANE**

_Ship Trumbull [in Connecticut River] 7\textsuperscript{th} May 1778_  

Dear Sir

The Barer Lieut. White\textsuperscript{1} will deliver up the Sloop Charter’d at Glassenbury\textsuperscript{2} for the Use of Ship \textit{Trumbull}\textsuperscript{3} some time since, with all her Stores except one Anchor that’s missing, which I am in hopes will be recover’d— As it may appear misterious to you why the Sloop was not return’d ’ere this, it may be proper for me to observe, that she was not dismis’d from our Service till it was so late in the Season as to render it impracticable to get her up this River last Fall, & as soon as the Spring came on Cap\textsuperscript{e} Cotton Employ’d her till now, in his fruitless attempt to remove the \textit{Trumbull} to N London—\textsuperscript{4} Mr. Catlin informs me you have Sundry Stores by you which you procured for the \textit{Trumbull}, Such as Rum, Sugar, &c and that you desired I would Send for them, have therefore directed Lieut. White to call on you for the Same I am S\textsuperscript{e} [\&c.]

D Saltonstall


\textsuperscript{1} Lt. Jacob White, Continental Navy.

\textsuperscript{2} That is, Glastonbury, Conn.

\textsuperscript{3} Continental Navy frigate \textit{Trumbull}, Capt. Dudley Saltonstall, commander.

\textsuperscript{4} Capt. John Cotton, shipbuilder at Middletown, Conn., was using the sloop to attempt to ease \textit{Trumbull} over the bar at the mouth of the Connecticut River. See \textit{NDAR} 11: 427, 436–37, 813, 843.

**CONTINENTAL COMMERCE COMMITTEE TO JOHN LANGDON**

Committee of Commerce  

York [Pa.] may 7\textsuperscript{th} 1778

We are exceedingly sorry to find that after all the trouble you have had with the Officers and Crew of the \textit{Flamand}, and after the trouble we have had in sending
monies to South Carolina and preparing A Cargo for her, the Captain of that Ship should refuse to proceed on her destined Voyage to Charles Town in South Carolina; but we are Sorry not on that account only but because we shall loose an opportunity to make a Remittance. As for any other disadvantages we are unconcerned; for we are sure we shall not be obliged to pay a freight on that Vessel to France, as the Captain of her hath refused to comply with his Orders. We have only to request you to Protest formally against the conduct of the Captain of the Flamand which will effectually secure us against the payment of freight. We have shewn to M' Francy your letter, he informed us that he received a Similar one from you, and in consequence thereof had ordered the Captain of the Flamand immediately to France. The Captain and Crew of this Vessel would have behaved better if the latter had not been deceived. M' Francy when your letter was read to him told us that the Crew were shipped for the West Indies and home to France, and that when they found they were bound to the Continent they mutinied, and it was not without great difficulty that they were subdued to go to Portsmouth, and the same reason with the dread of Capture now induces them to refuse to go to Carolina.

You will forward to us an account of the Disbursements on this Ship as soon as possible that we may charge them in the mean Time We are with great respect [&c.]

William Ellery Chairman


1. For the committee’s earlier instructions to Langdon concerning Flamand, see NDAR 11: 410–12.
2. Capt. Fassy.
3. The preceding four words were added as an interlineation by Ellery.
4. Jean-Baptiste-Lazare Théveneau de Francy, financial agent for Pierre-Augustin Caron de Beaumar-chais, owner of Flamand, had on 2 May ordered Fassy to take on board Flamand a cargo of masts, lumber, and boards and sail directly for France. Jean-Baptiste-Lazare Théveneau de Francy to John Langdon, L, Private Collection, Remember When Auctions, Inc., (Wells, Me., 1998).

JOURNAL OF CAPTAIN JOHN MONTRESOR, ROYAL ENGINEERS

[Extract]

[Philadelphia] [May] 7th. . . . Arrived—Forage vessels from New York. The Printed treaty between France and the Rebels in America from a Rebel paper. Genl. Sir Henry Clinton arrived this afternoon at Billingsport in the Greyhound Frigate from New York. The Porcupine Sloop of War arrived at Chester this Evening from England which she left 25th of March last. This night 2 Battalions of Light Infantry and 2 Galleys with Flat Boats &c. proceeded up the Delaware to attack the Remains of the Rebel Fleet. Foul wind fresh at N. West this night. Thursday night 3 galleys, an armed brig & Schooner went up the river with a detachment of Light Infantry on each side and set fire to the Washington and Effingham Frigates, a large ship pierced for 24 guns, a privateer sloop, 9 Ships and 14 or 15 small vessels, all of which were consumed, also a quantity of naval stores and some thousands of tent poles, pegs &c. The house of Mr. Borden of Bordentown, Mr. Kirkbrights and the Ferry house were by some means set on fire and burnt to the ground. The troops and vessels arrived on Sunday without loss.
Governor Caesar Rodney of Delaware to Brigadier General John Dagworthy,
Delaware Militia

Dover May the 7th 1778.—

I am informed by the Judge of ye Admiralty, That the Court ordered the Cargo of the schooner Fortune to be Sold in order to prevent waste and the Expence of Guards &c.—That Coll. John Jones was appointed Marshel Who had Given Bond for the discharge of his Duty as to the Selling the Cargo and returning the monies to the Judge for distribution among Such as Should be Consider and Adjudged, by him, to have a Just Claim—that Mr Jones in Virtue of this appointment had Advertised the Cargo to be Sold by him on Munday Next—The Judge now informs Me that a Set of Men under the name of a Committee have in Open Violation of the Civil Authority undertaken not only to pull down the Advertisements of the Marshal but to Set up Others, under their Authority, for the Sale of the Cargo aforesaid, as of to-morrow.

As I find by the depositions taken in the Court of Admiralty, That Captain of the Schooner Surrendered the Vessel and Cargo to You as Commanding Officer, I am not a little Surprised that these people, Whoever they be, Should have the possession of this Cargo Unless by Your Authority—However, be that as it may, As Commanding Officer of the Militia You are by Every Means in your power Immediately to put a Stop to this Riottous proceeding,—and you are Also by your authority to Afford Every Necessary protection to the Marshal, And for that purpose, in case you Should be too Unwell to Act in Person, You Are Immediately to Issue Orders to Your Inferior Officers,—And report to me How you and Your Officers Shall have Conducted Yourselves in the premisses.


1. For more on the capture of Fortune, see Dagworthy to Rodney, 18 Apr., above.
2. See ibid.

Oliver Pollock to the Continental Marine Committee

Sirs

New Orleans 7th May 1778.

You have herewith inclosed Copies of mine of the 6th March, and 1st & 2d April to all which I refer and now confirm. You have also Invoice & Bills of Lading for sundry Merchandize shipped by sundry Vessells this day the whole amounting to $[blank] which Sum if found right you’ll please place to my Credit. The Invoice for the Goods & Vessel by Cap. Baccarrere you will observe is only one half on your Account and the other half on his own, which is left to be at his own disposal wherever he may arrive on the Continent. The other little Sloop Cap. Lafitte I am told sails fast, and will answer well for a dispatch Boat either for this or any where You may want her most. The Batteau under the Command of M. Conand which I send up
the River, and which You’ll see for Safety I have put the most valuable Cargo on board of. I hope You’ll send at least a proper number of hands to the Mouth of the Ohio to wait for her, I have given orders to Monsr. Conand to deliver her should Your Men be there to receive her, if not they will continue their Route to the Spanish Fort at the Illinois where they will lodge the Goods with the Commandant with the rest till You order them from there, being now surrounded by our Enemies as You’ll see by Cap’ James Willing’s Letter I found it highly necessary & indeed the only method of saving the Goods or getting them forwarded was by sending them all under Spanish Colours which I have conducted in the most secret manner possible, and in consequence I hope every thing will arrive safe. I have taken all the care possible in the purchase of those Vessells and Goods in procuring them on good Terms and as near the qualities You want as this Country will afford, all sort of Goods are very scarce & dear here just now as there has been no arrivals for a long time, and for fear this should be the case this Fall I have purchased about $20,000 worth of Peltries & Indigo. I shipp’d to the amount of $11,000 from here for France in the Ship Sensible Cap’ Jean Vincent & the remaining $9,000 I have shipped on board the S’ Jacque Cap’ Surget Via the Cape which sails in a few days all addressed to Monsr. Jerome LaChappelle as I had no good Opp’y of writing for Insurance on the Sum Shipp’d by Surget I would have You insure or keep me covered for that Sum, in case my Insurance should not be made in Bourdeaux by Messrs. Saml & J. H. Delap, this I expect You’ll have done at all events against all risques whatever, say Dangers of the Seas Captures &c. Peace or War. The Brig’ they are shipp’d in from here is a very good Vessell under french Colours and regularly cleared, and from her they will be shipp’d by the first good Opp’y from the Cape for Bourdeaux, and Surget has his Vessell now almost loaded & will sail in 3 or 4 days. The Premium of Insurance is in general 2 pC’ & from there to France 2½ pC’ but I agree to pay whatever may be customary on those Occasions, as also on the sum shipp’d by the Sensible Cap’. J Vincent in case my Insurance should not be made at the aforesaid place agreeable to my Orders, this You’ll no doubt have done as this Speculation is made by me entirely with the view of having it in my power to supply You with such Goods as You may want this Fall. I also hold ¼ Concern in the Sloop La Vierge De Carmel Capt. Lassas which sailed from here for the Continent last December, since which we have no Accounts except that She put into the Havana in distress and sail’d from there again on her Voyage in Jan’y I wrote Mr. Thomas Morris to make Ensurance on this Sloop for the whole of her & the Cargo’s Value which if done, well, but if not I now agree to pay You the Premium customary on such Risques, as my Capital will better afford small profits than large losses. I always choose to have my property covered, and would have wrote You on this Subject before had I known of Your making Ensurance. The Captain is well acquainted with the Navigation from this place & I hope is safe arrived before now I have inclosed Copy of my Agreement with Mr. Jerome La Chappelle, by which You’ll see I have reason to expect a large quantity of Goods fit for Your market by the latter End of October, as I have given him a proper list for the Articles most wanted with You, which Cap’ James Willing made out, and as Geronimo was to Speculate largely with some Capital House in France I hope You’ll lose no time in furnishing me with Funds to pay for those Goods and other heavy Demands I will have against me by the end of this Year, an Estimate of which I have inclosed You for
Your Government. I have wrote for Guns &ca. or the Havana¹¹ & shall fit her out immediately after I get them as Capt’ Pickles assures me it can be done much cheaper here than at Your place, and She will be ready in the Fall to go upon any Expedition You may order her on which in all probability will be to convoy a Vessell or Two from here with Goods for the Continent, as She will cope with any force they have got at present at Pensacola, and should they have any other by that time I must order accordingly to stay in Port till She may have an Opp’ of running out. You’ll see by Cap’t Willing’s Letter the Inhabitants of the Natchez have taken up Arms against us which is very hurtfull to our sending up the Goods, as I have been obliged to hire Frenchmen to row up at very high Wages, and at sametime maintain Cap’t Willing’s Party here; which runs away with a great deal of my ready Cash, and there is no Remedy left but Your dispatching down a sufficient Number of Men with good Experienced Officers to take that Post and establish another at Manshack, and then You can depend on a regular Supply of Goods by way of this River, for tho’ I am dispatching the Bateau Speedwell under the care of Mons’ Conand, and goes regularly cleared out under Spanish Colours for the Illinois Country yet so exasperated are they on the River and at Pensacola, that it is a doubt with me whether they will not stop her above and perhaps take her tho’ Spanish Property as the Governour & Cap’t of the Two Sloops of War from Pensacola¹² (which went away from here a few days ago) threaten Vengeance against this Governour¹³ for not delivering up every American here with all the prizes taken &ca. & say they will make Reprizals on this Town, which in all probability will be the means of bringing on further Ceremonies betwixt the Court of Spain & Great Britain, the People in general think this will not happen, as they suppose the latter has enough upon hands already, However I cannot conclude this important Subject without giving the greatest Applause to Governour Galvez for his Noble Spirit & Behaviour on this Occasion, for tho’ he had no Batteries erected or even Men to defend the place against the two Ships of War Namely the Hound & Zylph, and at the same time a Small Sloop with 100 Men in the lakes¹⁴ all coming against him with Demands & threats, yet in this Situation he laughed at their Haughtiness and despised their Attempts, and in short they returned as they came, but as I have good reason to suppose they are not yet satisfied and only wait for more force, In Gratitude to this Governour I think You should lose no time in sending a sufficient Number of Troops to guard the River above, and if possible to spare a sufficient number to take Pensacola and then You are sure of all the Indians per[haps] afterwards become a Valuable Conquest, as I have reason to think the Court of Spain would treat with You for it on advantageous Terms. Should You find it too expensive sending down Flour by the River and indeed whether or not it will be very necessary to open a Trade at the Havana as there would be little Risque in sending Your Rice Flour &ca. from the Continent. I have wrote the Governour there¹⁵ a few lines and if I find him inclinable shall immediately acquaint You further on this Subject. And by Your Approbation I think I would be of some service towards this by taking a Trip particularly if You will honor me with Your Commands on this Occasion, and if the Trade can be opened I could get supplied with Dollars from the Produce of Your grain sold there to pay for the Dry Goods purchased here and establish an Agent there to carry on the Business. I am very much distressed for want of Cash now, as the G— — has only let me have about Three Thousand Dollars and I do not know whether
I can get any more from him or not as he is afraid of wanting all his cash for the Militia. In fine I hope you’ll soon relieve me. I am now getting the account sales of the prizes made out which will I believe amount to $40,000 valuing the ship Rebecca at $4780 which I had done by proper judges and have agreed with the captain to take her for account of the states at that price, but against this there is some heavy charges such as hiring of boats & men to help down with the prizes & the expense of clothing & victualing the men so long a time in this town comes very high, but as they cannot proceed upon their expedition it is G— G— advice for them all to go up to manchack, and there entrench themselves till you send assistance, I had taken several young gentlemen on the rivers which I thought well attached to this cause to assist in getting up the boats with the goods and in order to make them a recompense for the dangers & fatigue they would have had to gone thro’ I recommended them to Cap’t James Willing who gave them the rank of lieutenant in the service & swore them to allegiance to the states, but being so disappointed sending them up directly there is some of them get impatient and want to get home the others that are more inclined to serve under Cap’t Willing intend staying with him at manchack. I have inclosed two invoices for the remaining part of the stores received from the G—— and belonging to that invoice sent you under cover the 1st April. But as I am obliged to dispatch this vessel immediately while the wind is fair I have not time to finish the invoice of the goods I have on board the little sloop captain Lafitte as there are some charges not yet come in, but her cargo consists of taffia sugar & coffee; amounting with the cost of the sloop about 4000$ besides the articles on board belonging to the goods received from the G—— I shall dispatch her in two days and send you duplicates of this, and the particular account of the vessel and cargo. I have more goods on hand which if I can get men enough to fit out another bateau I will send up. But I am afraid that will not be practicable as the number of bateaux gone up this year, has thinned the men so that Monsieur Conand had greatest difficulty in procuring them at a very high price, as the common wages for the run up is from 40$ to 45$ and now he has been obliged to pay 70$. This runs away with a great deal of ready cash, and no such thing as doing anything without it.

I thought to make out a sketch of my advances and engagements for goods to be paid for by the month of December for the states, but as my time is now precious as the frigates are gone out of the river, I want to push this and the other sloop out I cannot give you the exact account, therefore must only observe I will want about $50,000 to clear off what I have undertaken and for fitting out the ship Rebecca now with your leave named Morris and paying off the goods purchased and the expences of the men here, this is exclusive of the goods received from the G—— here, which sum I shall depend on your supplying me with by that time, in what way is the most advantageous to you is the most agreeable to me. But bills I cannot negotiate on your place whilst the war continues, tho’ I believe I can get some negociated on France or Spain and even the islands say the Havana or cape.

Having gone thro’ every thing I can think of now I come to acquaint you I have herewith inclosed you two letters from G—— G—— by which you’ll no doubt find his warm affection for the cause, and as those letters are of the greatest consequence. I have thought proper to put them into the hands of Mr. Wm. Murray who is a gentleman well known with you & who we put the greatest confidence in having
several times experienced his Zeal and Attachment to the Glorious Cause in which
he will be happy to serve in whatever Capacity You may choose to honor him with,
and particularly if there should be any Expedition to this part of the World, He may
be of infinite Service towards the Illinois Country or down this River as he is well ac-
quainted. I am sorry to inform You the Prize mentioned in my last taken by Capt.
Calvert turned out to be taken in the River and according to the Governour’s Mode
of proceeding on this Point of insisting that those shall be no prizes made from the
Entrance of the River to Manshack I was obliged to give her up with all the rest that
have been taken within those Limits tho’ I still insist on the Legality of the Prize as
You’ll see by my answer to his Excellency on that Subject. But this point I hope You’ll
be able to clear up by and by with the Court of Spain and get Restitution made for
all our Vessells made Prizes of here two years ago by Capt. Davy—I have the Honor
to be with the greatest Respect &ca.

P.S. The Goods I expected to get from the G——— he cannot spare as he expects a
Declaration of War, and will want them for the use of his Men here For further
particulars I refer You to the Bearer and have the Honor to be as before.

Copy, DNA, PCC, item 78, vol. 23, pp. 479–83 (M247, roll104). Notation after salutation: “(Copy).” There
is an early identical letter from Pollock to the Continental Commerce Committee of this date. DNA, PCC,
item 50, pp. 67–74 (M247, roll 64).

1. See Pollock to the Continental Marine Committee, 6 Mar.1778, NDAR 11: 533–36; and Pollock to
the Continental Commerce Committee, 1 and 2 Apr., both above.

2. Pollock is using a standard contemporary symbol for the Spanish milled dollar, also called a peso
or piece of eight. This symbol is either an “8” with two vertical lines through it or an “$” with two vertical
lines through it. The invoice has not been found.

3. On the “little” sloop Bernardo, Paul Lafitte, master, see Pollock to the Continental Commerce Com-
mitee, 1 Apr., above.

4. In a letter to the Continental Marine Committee of 20 May, Pollock explained that he had been
forced to postpone the sailing of Speedwell, Joseph Conand, master, because Gov. Don Bernardo de Gálvez
had discovered a Loyalist plot to seize Speedwell when it arrived at Point Coupée, “about Forty Leagues
up” the Mississippi River from New Orleans. DNA, PCC, item 78, vol. 23, pp. 483–84 (M247, roll 104).

5. See Capt. James Willing to the Continental Marine Committee, 14 Apr., above.

6. That is, Cape François, St. Domingue.

7. Geronimo La Chapelle was a Paris merchant.

8. Samuel and Jean-Hans Delap were merchants at Bordeaux. They sometimes served as American
commercial agents.

9. Before his death on 31 January 1778, Morris had been the Continental commercial agent at Nantes.

10. The agreement has not been found.

11. In the letter to the Continental Commerce Committee, this portion reads “for the Ship Rebecca
to the Havana.”

12. Pollock referred to Gov. Peter Chester of West Florida, Comdr. John Fergusson of H.M. ship-

13. That is, Don Bernardo de Gálvez, Governor of Spanish Louisiana.

14. Lt. George Burdon, commander of H.M. armed sloop West Florida, which was stationed on Lake
Pontchartrain and Lake Maurepas.

15. The governor of Cuba, or “Havana” as Pollock calls it, was Don Diego José Navarro.

16. The letters have not been found, but Gálvez discussed them in a letter he wrote to Gov. Patrick
Henry of Virginia on 6 May. Gálvez informed Henry that he was writing:

Messrs. Robert Morris and William Smith, superintendent general of commerce of the colonies.
. . . so that they may know the critical situation in which I find myself among my neighbors for
having admitted into this province under my command, Captain Willing and his party and the
prizes he has taken from the British.

I also enclose another copy, No. 3. to inform you how I am helping Mr. Pollock, agent of
the colonies, with money for the maintenance of Captain Willing’s party, even though I do not
know whether my Court will approve of it.


17. See Pollock to the Continental Commerce Committee, 2 Apr., above.
Governor Peter Chester of West Florida to Lord George Germain

Duplicate

My Lord

I have received accounts by the Packet Boat, which lately arrived here, that the Grenville Packet had an Engagement with a Rebel Privateer to windward of Barbadoes, in which the Mail She brought from England, I suppose in the beginning of January last, was shot away—By this accident I am deprived of receiving any directions or information from Your Lordship.

Since my last Dispatch (No 51.) of the 14th: Ultimo, I have received a Letter from Capt. Nunn of His Maj’s Sloop of war Hound, advising me of his arrival off New Orleans, and transmitting Copies of the Correspondence which has lately passed between Capt. Fergusson of His Majesty’s Sloop of War Sylph, and the Governor of Louisiana—on the Subject of his having afforded protection and assistance to the Rebels (as mentioned in my last Letter) also Copies of Capt’s Fergusson’s Letter to the Loyal British Subjects in New Orleans with their Answers, and the Copy of their Address to Me, the whole of which together with the Translation of a Letter from Governor Galvez to Me and the Minutes of the Council on the 25th & 27th Ultimo Containing the Measures which have been adopted in Consequence thereof I have now the honor to inclose for Your Lordships perusal.

These Papers sufficiently Evince the active part, which the Spanish Governor is taking in favour of the Rebels, notwithstanding he affects to behave with a strict Neutrality.— He has, it is true, published a Proclamation prohibiting any Persons within his Government, to Sell or furnish the Rebels with Arms Ammunition &c. Yet, they are actually Supplied at New Orleans with whatever they want, and a considerable quantity of Ammunition & Cloathing has already gone up the Mississippi—for Fort Pitt in Pennsylvania. They are also suffered to make Expeditions from Orleans across the Lakes, & to destroy Our settlements and to lay off the Mouth of the River Mississippi & make prize of any British Vessels coming into that River— This Extraordinary Conduct is no doubt a flagrant breach of that good Faith which Should Subsist between two Provinces, whose Sovereigns are in perfect amity with each other—and I wish it was in my power not only to prevent the evil in future, but also to Shew a proper resentment for such daring insults— The most Spirited Remonstrances to the Governor of Louisiana, are, treated with contempt, and the only Effectual Method, to redress our injuries, after all other means have been tried, would be to make Repriazls, and detain Spanish property untill ample restitution was made—but my Instructions do not authorize, on the Contrary they restrain me from taking Such a measure, which might be highly impolitic & prejudicial to the publick interest of the State—

Your Lordship will observe how strongly Capt. Nunn in his Letter to me, recommends the sending a Sufficient military force, from hence for the protection of the western parts of the Province, in order to give such of His Majesty’s Loyal Subjects as had taken refuge in Louisiana, an Opportunity of returning to their Plantations—and withdrawing themselves from the Spanish Territories, where they have been compelled to take an Oath very Similar to an Oath of Allegiance to Spain— The Gentlemen of the Council(before whom I laid all the above mentioned papers) recommended that a Post should be Established at Manchack, and that it should be left to Lieutenant Colonel Stiell’s discretion to send what Number of Men he thought...
could now be spared from the necessary duty of this Garrison, who agreed to detach, One Captain one Lieutenant one Ensign three Serjeants One Drum and fifty Rank & file, who in their way thro’ the Lakes will call on board the Armed Sloop West Florida, and take with them the Detachment onboard the said Sloop, which in the whole will make a body of Seventy five Men— These will proceed in vessels I have been obliged to hire for the purpose with 25 of Colonel Stuart’s Rangers thro’ the Lakes PontChartrain & Maurepas, to take Post at Manchack, where they will be joined with upwards of Forty Men now onboard His Majesty’s sloop Sylph— raised in the Mississippi for Colonel Stuart’s Corps—and such Recruits as can be got in that River for Capt Miller’s Independant Company—

I have also to facilitate the Troops in Establishing this Post, ordered Lieut Colonel McGillivray of the Provincials now at Natches, to detach One hundred of his Corps with proper Officers to Manchack & to throw up Some works for their defence, and prepare for the Reception of the Troops, who will Cover themselves by a Stockaded Fort— I have also applied to Capt Nunn, by the advice of the Council to Send one of the Sloops of war, under his Command—up the Mississippi to Manchack—in order to cooperate with the Provincials in establish the Post.

In my last letter, I mentioned that it was not thought adviseable to detach any Troops from the Strength of this Garrison, Since which Colonel Stuart, has entertained a better opinion of the Attachment of both the Creeks & Chactaws, and it being thought impracticable to Establish this Post at Manchack without a few Regulars, there appeared to be no alternative, but Either to adopt the Measure, or abandon the whole western parts of the Province to the possession of the Rebels, & leave His Majesty’s loyal Subjects, who had fled into Louisiana to become subjects of Spain— Should the Rebels come down the Mississippi in great force, care must be taken to obtain early and certain intelligence of their approach, and as Vessels will be left in the River Iberville the Detachment can be brought off by that Communication thro’ the Lakes— Should however His Majesty’s Subjects in the Spanish Dominions, neglect to Embrace the Opportunity now offered them—of returning to their Plantations under protection & Continue in Louisiana, the Post of Manchack will be withdrawn, and the Troops Sent to the Natchez for the Security of the Loyal Inhabitants of that District—

Lieutenant Colonel McGillivray has been joined by most of the white People in the Chactaw Nation, and a Considerable Body of Indians Who by this time I suppose are all arrived at the Natches—where the Inhabitants have behaved very well, and upon promise of Support, have broke their Engagement of Neutrality—and formed themselves into parties to oppose the Rebels and I have the satisfaction to acquaint Your Lordship, that a party of the Inhabitants with Capt McIntosh, of Lieutt Colonel McGillivray’s Corps, having received information of a body of Rebels coming up the Mississippi from New Orleans to take possession of the Natches District, posted themselves at the White Cliffs about five Leagues below Natches, where they attacked a Rebel boat—killed their Captain, one Harriston—a Lieutenant & three Men, and took twenty Eight Prisoners— These People behaved with great spirit & bravery, particularly Capt McIntosh and Charles Percy Esquire, who was formerly an Officer in the King’s Army—whom I have appointed to an Additional Company in Lieutt Colonel McGillivray’s Corps— I have also given another additional Company to Thaddeus Lyman Esquire, for his good behaviour in Exerting himself in forming
the Inhabitants into Associations—and I trust that District will not be longer under any apprehensions from the Rebels which are below them on the Mississippi—and should the Rebels come down the River, in large Bodies, as is reported. These People with the assistance of the Indians will annoy them greatly—and I am of Opinion if good Posts are kept up at Manchack and Natches with the Assistance of Armed Vessels properly Constructed to carry from ten, to twelve Guns each, with 50, or 60 hands, stationed in such Manner as may be thought most advisable; that Our force upon the Mississippi, would be sufficient to secure the Colony, from any attempts of the Rebels, and afford full protection to the Inhabitants— The Post now to be Established at Manchack, will no doubt prevent any of the Rebel Boats from passing up the River Mississippi, with Supplies of Ammunition Cloathing &c. but at the same time, I think the Spaniards will give them every assistance, and be the Carriers of these Supplies, under pretence that they are designed for their own Indian trade, unless Some precise Orders can be given to the Commanding Officer of this Post, what conduct to pursue in respect to Spanish Boats—and whether to search, and on suspicion detain them—until the property is ascertained—but this is so Critical a Circumstance—that I shall not give any Orders on this head—but wait for instructions thereupon from your Lordship.

Your Lordship will Observe that Capt Nunn mentions in his Letter to Me, that Goods lately introduced into New Orleans by British Merchants have been purchased by the Spanish Commissary for Indian Affairs—Expressly for the purpose of Gaining over the Indian Nations to their Interests—and I cannot omit Observing that the Governor of Louisiana is using every means in his power, to persuade the Chactaw Nation of Indians to renounce their Obedience to His Majesty, and for that purpose, invites them to New Orleans—loads them with Presents, and endeavours to prevail upon them, not to take any part against the Rebels—but to remain neuter—which has occasioned frequent dissentions among the Savages— Such a Conduct is highly unjustifiable—and if persevered in, may have a tendency to alienate their Affections from His Majesty’s Government.

We have been for many years without an Assembly in this Colony—and it is thought that the present Situation of the Province requires their meeting—in order to frame a Militia, and such other Salutary Laws as are wanting—and I have accordingly with the advice of the Council ordered, Writs of Election to be issued, which are returnable on the Sixth of June next.

I shall Continue to Exert myself in pursuing such measures, as may be Conducive to His Majesty’s Service—and for the benefit of the Province under My Command— I have the honor to be [&c.]

Pet’ Chester

Postscript. 10th: May 1778—

Since writing of the preceding, both of His Majesty’s Sloops of war Hound & Sylph have returned from the River Mississippi, all Communication having been prevented by the Spanish Governor, between the King’s Ships—and the British Subjects on Shore— Capt Nunn has furnished me—with some farther Correspondence that has passed between the Governor of Louisiana—and himself Copies of which are now inclosed to Your Lordship.

The Sylph will Shortly return to the River Mississippi, & proceed up to Manchack—to cooperate with the Troops in Establishing that Post, which if Continued
will require a Commissary of Stores and Provisions—and in that Case—I beg leave
to recommend Mr William Williams for the appointment, he having acted as Deputy
in that Department for many years at this place— The Rebels in Louisiana are daily
Deserting, and they are now reduced to a very small Number— I hope that the Meas-
ures which have been adopted here, will secure this Colony in future from being in-
fested by any of these plunderers and Banditti.

Pr C—

George Germain.” Docketed: ”Pensacola 7th May 1778./PS 10th May./Governor Chester./(N° 52)/R 27th
July./(Dup— Orig not reced.)/(11 Inclosures.)/S.P./The Inclosures were sent/in original with
Augst./Ent6.” Sir Stanier Porten was Under Secretary of State for the Southern Department.

1. For more on the engagement between H.M. Post Office packet boat Grenville, Capt. William
Kempthorne, and the Continental Navy brigantine, Resistance, Capt. Samuel Chew, see Gov. Edward Hay

2. The letter of Comdr. Joseph Nunn to Chester, 14 Apr., is above. Most of the enclosures are discussed
there. There is also a complete listing and short description of the enclosures in Davies, Documents of the

3. The governor of Spanish Louisiana was Don Bernardo de Gálvez.

4. In his reply of 5 Aug., Germain wrote that the “rash step” that Chester “meditated of seizing Spanish
property or committing any act of hostility against the King of Spain or his subjects” was unwarranted
and that it was “His Majesty’s express command” that Chester “prevent and violence or injury being done”


6. Officially, Col. John Stuart’s unit was called the West Florida Loyal Refugees. It was composed of
Loyalists who had taken refuge among the Southern Indian nations and were “accustomed” to their meth-
ods of making war. Extract of a Letter from his Excellency Sir William Howe to John Stuart, 3 May 1777,
The On-Line Institute for Advanced Loyalist Studies, www.royalprovincial.com/military/rhist/wflr/wflr-

7. Capt. Francis Miller commanded a company in the West Florida Provincial Regiment. The additional
companies that Chester authorized and discussed later in his letter to Germain were never raised.
J. Barton Starr, Tories, Dons, and Rebels: The American Revolution in British West Florida (Gainesville: The Uni-

8. Germain agreed that such a post was needed and sent orders that it be built, but it was unfinished
and practically defenseless when Britain and Spain went to war in June 1779, and was all but abandoned

9. On the engagement in which Lt. Reuben Harrison was killed, see Capt. James Willing to the Con-
tinental Marine Committee, 14 Apr., above.

10. As seen in note 4 above, Germain in his reply of 4 Aug. expressly forbade Chester to order the
search and seizure of Spanish boats.

11. The Assembly of West Florida had not met since 1772. Because the writs of election for Manchac
and Natchez had not arrived, Chester was forced to prorogue the Assembly several times; it did not con-

12. For a listing and short description of the documents that Chester enclosed, see Davies, Documents
of the American Revolution 13: 287, no. 1753, i–x.

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

1778 May               Moored in St. Johns Road Antigua.
Thursday 7th            at Noon they¹ came in with an American Schooner from Guinea
with 100 Slaves    Came in a small Sloop wth 19 hhds Tobacco, Prize
to Our Tender.²

D, UkLPR, Adm. 51/711, Part 4.

¹ In Portland’s journal entry of 6 May, Dumaresq identified these vessels as “Fansey and Surprize
May 8

Moses Noble’s Account for Masts for the Ship of the Line at Portsmouth, New Hampshire

Portsmouth May 8 1778

John Langdon Esqr to Moses Noble

D'

January 23

177[7] to 2 Day at Berwick1 after Masts for 74 Gun Ship2

at 12 Shillings £1= 4=0

To horse hire 0=12=0

June

To a Day Mesuring the above Masts at 18s £0=18=0

20 To a Day My Servent Securing them in Dock 0=15=0

To Day James Marden at Do 0=15=0

To Day John Marden at Do 0=15=0

To Day James Hight at Do 0=15=0

To Day Na\textsuperscript{t} Pilman at Do £6= 9=0

Errores excepted Moses Noble

Rec'd of John Langdon Esqr the above Contents in full

Moses Noble

DS, PHi, John Langdon Papers.

1. That is, Berwick, Me.
2. This 74-gun ship of the line was later named America.

Continental Navy Board of the Eastern Department to Captain Dudley Saltonstall, Continental Navy

Navy Board Eastern Department

Boston May 8\textsuperscript{th} 1778

Sir

You and Mr. Maulley\textsuperscript{1} your first Lieutenant are hereby ordered to repair to this board as soon as Possible in order to attend Courts Marchall on Capt'n. Manley\textsuperscript{2} & M'r Neil,\textsuperscript{3} and Such other Matters as this Board Shall then think Proper to direct.— the returns you was desired to make by Mr. Deshon you will if ready Bring with you we are [&c.]

J Warren

John Deshon

L, NHpR, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 75. Addressed at foot: “Dudly Saltonstall Esqr.”

1. Lt. Jonathan Maltbie, Continental Navy. Saltonstall and Maltbie were officers aboard the Continental frigate Trumbull.
JAMES WARREN TO SAMUEL ADAMS

My Dear Sir

Boston May 8th:1778

I hope by this Time you have got over the greater part of your long and Tediou

Journey to York Town.1 & you will soon get through. & find all things to your Wishes.

Nothing Material has Occurred here since your departure but what you will have An

Account of before this can reach you. we are now Enjoying the first fruits of our New

Connections. several of the fleet from France are arrived: with large quantities of

Cloathing &c. & A French Man of War of 36 guns.2 so that your beloved Harbour

looks quite Brilliant. I want you should Enjoy the prospect from your Windows. The

public & private Persons are treating the Officers of the French Man of War with

every Mark of Respect. & I Understand they are highly pleased with Your Town To-

tomorrow the Council Entertain them with A public Dinner at Marston’s.3 I am to

be one of the Guests, you will certainly see among the Toasts. the Congress, & the

King of France. You will remember the Embarrassments of the Navy Board for want

of Money. & our Embarrassments Increase with the great Accumulation of Business

which grows on us every Day. with six Sail of Ships & Brigas on hand in this Port. & A

Number of Other demands we cant at this Time Command 500 dollars. we have in-

deed some Warrants on the Loan Offices but can get no Money. You will also remem-

ber the provision for the Members of the Board. the Cloathers Otis & Andrews4 are

in great difficulty for want of Money & should be supplied. to preserve any kind of

Credit to the Continent I Wish you every Happiness & am Your Sincere Friend

J Warren

M’ Hancock5 talks of going in a day or two

ADAM BABCOCK AND ARCHIBALD MERCER TO JOHN LANGDON

Dear Sir,

Boston May 8th 1778

The Cannon and other Articles except what are to be deliverd to Yr.Brother1 which belong to the Owners of the Portsmouth2 we beg may be sold immediately, for the most they will fetch—and the net proceeds appropriated to our benefit—if there is more due from the Owners than what is already paid for the Ship’s outfit You will in that case apply as much as will set us clear—the residue pay to Your Brother Woodbury Langdon Esq’ for the outfit of the Ship Reward—With Respect & Regard I am

Adam Babcock

NB the Negro Boy I purchased for Mr John Carter who Agrees to take him & desires you will send him down by the first Coaster with a Bill of Y’s Charges

Arch’d Mercer


1. That is York, Pa., where the Continental Congress was meeting. Adams, a representative from Massa-
husetts, took his seat in Congress on 21 May. Letters of Delegates 9: xviii.

2. French Navy frigate Nymph, Capitaine commandant Nicolas-Antoine, Chevalier de Beaudot de

Sainneville, commander.

3. See Warren to Adams, 10 May, below.


5. John Hancock, also a delegate to Congress from Massachusetts.
1. Woodbury Langdon.

**JOURNAL OF H.M. FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLLIER**

May 1778
Friday 8

**Cape Cod S° 67 W° 26 Miles**

AM at 1 tack’d— at 4 Wore— at 6 sounded 30 fathom coarse brown Sand with pebble Stones.

**D° Cape [Cape Cod] SbE 6 or 7 Miles**

First p° light Breeze & foggy with Rain middle & latter p° clear W°

PM at ½ past 4 close reef’d Tops— ½ past 5 saw a Sail to the E° with Out reefs— gave Chase— ½ past 6 fir’d sev’l Guns at her—
tack’d— at 7 she brot. too & prov’d to be the Brig Mary I fm. S° Augustine bound to London & had been taken by the Rebel Privateer Civil Usage 7 days before—


2. Either Massachusetts privateer brigantine Civil Usage (14 carriage guns and 12 swivel guns), John Smith, commander, of Newburyport, or Massachusetts privateer schooner Civil Usage (10 swivel guns), Anthony Diver, commander, of Salem. Allen, Massachusetts Privateers of the Revolution, 100.

D, UKLPR, Adm. 51/762, part 1, fols. 33–34.

1. That is, Aquidneck I; H.M. frigate Sphynx, Captain Alexander Graeme, commander.

2. H.M. armed sloop Haerlem, Lt. John Knight, commander.

**JOURNAL OF H.M. FRIGATE UNICORN, CAPTAIN JOHN FORD**

May 1778
Friday 8th

**Riding at Single Anchor off Robinson’s Hole in Buzzard’s Bay [Mass.]**

at 5 AM made the Sign for sailing, at 11 the Sphynx & two Transports sail’d for Rhode Island.¹

Riding at Single Anchor off Robinson’s Hole in Buzzard’s Bay.

Fresh Breezes with Rain the first and middle parts latter part light Airs and clear, at 4 PM the Haerlem Sloop² sail’d with two Sloops with Stock for Rhode Island,

D, UKLPR, Adm. 51/1017, part 6, fols. 240–41.

1. That is, Aquidneck I; H.M. frigate Sphynx, Captain Alexander Graeme, commander.

2. H.M. armed sloop Haerlem, Lt. John Knight, commander.

**THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER (NEW LONDON), FRIDAY, MAY 8, 1778**

**NEW-LONDON, May 8.**

Last Thursday¹ was sent into Boston, by the American Revenue, Capt. Champlin², and the Revenge, Capt. Conkling,³ both of this Port, the Ship Lovely-Lass,⁴ ——— Wade, late Master, from London, bound to New-York, with the following Cargo, viz.
255 Bales dry Goods,
    7 Bales Hops,
    5 Ditto Pepper,
    1 Hogshead Hams,
827 Barrels Flour,
    29 Puncheons old Spirits,
    4 Bales Bever Furr,
64 Chests Tea,
170 Casks Wine
    7 Hampers Ditto,
    5 Cases Acid,
137 Baskets Cheese,
    29 Hogsheads Loaf Sugar,
    2 Hogsheads Porter,
And a Quantity of Cordage.
The amount of her Invoices in London is said to be twenty five Thousand Pounds Sterling.

1. That is, April 30.
2. Capt. Samuel Champlin, Jr.

**JOURNAL OF H.M. armed schooner Viper, Lieutenant Edward Pakenham**

May 1778 In Delaware River
Friday 8th At 1 AM came too abreast Ten mile p’t in 5 f’m ½ p’t 6 Weigh’d & ran up the River at 8 past Bristol at 11 Came too before Burling Town & set fire to 2 Frigates & a Schooner,¹ Landed the Troops.

In Delaware River
Mod’ & fair W’r At 1 PM Set on Fire many Ships, Vessels & Storehouses at 4 the Troops embark’d & Landed at Kirbreth’s Wharf at 8 Set on fire more Vessels & Storehouses.²

D, UkLPR, Adm. 51/4385.
2. On the destruction of the property of Joseph Kirkbride, see ibid, and Report of John Henry, which is attached to Viscount Howe to Philip Stephens, 10 May, below.

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

Gentlemen [York, Pa.] May 8th 1778.
The many interesting Subjects contained in your last Letter shall shortly receive a full answer,¹ for the present we shall confine ourselves to the disagreeable
business of the Alfred's loss, and the conduct of Captain Thompson upon that occasion. From various concurring informations as well as from Captain Thompson's letter to this Committee of the 7th of April last,2 The Committee are of opinion that both the public Interest and the honour of Captain Thompson render it necessary that A Court of Enquiry should be held on his conduct. But this Enquiry the Committee think cannot properly be made until Captain Hinman or some of his Officers can be heard upon the Affair and in the mean time it is not fit that the public should be deprived of the use of the Raleigh. It is therefore the desire of the Committee that you forthwith suspend Captain Thompson from the Command of that Frigate until a full and fair enquiry can be made into his Conduct, on the Occasion of the Alfred's loss, and that the Raleigh be got ready for Sea with all possible expedition.3 By the time this will happen the Committee will appoint a Captain to take the Command of her.4 The Committee are intirely of Opinion with you that it will be proper to send out a Collected force to Cruize against our enemies that we recover the injured reputation of our Navy and the losses we have sustained. with this view the Committee wish that the Warren and any other of the Continental Vessels that you approve, may be quickly made ready for Sea and you shall shortly hear further and fully from us concerning the destination of these Ships.5 We have the pleasure to inclose you the late Resolves of Congress concerning Marine miscodunt, and the mode of trying it, which we hope may in future remove the difficulty that hitherto subsisted in Affairs of this nature.6

It seems from your information of the Enemy at Rhode Island hawling three additional Ships into the Channel thro' which you proposed sending the frigate Providence to intercept her, that the chance of her escaping is too great to be unnecessarily run— We would therefore propose you should endeavour to man the Warren with the hands of the Providence and lay aside the attempt to get her out unless through a change of circumstances you should discover a fair Opportunity of effecting it—in case this should happen we would have her ordered round to Boston there to join the Continental frigates.7 We are Gentlemen [&c.]

1. The board's "last Letter" has not been found; the Marine Committee wrote the promised letter on 9 May, below.
2. The letter of Capt. Thomas Thompson concerning his actions as captain of the Continental Navy frigate Raleigh during the engagement in which the Continental Navy ship Alfred was captured has not been found, but a portion of his letter to the Eastern Navy Board discussing the incident was published in a Boston newspaper. See James Warren to John Gill, 20 Apr., above.
3. Thompson's court-martial was held in early July.
4. The committee appointed Capt. John Barry to command Continental Navy frigate Raleigh on 30 May. See Continental Marine Committee to Continental Navy Board of the Eastern Dept., 30 May, below.
5. The committee countermanded these orders concerning Continental Navy frigate Warren in its letter to the board of 30 May, below.
6. The resolutions of Congress outlining procedures for investigating officers involved in the loss of Continental vessels, dated 6 May, are above.
7. Continental Navy frigate Providence, Capt. Abraham Whipple, commander, had escaped on 30 Apr. from Narragansett Bay and sailed for France.
JOURNAL OF H.M. FRIGATE DAPHNE, CAPTAIN ST. JOHN CHINNERY

May 1778

Do [Cape Henlopen] NWBW 115 leagues

Friday 8

Light breezes, at 4 A:M: fresh breezes, close Reeft the topsails, Handed the Mizon do. at Noon Handed Main & fore Do. fresh Gales—

Do NWbW 104 Leagues

More Modew. at 2 Saw a Sail to the Wrd. Gave chace, at 5 came up with Do. She proved to be a Brig from N° Carolina, bound to Amsterdam with Tobacco,¹ at 7 a Ship in Sight,

D, UkLPR, Adm. 51/227, part 3.


OLIVER POLLOCK TO THE CONTINENTAL COMMERCE COMMITTEE

[Extract]

Sirs, New Orleans 8th May 1778

. . . There is several Merchants and Others here that would send Vessels and Cargoes your Way if you would underwrite them, and impower me to draw upon France in Case of Loss; if you think of doing this please let me Know what the customary Premium is upon Spanish or french Vessels regularly cleared from here for the Windward Islands. I have the Honor [&c.]

Copy, DNA, PCC, item 50, pp. 74–5 (M247, roll 64). Pollock sent a nearly identical letter to the Continental Marine Committee on the same date. DNA, PCC, item 78, vol.23, p. 483 (M246, roll 104).

JOURNAL OF H.M. FRIGATE ARIADNE, CAPTAIN THOMAS PRINGLE

1778 May

Do [St Bartholemew] W½S° 28 leag*

Friday 8

Thick Hazy weather with Rain. Fired several shot at the chace & at 3 AM brought her too, she proved to be the Schooner Elizabeth from Gaudaloupe bound to Boston Laden with Molasses, sent on board her a Midshipman & 4 Seamen. The Ceres in Company.¹

Do SWBS. 18 leag*

Light airs & Hazy. at 5 PM bore up & took the Prize in Tow.

D, UkLPR, Adm. 51/60, part 2, p. 65.


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

1778 May

Moored in St. Johns Road Antigua

Friday 8th

First and middle parts light Airs and variable, at 8 AMd came in our Tartar Tender with a Maryland Sloop her Prize with 66 hhds of Tobacco,¹ Cleared Hawse and loos’d Sails to dry.

D, UkLPR, Adm. 51/711, Part 4.

1. Sloop tender Tartar. The prize was probably the sloop Morrice and Wallace, Nicholas Martin, master, which was captured on 1 May. Young’s Prize List, 16 June 1778, UkLPR, Adm. 1/310; there the sloop is listed as having been from Virginia.
May 9

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,
Sam'l Ph'ps Savage Esqr
John Brown Esqr
Thomas Walker Esqr
George Williams Esqr

Order'd, That the Round House of the Brig Tyrannicide be taken off immediately, & a Quarter Deck laid—

Order'd, That Capt Johnson be a Committee to superintend & agree with Workmen for the above Purpose—


1. A name given in large merchant ships to a cabin or apartment built in the after part of the quarter-deck, and having the poop for its roof.
3. Capt. Eleazer Johnson, member of the Board of War.

WILLIAM BENTLY AND OTHERS TO THE RHODE ISLAND GENERAL ASSEMBLY

To The Honorable General Assembly now Siting at Providence

May it please your Honors

We the Subscribers Wm. Bentley Henry Oman, John Harwood John Newton Wm. Pitman Richard Thomas belonging to Newport have been very Great Sufferers by the Enemy, & been drove off from our Habitations, have now fix’d up a Boat in order to Catch Fish down at point Judah &c

Therefore Pray your Honors to grant us a Commission to make reprisals upon any Enemies shiping that may fall in our way as we propose to Equip ourselves with Arms in order for our defence ourselves and as there will be Vessels passing & Repassing up the Sound doubt not but we shall have an Opportunity of Distinguishing our Selves your Honors taking this into Consideration, and granting us a Commission shall be in Duty bound to pray &c &c

Providence May 9th. 1778—

William Bently
henery oman
John Harwood
John Nuton
William pitman
Richard Thomas
John Dunwill

N B. as we being poor men and having lost our all by the Enemy we Beg your Honors would Supply us with Arms Sufficient, and we will give sufficient Security to your Honors Satisfaction

In the Lower House May 9th. 1778
Resolved That his Excellency the Governor be requested to issue a Commission of Letters of Marque and Reprisal to William Bentley one of the Petitioners, and that Col. Daniel Tillinghast supply the Petitioners with Six good Muskets, they giving Security to account for the same when called for.

Voted and sent up to the Upper House for Concurrence

By Ordr Wm Coddington Assis' Clerk.

In the Upper House

Read the same Day & Concurred

By order; William Mumford D Secretary

L, R-Ar, Petitions to the General Assembly (1778–1780), vol. 17, p. 15. Docketed: “No. 15. Governor to grant a Commission to William Bentley and others.” William Bentley’s commission and letters of marque and reprisal have not been found.

1. Point Judith.

2. The petitioners would capture four boats, three “fishboats” from Newport and a boat belonging to a British transport. R-Ar, Maritime Papers, Revolutionary War (1776—1781), p. 187.


JOURNAL OF H.M. FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLLIER

May 1778 D° Cape [Cape Cod] SbE 6 or 7 Miles
Saturday 9 at 7 A.M out all reefs— at 10 saw a Sail to the N°w°d°— made Sail— gave Chase.

D° Cape [Cape Cod] S° 17 W° 10 Leagues
Light Airs & clear W° PM still in Chase— at 3 hoisted out the Barge & sent her after the Chase— at 5 the Barge return’d— at 9 the Chase tack’d— Tack’d & fired several Guns at her— ½ past 10 bro’ too the Chase which prov’d to be the Schooner Polly Ignat° Webber Mast° laden wth Salt & s°d° to be bo°d° for Halifax°

D, UkLPR, Adm. 51/762, part 1, fols. 33–34.

1. Schooner Polly, Ignatius Webber, master, from Ferrol, Spain, bound to Boston with salt, taken off Cape Ann. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84. On 20 May, Polly was libeled in the Vice Admiralty Court of Nova Scotia. John Alexander, mate of Rainbow, testified on 23 May that the schooner, which was taken after a thirteen-hour chase, was “Standing directly in for Boston” and was manned by American seamen. Although Webber swore he was headed for Halifax, a passenger, Samuel Peirson of Boston, deposed that Polly was bound for a port in New England. On 23 June the schooner was declared a lawful prize of Rainbow. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 135–36.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL, SATURDAY, MAY 9, 1778

PROVIDENCE, May 9.

Capt. Whipple,1 in the Providence Frigate, who sailed from this Port last Week, in his Passage down the Bay was fired on by the Lark Frigate, which lay near Warwick-Neck, and had got under Way. Capt. Whipple returned the Compliment with a Broadside, and we since learn killed 3 and wounded 17 of the Lark’s Crew; her Hull and Rigging were likewise much damaged. The Juno Frigate, the lowermost of the Enemy’s Ships, fired a Broadside at the Providence as she passed, and received another, but with what Effect we have not yet learnt. Capt. Whipple likewise poured a Broadside into a Tender2 that got under Sail,
and shattered her so much that the Enemy were obliged to haul her to a Wharff at Newport, where she sunk. The Enemy’s Ships did not follow Capt. Whipple to Sea, as was reported.\(^3\)

Tuesday and Wednesday last about 20 Sail of Shipping arrived at Newport from the Westward, under Convoy, supposed to be Wood-Vessels, &c.

A Number of the Enemy’s Shipping, with some Troops on board, arrived in the Eastern Sound\(^4\) a few Days since from Newport, with a View, as is supposed, to collect live Stock from the Islands.\(^5\) We learn that they have burnt a Dwelling-House, some Salt-Works, and the Hull of a Prize Ship brought in some Time since by the Sloop Providence.\(^6\)

2. Tender cannot be identified.
3. See Diary of Capt. Frederick Mackenzie, British Army, 1 May, above.
4. Vineyard Sound.
5. Elizabeth Is. See Diary of Capt. Frederick Mackenzie, British Army, 5 and 9 May, above, and 11 May, below.

**JOURNAL OF H.M. FRIGATE UNICORN, CAPTAIN JOHN FORD**

May 1778                     Riding at Single Anchor off Robinson’s Hole in Buzzard’s Bay. [Mass.]
Saturday 9th                 at 9 AM weigh’d & came to Sail.
                                 Working thro’ Buzzard’s Bay.
Fresh Breezes and fair W\(^c\) at 4 PM bore up for Quick’s Hole, at 5 came too in 5 fms. veer’d away & moor’d ½ Cable each Way, at 6 rec\(^d\) Information of the Rebels attempt\([in]\)g to land & take off the Stock from Pescanese Isl\(^d\) D\(^c\) sent the Tenders with all Boats man’n’d & arm’d with the Marines & some of the 54\(^{th}\) Reg\(^c\) to guard the Isl\(^d\)

D, UkLPR, Adm. 51/1017, part 6, fols. 241–42.
1. That is, Penikese I.

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

May 1778                     Remarks at, Lees River [Mass.] 1778
Satureday 9th                This 24 Hours wind at NW, fine pleasant Weather Brought too
                                 John Anthony, in a Small Sloop bound to Howlands Ferry,\(^1\) pass sign
                                by Jos Cole Cap\(^c\) came, to Sail & Ran Down, to Howlands Ferry Rec\(^d\) on Board, one Barrell Flour. from, Mr. Childs\(^3\) came
to Sail again & Beet up to the Stills then came too, Rec\(^d\) On Board,
1 Bbl pork 1Ditto Rice, 2:02:0 Bread

D, UkLPR, H.C.A. 92/455/1.—
1. Howland’s Ferry, R.I.
3. Possibly Cromwell Child, a Rhode Island merchant and militia officer.
DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]

9th May. Fine weather. Wind N.W.

The transports from the Elisabeth Islands arrived last night in the Seconnet pas-

gage. The troops have been very successful, and met with no opposition. The two

transports have brought 884 Sheep and Lambs,— 150 of them were bought from

such of the Inhabitants as were well affected, and willing to sell them. The rest, being

the property of noted Rebels, were taken without payment. The party has also se-

cured about 1,000 more sheep and lambs on a small Island under protection of the

Unicorn, until the transports can return for them. The whole were taken from

Nashawn Island, which is the largest of the Elisabeth Islands; about 10 Miles long

and 4 broad, and lies nearest to the Main. A Company of Rebels were posted upon

it, but they retired upon the appearance of our fleet. Our people burnt the Barracks

they had occupied, and destroyed two pieces of Cannon. Captain Coore of the 54th

Grenadiers Commanded the party. The Sheep were landed this day at Sachawest

point, and the troops returned to town.

A party of an officer and 40 men embarked on board the Transports this day,

and they are to return immediately for the remainder of the Sheep.

A Privateer sloop of 12 Guns lately taken by the Maidstone, arrived this Evening

from New York, which place she left on the 7th.

Mackenzie, Diary 1: 279.
1. Sakonnet Passage.
2. Naushon I.
4. Sachuest Point.

JOURNAL OF H.M. ARMED SCHOONER VIPER, LIEUTENANT EDWARD PAKENHAM

May 1778 In Delaware River W

Saturd 9th D W [Modt. & fair] At 2 PM Weigh’d & ran lower down ye Galleys & Troops past by at 3 weigh’d & turn’d down at 6 the Sloop Galley came aground D ran back to Cover her.

D, UkLPR, Adm. 51/4385.
1. See Journal of H.M. armed schooner Viper, 8 May, above, and 10 May, below. From what Capt. John Henry wrote in his report enclosed in Vice Adm. Viscount Howe to Philip Stephens, 10 May, below, it appears that the “Sloop Galley” was H.M. galleys Philadelphia, Midn. Robert Aitchison, commander.

Vice Admiral Viscount Howe to Secretary of the Admiralty Philip Stephens

Number 59.

Eagle off Billingsport [N.J.]

Sir,

May the 9th 1778.

By this Conveyance you will receive a Duplicate of my Letter No sent in the Hyde Packet, which sailed to proceed down the River the 24th past.

I am by this Opportunity to return a more explicit Answer to the Contents of your secret Dispatch of the 7th of January;2 Regarding the Establishment of a Naval Yard at either of the three principal Ports on this Part of the American Coast; The
Attention to be had to the Defence of the Port of Halifax; and the Expedients suggested for cutting off the Resources of the Enemy and suppressing the Spirit of privateering which has prevailed in a greater Degree than could have been foreseen: More particularly with Reference to the Southern Provinces.

In respect to the Situation best adapted for a Naval Yard, I think New York much to be preferred in the present Circumstances of the War. The Extent of the King’s Authority on which the Efficiency of such an Establishment will depend, being much confined; I was induced to postpone any further Propositions on that Matter.

By the State of the Ships, and the necessary Diversion of the Naval Force on this Station for the Security of the Military posts; preserving the Communications, and Conveyance of the requisite Supplies for the different Divisions of the Army, represented in the Letters You have received subsequent to the Date of your secret Dispatch above-mentioned, The Lords Commissioners of the Admiralty will become acquainted with the Steps taken for the Security of Halifax; and the Reasons which disabled me from prosecuting the Measures pointed out for my Government in the latter part of the said Dispatch, so fully as that Instruction denotes. At the same Time I submitted the Difficulties that occurred in the Means to procure any correct Intelligence regarding the Rebel Armaments.

Having the satisfaction to learn by your Letter of the 5th of February,3 that their Lordships had not seen Cause to disapprove of the Disposition of the Fleet, referred to those several Objects; and the Necessity for continuing the same arrangement still subsisting, with little Variation; I have now only to take Notice of the farther Provision made for deriving Advantage from the later Intelligence transmitted in the same Letter.

In consequence of the Advice that the three Ships of sixty and sixty-four and one of forty Guns fitted by Chaumont4 &ca. were intended for Virginia; I sent Notice to Captain Onslow5 from Sandy Hook, of the Necessity for prolonging his Stay in Chesapeake Bay as much as possible; And on my Arrival here, the Isis was ordered immediately to that Station. Commodore Hotham6 is directed to proceed thither also in the Preston, as soon as he is at Liberty by the Arrival of Rear Admiral Gambier7 at New-York. The Experiment was at the same Time dispatched off of Boston, to strengthen the Detachment on the New England Coast, in place of the Raisonable said to be arrived at Halifax. The Ariel commanded by Captain Phipps8 (Captain Jackson9 dying on the Passage from England) is sent off of Occacoke Inlet; And the Daphne, which sailed out of the River the 28th of March, to convoy one of the Packets two hundred Leagues into the Sea, is meant to be joined in that Service on her Return.

Tho’ I cannot esteem the Force adequate to those purposes, it is the whole that I am able to assign for them.

To get the Frigates more at Liberty from the River-Service, on which they were necessarily to be in the mean time employed, Directions were left last Year to have some Gallies of a suitable Construction provided, to relieve the Frigates stationed for keeping the Communication of this River open in the Spring. Three Gallies were built at Philadelphia.10 But in order to procure a sufficient Complement of Men in whom a due Confidence may be placed, independent of any Drafts from the Ships of War, it has been judged expedient to engage the Natives, or European Inhabitants of the Town, for that local Duty. Assurances are given, that they shall not be drafted into the Ships of War against their Inclinations; Tho’ to establish a proper Subordi-
nation amongst the Crews of the Gallies, the Men will be borne for Wages and Victuals in the Fleet. And I must, on this Occasion, request the Lords Commissioners will allow the Wages of these Men to be paid abroad; as they could not be otherwise induced to enter for the intended Service; or from the Nature of the Duty, be retained therein against their Inclinations. The same Appointment had been made for the Ports of Rhode-Island and New-York; And is likely to be in some Degree necessary also at Halifax, according to the purport of the Information received since my Arrival in this River from Captain Macartney, herewith enclosed.\(^\text{11}\)

The Desertion of the Seamen from the Transports, as well as Ships of War, to Traders furnished with Letters of Marque, has required a particular Attention. Before I sailed from Sandy Hook, Governor Tryon\(^\text{12}\) communicated to me the Contents of a Circular Letter he had received from Lord George Germain, one of His Majesty’s principal Secretaries of State, and signified his Resolution to grant Letters of Marque as soon as he was furnished with the proper Authority. I transmit the Copies of my Correspondence with the Governor on that Occasion;\(^\text{13}\) Hoping the Motives for recommending a Suspension of his Purpose, will be approved by their Lordships.

I am advised in the last Letters from Captain Griffith,\(^\text{14}\) that he has acquainted You with the Circumstances regarding the Detention of a Ship hired by Sir George Collier for removing American Prisoners from Halifax to Rhode-Island; And of the Instructions he received for sending such other American Prisoners, Inhabitants of Boston as were then at Rhode-Island, to England, in Case the Claim made to the Ship, with Credit for the Number of Prisoners released, should be rejected; And also with his Proceeding thereon.\(^\text{15}\) I do not therefore trouble their Lordships with a Repetition of the Particulars; But presume their Directions will be necessary, regarding the Satisfaction to be made to the Owners, according to the Conditions of the Charter-Party, for the Captain of the Ship.

I was on the point of closing this Dispatch, when by the Arrival of the Porcupine Yesterday, I received their Lordships’ secret Instructions of the 21\(^{st}\) and 22\(^{nd}\) of March;\(^\text{16}\) with your Letters of the 11\(^{th}\), 21\(^{st}\), 22\(^{nd}\), and 23\(^{rd}\) of the same Month; And a Duplicate of the 24\(^{th}\) of February,\(^\text{17}\) whereby I was to have been first informed of their Lordships indulgent Attention to the Request respecting my State of Health, which will oblige me to profit by the Permission for my Return to England as early as the Tenor of those Instructions will permit.

I transmit herewith a Return of the Condition of the Ships in this River, including the Accounts lately received from most of the Ships employed for some time past on the more Southern Stations.\(^\text{18}\)

The St. Albans arrived in a very sickly State to New-York the 25\(^{th}\) Ultimo; And the Lizard the next Day, by the Damage in her Masts and Rudder disqualified for present Service.

I shall immediately prepare to collect a Force, suited as much as possible to the further Purpose of their Lordships’ said Instructions; not having received Advice of the Arrival of any Part of the French Squadron referred to therein. But the Ships of the Fleet having been disposed at the different Ports and Stations on this Coast, in the Manner and for the purposes which I have already communicated; And the State of the Ships and Men, also considered; I cannot now judge in what Time, or in what Extent I shall be able to provide for the several Objects to which my Attention is therein directed.
I shall take the earliest Opportunities to acquaint You with my Progress in those several respects. Sir Henry Clinton, the future Commander in Chief of the Land-Forces, being arrived, Sir William Howe proposes to embark for England onboard the *Andromeda* in a few Days; I therefore mean to detain the *Porcupine* for some further Time, or until I am better qualified to report upon the Effect of my Endeavors in the several Instances required. I am with great Consideration, Sir, [&c.]

Howe


1. See Vice Adm. Howe to Stephens, 23 Apr., above.
2. Letter not found.
3. Letter not found.
5. Capt. Richard Onslow, commanding H.M.S. *St. Albans*.
8. Capt. the Hon. Charles Phipps, R.N.
9. Capt. John Jackson, R.N.
10. These were H.M. galleys *Philadelphia, Hussar* and *Ferret*.
13. See Howe to Tryon, 11 Apr., above.
14. Capt. Walter Griffith, Senior Officer commanding the squadron at Newport, R.I.
15. For more on cartel ship *Royal Bounty*, see Griffith to Stephens, 12 Apr., above.
16. For these secret instructions, see NDAR 11: 1103–7, 1111–12.
18. Not printed.

Vice Admiral Viscount Howe to Captain Walter Griffith, R.N.

[Delaware River]

Extract of a Letter from the Viscount Howe To Captain Griffith Commanding a Detachment of His Majesty’s Ships at Rhode Island dated the 9th. May 1778.

“Advice having been lately receive[d] that Monsieur de la Mothe Piquet with a Squadron consisting of several Ships of War put to Sea from France towards the End of last February to escort a Number of large Ships laden with Military Stores and different European Commodities; Which Store-Ships he may possibly be to conduct to the Coasts, or into some of the Ports on this Continent; It has therefore been thought fit to assemble the Ships of most Force on this Station, for taking such Measures in case the Intelligence should prove authentic, as Circumstances may require Commodore Hotham has been directed in Consequence, to prepare the Ships of the Line now at New-York, for Sea Service; And to procure Men by Impress or otherwise, for completing the Complements of those Ships with all possible Expedition: Having reference in the last Instance to the probable deficiency in the *Nonsuch* also. Wherefore, as soon as the Reinforcement of Troops intended to be sent from New-York to strengthen the Garrison at Rhode-Island shall arrive there, you are to leave the Command of the Frigates stationed for the Security of that Port, with Captain Brisbane, or the Officer next in Seniority to You, and repair as soon as may be to join Commodore Hotham at New-York. In Case he should be sailed from thence before your Arrival, You are then, (after taking on board such sufficient Men to complete your Number equal to the *Nonsuch’s* Complement as are to be provided there for You,
and landed the unserviceable Men) to proceed to join me in this River Off of Reedy Island without further delay.

You will be, previous to your Departure from Rhode-Island, to leave such Instructions with Captain Brisbane for co-operating with Major General Pigot in the defence thereof, as you may judge most suited to the Change necessarily made in the Naval Arrangements, consequent of the Intelligence received as aforesaid. And since the more effectual Restraint upon the Endeavors of the Rebels to put to Sea from Providence with their remaining Armed-Shirt, through the Narraganset Passage, now becomes of less Consideration than the Care to prevent an Insult upon the Chief Posts occupied by the Troops under the Major General’s Command, Captain Brisbane will be at liberty to station the Frigates left under his Orders accordingly. The ineffective State of the Venus, renders it desirable to move the Ship to New-York as soon as may be; with such Men of her Complement now at Rhode Island, as can with any propriety be taken back to the Ship. The Apollo, Maidstone and Mermaid, when to be considered spared from the necessary Service of the Port, are to join me in this River; After being put into such a Condition for Sea as is practicable on their return to Rhode-Island. Not having been advised that the Strombolo was sailed for New-York, you will please to take her with You, to that port, if she should be still at Rhode-Island when you receive these Instructions.”


1. Chef d’escadre Toussaint-Guillaume, Chevalier de LaMotte-Picquet, French Navy.

M AJOR G ENERAL P HILEMON D ICKINSON, N EW J ERSEY M ILI TIA, T O G ENERAL G EORGE W ASHINGTON

Dear Sir Trenton [N.J.] May 9th 1778

Yesterday morning the Enemy came up the River with five armed Vessells, & between twenty & thirty flat bottom’d Boats— they landed at Bordentown & burnt two of Mr Bordens Houses, the two Frigates, & a great number of other Vessells that were lodged in the different Creeks—they then proceeded up the River, to the lower end of Biles Island, where they remained all night— the few men I had collected, I kept constantly employ’d during the night, in keeping up a greater number of Fires, than I had men, which I believe had the desired Effect, nothing but appearances protected us. This morning early they advanced about half a mile higher up, upon which I order’d down two field pieces, & exchanged many shot with the Galleys, during which time the men were paraded to the most advantage on the Hill—the Militia are slow in their motions, but begin now to quicken— I believe the Enemy will proceed no further, some of their Boats are going down— they have burnt all Mr. Kirkbrides Buildings—

Would it not be proper to establish a Post at some convenient Place below Huntington, or where ever your Excellency thinks most suitable, I have wrote the Governor on the Subject, but beg to have your Excellencys Opinion— The Enemys
Captain Pierre Landais, Continental Navy
strength from best Information, consisted of 1,000 men, chiefly Light Infantry, with two field Pieces—

Your Excellency may be assured of receiving the earliest Intelligence of every movement of Consequence, from Your Excellency’s [&c.]

Philemon Dickinson

3. Joseph Kirkbride, a colonel in the Bucks County, Pa., militia, who operated a ferry on the Delaware River. For more on this raid, see the Report of Maj. the Hon. John Maitland, 11 May, below. In a 13 May account of the raid in The Pennsylvania Ledger or the Philadelphia Market-Day Advertiser, a pro-British newspaper, it was reported that the British galleys went aground near Biles’s Island “and exchanged some shot with the rebels from the lower point of the island. It was some hours before the galleys floated, during which time the exasperated seamen from the boats and vessels below set fire to the house of Mr. Kirkbride and to the ferry-house.” This newspaper account contrasts with the chronology of events found in the journal of H.M. armed schooner Viper, 9 and 10 May, both below.
4. In his reply to Dickinson of 13 May, Washington wrote that the Continental Army was not then strong enough to allow Washington to establish a “fixed” post in New Jersey. DLC, Washington Papers, Series 4.
5. Washington sent a copy of Dickinson’s letter to the President of Congress on 12 May, below.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, May 9, 1778

The Committee on the Treasury brought in a report; Whereupon,

Ordered, That 20,000 dollars be advanced to the Marine Committee, for the use of the navy board in the middle district; the said Committee to be accountable.

That 24,000 dollars be advanced to the Committee of Commerce, to be by them paid to Mons. de Francey, for the use of the house of Messrs. Roderique Hortales & Co. and to be charged them by the said Committee of Commerce, who are to be accountable.

Resolved, That a member be elected for the navy board in the middle district, in the room of John Nixon, Esq. resigned; the ballots being taken, William Smith, Esq. of Baltimore, was elected.

The Marine Committee, to whom the letter from Baron Steuben, recommending Captain Landais was referred, report, “That they have had a conference with Captain Landais; that he produced brevet commissions of his being a lieutenant and captain in the navy of France, also a continental commission dated 1 March 1777, appointing him captain of the ship Heureux, or Flamand, which commission is accompanied with these words in a letter from Silas Deane, Esq.: “I give you a commission to use in case of necessity or the advantage of making a prize; but you are not to go out of your course for that purpose; you will keep an account of your expenses, which will be paid you on your arrival in America. I shall write to the Congress by other conveyances, and assure them that you have received nothing but your expense, and your generous confidence in them will not pass unnoticed.” That Mr. Deane, in letters to the Marine Committee, recommends Mr. Landais in the strongest terms; that it appears to the committee that Captain Landais hath performed the business he was employed on with zeal and activity; that by his spirited behavior a mutiny was quelled on board the ship Flamand, and she and her lading brought safely into port; Whereupon,
Resolved, That a sum of money be paid to Captain Landais, and that the Marine Committee be directed to report a pecuniary consideration, adequate to his services.5

Resolved, That Captain Landais be continued as a captain in the navy of the United States.6

Whereas there are more captains in the navy than there are ships provided for them:

Ordered, That the committee for Foreign Affairs be directed to write to the commissioners of the United States at foreign courts, and inform them, that Congress expect they will not recommend any foreign sea officers, nor give any of them the least expectation of being employed as captains in the navy of the United States.7

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1. The payment was the result of a new contract that Congress had concluded with Jean-Baptiste-Lazarus Théveneau de Francy as agent for Roderique Hortalez & Co., the appellation adopted to cloak the commercial activities of Caron de Beaumarchais.

2. William Smith was the Continental Marine Committee’s agent at Baltimore. President of Congress Henry Laurens wrote Smith informing him of his appointment on 17 May. DNA, PCC, item 15, vol. 1, p. 325 (M246, roll 23).

3. See 26 Apr., above. The report of the committee, which is substantially reproduced here, is in DNA, PCC, Reports of the Marine Committee, 1776–1779 (M332, roll 6, fol. 33).

4. Heureux was renamed Flamand. Baron von Steuben traveled as a passenger on this ship while Pierre Landais served as its captain in a voyage from France to Portsmouth, N.H. N DAR 10: 667. Deane’s letter to the committee has not been found.

5. On 18 June, the committee wrote Capt. Pierre Landais that they had “agreed that the consideration of a gratuity to be made you be deffered until we shall be enabled by consulting with Silas Deane Esqr to judge with propriety what sum will be adequate to your services.” DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6).

6. In their report, the Marine Committee did not recommend this order. While writing that Landais “as a man of merit in his profession he deserves employment,” they noted that there were more captains than ships in the Continental Navy, and they were “at A loss to suggest in what manner captain Landais should be employed, and therefore submit his case to the wisdom of Congress.” DNA, PCC, Report of the Marine Committee (M332, roll 6, fol. 33).

7. If the Committee for Foreign Affairs sent such a letter, it has not been found.

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PROCLAMATION OF THE CONTINENTAL CONGRESS

A Proclamation

Whereas Congress have received information and complaints “that violences have been done by American armed vessels to neutral nations, in seizing ships belonging to their subjects and under their colours and in making captures of those of the enemy whilst under the protection of neutral coats contrary to the usage and custom of nations”: To the end that such unjustifiable and piratical acts which reflect dishonour upon the national character of these States may be in future effectually prevented, the said Congress hath thought proper to direct, enjoin and command, and they do hereby direct, enjoin and command all captains, commanders and other officers and seamen belonging to any American armed vessels, to govern themselves strictly, in all things, agreeably to the tenor of their commissions, and the instructions and resolutions of Congress; particularly that they pay a sacred regard to the rights of neutral powers, and the usage and custom of civilized nations, and on no pretence whatever presume to take or seize any ships or vessels belonging to the subjects of princes or powers in amity and in alliance with these United States except they are employed in carrying contraband goods, or soldiers to our enemies, and in such
case, that they conform to the stipulations contained in treaties subsisting between such princes or powers and these States; and that they do not capture seize or plunder any ships or vessels of our enemies being under the protection of neutral coasts, nations or princes, under the penalty of being condignly punished therefor, and also of being bound to make satisfaction for all matter of damage, and the interest thereof by reparation, under the pain and obligation of their persons and goods.¹ And further the said Congress doth hereby resolve and declare that persons willfully offending in any of the foregoing instances, if taken by any foreign powers in consequence thereof, will not be considered as having a right to claim protection from these States, but shall suffer such punishment as by the usage and custom of nations may be inflicted upon such Offenders.² Given in Congress at York in the State of Pennsylvania, this ninth day of May Anno Domini 1778.

Chas Thomson Secy
Henry Laurens President

¹ The portion of the text starting from “under the penalty” to the end of that sentence is written vertically in the left margin. Its place in the text is indicated by an “A” with a corresponding “A” preceding the first word of the material in the margin.

² On 14 May, the Committee for Foreign Affairs wrote the American Commissioners in France concerning this proclamation:

It is exceedingly distressing to Congress to hear of Misconduct in any of the Commanders of Armed Vessels under the American flag. Every authentic information you can give on this head will be strictly attended to and every Means taken to punish the Offenders and make reparation to the Sufferers. The Chief consolation we find in this disagreeable business, is that the most Experienced States have not always been able to restrain the Vices and irregularities of Individuals. Congress has published a Proclamation for the more effectually suppressing and punishing such Practices. But we are rather inclined to hope that as the line of Connection and friendship is now Clearly Marked and the minds of the Seamen relieved thereby from that unexplainable Mystery respecting their real prizes which before embarrassed them that such irregularities will be less frequent or totally cease; to which end, the magnificent Generosity of the Court of France to the owners of the Prizes which “for reasons of State” had been given up will happily contribute. PPAmP, Benjamin Franklin Papers, vol. 53, fol. 41.

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

Gentlemen [York, Pa.] May 9th 1778

We have received yours of the 6th. 9th. 15th. 20th & 22d April last under the signature of M’ Warren and now sit down to give them an answer:¹ The loss of the Columbus altho’ the prudence of your Board in taking out her Cannon & Stores before she left Providence, is much less than it would have otherwise been.²

As it is highly proper that a Strict inquiry should be made into the causes of the loss of any of the Continental Vessels, you will institute a Court of Inquiry for the purpose of Inquiring into the loss of that Ship.³ We have given directions respecting the frigate Providence in ours of yesterday which went by Express to which we refer you.

With regard to the Trumbull, the Governor & Council of Connecticut were desired to assist in getting her out of the River because you were not then assembled at Boston, and not from any the most distant Idea of your incompetency to the business. How it hath happened that you have not received notice of their being re-
Vice Admiral Richard, Lord Howe, R.N.
quested to aid in that affair we know not but suppose it to be owing to a multiplicity of business. However we hope that this circumstance will not prevent your exerting yourselves on this occasion.—

We don’t doubt but that you will attend closely to the equipping and manning the Warren and Raleigh, so that they may be ready to go on a Cruize in company as soon as possible agreeably to what we have written to you in the letter already referred to—

The sloop Providence is to be stopped if she hath not already sailed and to wait the orders of the Committee of foreign affairs. We lament the death of that gallant Sea Officer Captain Chew. Fourteen or fifteen hundred Barrels of Flour and about 15 Tons of Iron are at Sinepuxent waiting the arrival of the Vessels you may have ordered to receive them. We should have directed the whole thither had you not expressed a doubt whether you should be able to succeed in procuring Vessels. If you should collect a sufficient number of vessels to carry all the flour and Iron let us know it and we will immediately send the remainder to Sinepuxent. The price of $30/ per Ton and insure so far from being thought enormous is so low as to induce a Suspicion that there is some error in your manuscript. No pursers have as yet been appointed for the navy, when there are their pay will be established. Captain Landais is here—hath been before us and his business is submitted to Congress. We have procured a Continental Commission for Captain Burke. Captain Skimmer if he should behave well, which we cannot doubt after reading the good character you have given will be promoted Ceteris Paribus according to his Rank.

To yours of the 9th of April we reply, that we have wrote fully respecting the loss of the Alfred &c by the Express, and that we have transmitted to you the Resolve of Congress respecting the pay & Rations of officers not in actual service. We would observe here with regard to rations that none in fact are allowed to Navy officers by the Regulations of the navy, all that was intended by the Resolve is the allowance made to Seamen on Ship Board. We should not be sorry to get rid of our bad Officers, as for the good ones they may depend upon receiving every encouragement that Congress can reasonably give.—

On yours of the 15th. we would Observe that we approve of your ordering the Raleigh to Boston. That part which relates to an enquiry on the conduct of Captain Thompson is already answered. We shall transmit Instructions for the Frigates in Season. We shall attend to supplying you with Money from time to time as the Treasury will admit of it, so as to enable you to execute the business of your Department with advantage and satisfaction to the public and reputation to yourselves. We are glad to hear that one of the Warrens prizes is arrived, the other we fear is lost. We will attend to the affair of the Peggy. We had received Letters from Captain Jones of the Ranger before we received your Account of him. In the Paragraph in answer to yours of the 9th we answered part of yours of the 20th. If it be meant that Tea, Coffee, & Sugar should be allowed to officers not in actual service in lieu of the Rations of Meat &c we shall not object to it provided they do not receive of those articles more than to the amount in value of that Ration. It was thought improper that Captain Skimmer & Tucker or any other Officers appointed by General Washington should be ranked in the Continental Navy, at the time the Rank of Continental Officers were deter-
mined by the Marine Committee. They must take Rank after them and their Ranks as they respect each Other ought to be determined by the Seniority of their appointments under General Washington. We now enclose you Commissions & Warrants.

In reply to your last of April the 22d we are glad to hear that Captain Manly is exchanged. It is our intention that he should take the Command of the Frigate [at] Salisbury, If upon enquiry into the loss of the Hancock it should turn out it was not owing to any mal conduct in him. The Resolve of Congress, which we have transmitted to you empower the Navy Boards to order Courts of Enquiry & Courts Martial in the cases mentioned in the said Resolve. Captain McNeill should be tried by a Court Martial. When the Resistance shall have arrived it may be time enough for us to appoint a Commander for her. We are some what Surprized that the Governor & Council of the state of Rhode Island should make any difficulty about sending in Captain Furneaux, as it would seem improper that he should [be] exchanged for a Captain of a Privateer if any one of that state should be in captivity.

We have nothing more to add at present, but our wishes that you continue to exert the utmost vigor and Industry in getting the ships and other Vessels of war to sea, that we may avail ourselves of the extensive property which our enemies have upon the Water. We understand our enemies have a practice of detaining all the Boys that they make prisoners from us. We desire that this practice may be retaliated by not exchanging Boys that the Continental Frigates may captivate from them. We are Gentlemen [&c.]

P:S: Inclosed is An Account of Disbursments on the Continental Sloop Providence at charles Town South Carolina amounting—to £5009.2.6 S: Currency, also an account of Slops furnished the Commander of the said Sloop by the Agents Board of at that Port amt£ to £3493.12.3 of both which Accounts you will make due note and see that the Slops are properly Accounted for.—


1. None of these letters from the Continental Navy Board of the Eastern Dept. has been found.
2. On the destruction of the Continental ship Columbus, which was forced ashore off Point Judith, R.I., by a British naval force on the night of 27–28 Mar., see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. 1778. NDiAR 11: 815–16. Columbus carried no stores, only four swivel guns, and a skeleton crew. NDiAR 11: 786–87.
3. The Court of Inquiry for Capt. Hoysteed Hacker, commander of Columbus, was held in June 1778. He was found blameless in the loss of the ship.
5. On 30 May, below, the Continental Marine Committee countermanded its “earlier” orders. Despite continued urging from the committee, the Continental Navy Board of the Eastern Dept. was unable to dispatch Continental Navy frigate Warren, Capt. John Burroughs Hopkins, commander, on a cruise until Aug. 1778; Continental Navy frigate Raleigh, Capt. John Barry, commander, did not sail from Boston until 25 Sept. 1778.
6. The Continental Navy sloop Providence, Capt. John Peck Rathbun, commander, was still in port. It did not, however, undertake a mission for Congress’s Committee for Foreign Affairs.
7. Capt. Samuel Chew, commander of the Continental Navy brigantine Resistance, had been killed in an engagement with the H.M. Post Office packet boat Grenville.
8. When the committee wrote the board on 30 May, below, a schooner had arrived at Sinepuxent Inlet, Md., to pick up part of the flour and iron.
10. See Journal of the Continental Congress, this date, above.
11. William Burke and John Skimmer had both served as captains in the fleet Gen. George Washington organized in1776. The Latin phrase “Ceteris Paribus” is literally translated as “with other things [being] the same,” and is usually rendered in English as “all other things being equal.”
12. On the loss of the Continental ship *Alfred*, Capt. Elisha Hinman, commander, and the conduct of Capt. Thomas Thompson, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 8 May, above. The resolution concerning the rations was forwarded to the board in the committee’s letter of 6 Apr., above.

13. Warren’s prize snow *Robert*, James Hall, master, arrived at Bedford in Dartmouth, Mass., in early Apr. Its other prize, the ship *Neptune*, Joseph Smallwood, master, carrying salt and dry goods, was recaptured.


15. The letters were from Capt. John Paul Jones, who was then in France.


17. John Manley was acquitted of charges arising from his loss of Continental Navy frigate *Hancock*. Despite the intention of the committee, Manley did not command another Continental vessel until 1782. The command of Continental Navy frigate *Alliance*, which was being built at Salisbury, Mass., went to Capt. Pierre Landais.

18. The resolves were enclosed in Continental Marine Committee to Continental Navy Board of the Eastern Dept., 8 May, above.

19. Capt. Tobias Furneaux, formerly commanding H.M. frigate *Syren* had been exchanged for Continental Navy Capt. John Manley. See Elias Boudinot to Gov. Nicholas Cooke, 28 Mar. 1778. *NDAR* 11: 819. Cooke and the Rhode Island Council of War had been trying to obtain the release of John Chace, who they said was a merchant ship captain. To obtain Chace’s freedom, the state had released William Hutchinson and the son of Gov. William Shirley, both of Dominica, but Gen. Sir William Howe had not, as expected, reciprocated by releasing Chace, but had decided instead to conduct an inquiry into Chace’s situation. Cooke to George Washington, 31 Mar. 1778, R-AR, Letters from the Governor, vol. 3. Presumably, Cooke and the councilmen wanted to hold Furneaux in order to pressure Howe to release Chace. On learning of the exchange of Manley for Furneaux, the state’s Council of War ordered that Furneaux be sent into enemy lines. See Resolution of the Rhode Island Council of War, 21 Apr., above.

*THE PENNSYLVANIA LEDGER OR THE PHILADELPHIA MARKET-DAY Advertiser,*
*SATURDAY, MAY 9, 1778*

PHILADELPHIA.

Yesterday His Excellency Sir Henry Clinton, K.B. arrived here from New-York.

Since our last a fleet of transports, from New-York with forage, and another from Corke, with troops and provisions have arrived in this port.

A sloop belonging to Messrs. Moore and Neal of New-York, who left that port with the fleet, got aground on Cape Henlopen, and became a prey to the rebels.1

1. For more on the grounding and destruction of the sloop *Hawke*, see Journal of H.M. ship-rigged sloop-of-war *Zebra*, 2 May, above.

*JOURNAL OF H.M. FRIGATE DAPHNE, CAPTAIN ST. JOHN CHINNERY*

May 1778 D° [Cape Henlopen] NWbW 104 leagues Saturday 9 at 5 AM Saw D° Ship to the S° ship gave chase at ½ past 8 came up with Her she proved to be from D° place [No Carolina] with d° cargo [Tobacco].1 took possession of them.2 & Made Sail. Prizes in company. D° [Cape Henlopen] NWbW½W 121 Leagues

D, UkLPR, Adm. 51/227, part 3.


2. On the other prize mentioned here, the brig *Litchfield*, see Journal of H.M. frigate *Daphne*, 8 May, above.
Present.

Mr Whiting and Mr Travis.—

Mr Isaac Mercer received Orders to proceed with the Boat under his command to Cabin point & apply to Mr James Belches for sixty Barrels of pork, and ten thousand weight of Bacon which he is to take on Board, and return as soon as possible to Mr Holts mill, where is to unload and acquaint the Board thereof.—

DS, Vi, Navy Board Journal, p. 393.

2. William Holt’s mill was on the James River. Holt served as agent and contractor for the Virginia Navy.

Commander Joseph Nunn, R.N., to Rear Admiral Sir Peter Parker

on board His Majestys Sloop the Hound

Sir, Pensacola 9th May 1778

In my Letter of the 21st March I had the honor to acquaint you that I should (in consequence of a Requisition from Governor Chester,) sail the Next day for the Mississippi, where I found my self in a very critical situation, the only Service I had in my power to execute there, was to receive the British Subjects who claimed my protection, got the Brig belonging to M‘ Campbell restored, and to see her with the rest of the British Vessels safe from Orleans. The Spanish Governor positively refused to give up the Rebecca, which he has took possession of, and hoisted Spanish Colours on board her: by this you will concieve that it was not in my power to recover her, without commencing hostillities with Spain, which I did not think my self authorized to do.3

Having been obliged to Victual a Number of the British Subjects who sought protection, & the Spanish Governor having given positive Orders to the Merchants not to supply his Majesty’s Ships with provisions, I went down the River and arrived here yesterday, in company with the Sylph.

I herewith transmit for your information Copies of the Correspondence carried on between Captain Fergusson and me, with the Governors of West Florida and Louisiana, with the state of His Majesty’s Sloops Hound, Sylph, and Florida, commanded by Lieut. Osborn, who stays here untill you shall be pleased to signify, in what manner the Sloop is to be disposed of.5

The Spanish forces in Louisiana from the best intelligence I could get, consists of a Batallion of 500Men[.] a Millitia whose Number I have not been able to learn, they have a Row Gallie lately launched I cannot learn what service she is intended for, I send you herewith a Sketch of the Town and Fortifications of New-Orleans, for any further information I must beg leave to referr you to the Bearer of this, M‘ Campbell who is a very intelligent man, and a Zealous good Subject, and has shewn the greatest desire to make himself usefull to us on every occasion.6 I have the honor to be [&c.]

Jos. Nunn

2. Brig Neptune.
3. For a British account of the American capture of Rebecca, see Minutes of the Governor’s Council of West Florida, 2 Mar. 1778, NDAR 11: 490–92.
4. Nunn enclosed copies of the following letters: Gálvez to Comdr. John Fergusson, R.N., 14, 15, 18, 20, 21 Mar., 1 Apr.; Fergusson to Gálvez, two letters of 14, 15, 20, 29 Mar.; Gálvez to Nunn, 14, 21, 22, 29 Apr.; Nunn to Gálvez, 14, 16, 23 Apr., 1 May; also enclosed were copies of the following: British merchants at New Orleans to Fergusson, 27 Mar.; Robert Ross to Fergusson, 28 Mar.; oath which British merchants at New Orleans were forced to swear, 16 Apr.; Proclamation of Gálvez, 15 Apr.; petition from British merchants at New Orleans to Gálvez, undated; British settlers on the Mississippi River to Gov. Peter Chester, undated; Nunn to Chester, 14 Apr. UKLPR, Adm.1/241.
5. The report on H.M. ship-rigged sloop-of-war Hound, Comdr. Joseph Nunn, commander, H.M. ship-rigged sloop-of-war Sylph, Comdr. John Fergusson, commander, and armed sloop Florida, Lt. John Osborn, commander, has not been found. As seen in Nunn’s letter to Parker of 21 Mar. Florida had been “condemned by Survey” and Osborn was only remaining with the sloop until he received directions from Parker concerning its disposal. NDAR 11: 755–56.
6. John Campbell, a merchant from New Orleans and owner of brig Neptune. The sketch of the city and fortifications of New Orleans has not been found.

**FROM THE JAMAICA GAZETTE**

*Kingston, Jamaica, May 9.*

The brigantine Pearl, Capt. Braker,¹ from the coast of Guinea, bound for Liverpool, with a valuable cargo of gum, elephants’ teeth, and cam wood, on board, was on the 24th of Feb. taken off the Isles De Loss, by an American privateer of 20 guns, commanded by one Babrock;² the said brig has since been retaken by the Alexander, Capt. Bain,³ and Nancy, Capt. M’Larthy, letters of marque from Greenock, and brought into Port Royal on Wednesday last.⁴

Capt. Braker informs us, that the settlements on the Isles De Loss, belonging to Mess. Andrew, French, and Co. of London, had been plundered, burnt, and destroyed, by the crew of the above privateer; the damage computed at 70,000 l.

Wednesday arrived a French slop, which lately sailed from Port Royal for Hispaniola; and, on her arrival at Port Morant, was there searched by a small privateer of this town (Kingston) when a discovery was made of her having Congress papers on board; the privateer took the sloop, and sent her down as a prize.

On Monday morning arrived the letter of marque sloop Gayton, Capt. Chambers, from a cruise, with three valuable prizes.⁵

A list of prizes sent in this week: A sloop to the letter of marque Lord Sandwich; two schooners and one sloop to the privateer sloop Gayton; a brig to the Lowestoffe;⁶ a schooner to the Racehorse;⁷ and another to the Niger’s tender.⁸


1. Brigantine Pearl, Peter Branker, master, 130 tons burthen, built in Liverpool in 1764, extensively repaired and ten guns added in 1776, owned by Gregson and Co. Lloyd’s Register of Ships, 1777–1778. According to the Log of Marlborough, Pearl was a Liverpool letter of marque, mounting eight carriage guns and four cohorns and carrying a cargo of "Camwood 102 Tons Ivory 6 or 700lb Rice 30 Tons & Gum 800lbs". See Log of Rhode Island Privateer Ship Marlborough, George Wait Babcock, commander, 25 Feb. 1778, in appendix D, below.
2. That is, Rhode Island privateer ship Marlborough, George Wait Babcock, commander.
8. Lady Parker was tender to H.M. frigate Niger, Capt. Robert Lambert, commander.
May 10 (Sunday)

James Warren to Samuel Adams

[Extract]

My Dear Sir

Benjamin Franklin Boston May 10th: 1778

I wrote to you two days ago\(^1\) since which nothing very material has occurr’d. I was yesterday at an Elegant Entertainment at Marston’s House\(^2\) by our Council for the Officers of the French Frigate\(^3\) and other Strangers. This was attended with firing of cannon, etc. and seemed to give great Satisfaction, and if not quite Conformable to the rigid rules and Oeconomy of a Young Republic may under our Circumstances be good policy.\(^4\) the Representatives of your Town were all present Except Gen’l Hancock\(^5\) who did not honour us with his Company. why he did not is a subject of Conjecture for you and others without being able to assign a reason in any other way. had you been present you might not have appeared as the greatest Man in Company while the Council were there and at the head of the Feast, tho’ you might Actually have been so. . . .

1. See Warren to Adams, 8 May, above.
4. The “Elegant Entertainment” included three and half dozen bottles of wine, ten bottles of beer, eighteen double bowls of punch and ten double bowls of grog, the cost of which amounted to £746.18.0. M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 281b.
5. John Hancock, major general of Massachusetts militia in 1776 and recently elected delegate to the Continental Congress.

Account of Nathaniel Shaw, Jr., with the Continental Navy Board of the Eastern Department

[New London, Conn., 10 May 1778]\(^1\)

The Continentl. Navy Board—

D:

1778

April 2 To 5 Large Cables Wt. 24000
To 2 Shroud hawsers 4020
To 191 Coils Cordage 35349

63369 a £15 18 0

Shipt Nathl Harris to Majr. Joshua Huntington\(^2\)
Capt. Deshons\(^3\) Order

Returned for Putnam & Nancy\(^4\)

30 Coils 5653

Returned 7 Coils 1263

56453\(^5\)

May 10 By a Bill on the Marine Committee

\{ in fav of Monr Mitchel\(^6\) for 80000 Dollars\}

24000 . . 0 . . 0
Carried to the other Book
before this ye last page—

1. Date is established by last item in account.
2. Huntington was supervising construction of Continental Navy frigate Confederacy at Norwich, Conn.
3. John Deshon, member of Continental Navy Board of the Eastern Department.
5. 56,453 equals the total weight of cordage (63,369) less the weight of the coils (5,653 and 1,263) that were returned.

**JOURNAL OF H.M. FRIGATE ** Unicoron, **CAPTAIN JOHN FORD**

May 1778
Sunday 10th
Moor’d in Quick’s Hole SW point of the Hole and
Gayhead in one.¹

at 7 AM anchor’d here his Majesty’s Ship Sphynx with the two Transports wth Troops at 8 D° landed them on Pescanese Island² & emp’d all the Boats in getting the Stock onboard the Transports, at Noon the Marines ret’d onboard.

Moor’d in Quick’s Hole SW point of the Hole and Gayhead in one.
First part fresh Gales and squally, middle and latter Parts mod’t and fair Wr. (PM) the Boats employ’d taking the Cattle onboard the Transports,

D, UkLPR, Adm. 51/1017, part 6, fols. 241–42.
1. Quicks Hole is a passage between Nashawena I. and Pasque I., Mass., some of the Elizabeth Is.; Gayhead is a point on Martha’s Vineyard. The southwest point of Quicks Hole is in a north to south alignment with Gayhead.
2. That is, Penikese I.

**LIEUTENANT’S JOURNAL OF H.M. FRIGATE ** Maidstone, **CAPTAIN ALAN GARDNER**

May 1778
Sunday 10th
D° [Nantucket Shoals] N9W Dist 13 Lg°.
AM Chaced fired at & br’t too a Schooner¹ with Tobacco from Bermudas for New York that had been taken by an American Privateer, Apollo in Co° sent a Mid° & 2 Men in the Schooner to Rhode Island—at 11 gave Chace to a Sail in the SW Quar°

D° [Nantucket Shoals] N69W Dist 17 Leag°
Mod° & fair Wr° PM, br’t too the Chace a Sloop from Jamaica for Halifax, lost sight of the Apollo²

D, UkGrNMM, ADM L/M/27, Journal kept by Lt. George Countess, second lieutenant of H.M. frigate Maidstone.
2. H.M. frigate Apollo, Capt. Philemon Pownoll, commander.
H.M. armed schooner Viper, Lieutenant Edward Pakenham

May 1778

In Delaware River

Sunday 10th

At 5 AM She3 gott off D° Weigh’d & turn’d down to Bristol and at 11 fir’d sev5 Guns at some Light Horse that came down.

In Delaware River

Mod1 & Cloudy W° At 3 PM Turn’d down, passing Burlington a p̣ of Rebel Light Horse fir’d upon us wch. we ret2d

D, UkLPR, Adm. 51/4385.

1. As seen in the Viper’s journal entry of 9 May, above, it was probably H.M. galley Philadelphia, Midn. Robert Aitchison, commander, which had run aground.

2. For an American account of this raid, see Maj. Gen. Philemon Dickinson to Gen. George Washington, 9 May, above. See also the report of Capt. John Henry, R.N., an enclosure in Vice Adm. Viscount Howe to Philip Stephens, this date, below.

Vice Admiral Viscount Howe to Secretary of the Admiralty Philip Stephens

Number 60.

Eagle Off Billingsport [N.J.]

Sir,

May the 10th:1778.

Upon Advice received that the Enemy had advanced four armed Gallies down the Delaware between Bordentown and Bristol, a Detachment of the Light Infantry under the Command of Major Maitland1 of the Marines, were embarked in the Flat-Boats, and with the Gallies and Armed Vessels of the Fleet under the chief Command of Captain Henry,2 sent up the River in the Night of the 6th Instant; To intercept the Enemy’s Gallies and bring down or destroy such of their Frigates and other Vessels as had been withdrawn above the shoaler Passages of the River, when the Troops first took Possession of Philadelphia.

The enclosed Report of Captain Henry’s judicious Conduct in the Execution of his Orders, contains all the Particulars I have to communicate to the Lords Commissioners of the Admiralty on the Subject of that material Operation. I am, with great Consideration, Sir, [&c.]

Howe

[Enclosure]

Report from Captain Henry.

At 10 o’Clock on Thursday Night the 6th of May,3 the Hussar,4 Cornwallis,5 Ferret6 and Philadelphia7 Gallies, with the Viper8 and Pembroke armed Schooners, four Gun-Boats and eighteen Flat-Boats in which the Second Battalion of Light Infantry with two Field-pieces were embarked, proceeded from Philadelphia up the River Delaware. The Wind being down the River with much Rain and the Ebb making when We had proceeded twelve Miles, We came to an Anchor and so remained ’till 5 o’Clock the next Morning. We then got under Way and sailed up the River: At Noon We were abreast of White-Hill, where the Gallies, Armed Vessels and Gun-Boats were placed to cover the Landing of the Troops, which was performed without Opposition. At this Place the Washington and Effingham9 Rebel Frigates (the former pierced for 32 and the latter for 28 Guns) were set on fire and consumed, together with a Brig and Sloop. The Troops then marched, took Possession of Bordentown, and destroyed a Battery of three Six-pounders. Whereupon the Gallies, Armed Vessels &c proceeded to that place, where they burnt two new Ships, one of which was pierced for eighteen Guns, one Privateer Sloop for ten Guns, with ten Sail of Brigs,
Schooners and Sloops. Several Store-houses containing Provisions, Artillery-Stores, Camp-Equipage and some Tobacco were burnt at the same Time.— This Service being executed, the Boats proceeded up Crosswicks Creek, and set fire to the Sturdy-Beggar Privateer pierced for eighteen Guns, and eight Sail of Brigs, Sloops and Schooners. The Troops were then embarked and landed on the Pennsylvania Side, where they rested that Night.

At 5 on Saturday Morning the Hussar and Ferret Gallies, Gun-Boats &c rowed up to Biles-Island-Creek, and burnt one new Schooner pierced for fourteen Guns, one new Sloop for sixteen Guns, one old Schooner for fourteen Guns, one old large Sloop for sixteen Guns and two large new Ships.

The Rebel Gallies in Watson’s Creek on [the] Jersey Shore being reconnoitred, were found sunk and hid at Low Water.

At Noon the Troops marched to Bristol, first burning two Sloops at the Ferry; and the Gallies, Gun-Boats and Flat-Boats proceeded down the River to embark them, which was done at 6 O’Clock in the Evening, after burning a Ship and Brig at that place. The Philadelphia Gallie, Viper and Pembroke Armed Schooners with two Gun-Boats, burnt the remaining Vessels consisting of four new Ships, one new Brig and an old Schooner.

The whole Number of Vessels destroyed was forty four Sail.

At 6 o’Clock on Sunday Morning the Troops arrived at Philadelphia, without losing one Man.

During this Expedition up the Delaware, some Houses were unfortunately burnt, very contrary to the Directions and Sentiments of the Officers employed on this Service.10

(signed) John Henry.

L, UkLPR, Adm. 1/488, fols. 262–65. Addressed at foot of first page: “Philip Stephens Esqr./Secretary of the Admiralty.” Docketed: "N" 60./10 May 1778/Lord Visct Howe/R, 13 June, by the Mail/(1 Inclosure).” Enclosure docketed: "Report from Captain/Henry./In Lord Howe’s N° 60.”

2. Capt. John Henry, R.N.
3. Thursday’s date was actually 7 May 1778.
4. Probably commanded by Lt. Sir James Mantle Barclay, R.N.
6. Probably commanded by Lt. John O’Bryen, R.N.
7. Probably commanded by Midn. Robert Aitchinson, R.N.

M ASTER ’S JOURNAL OF H.M.S. EXPERIMENT, CAPTAIN S IR JAMES WALLACE

May 1778

Sunday 10th

Cape Henlopen W' 15 S° 274 M'

AM at 9 got up Top Gallant Yards at 11 Saw a sail in the SW—made sail and chaced sailand 48: 30 W' 8 Miles at Noon fine Weather.

Nantucket Sand1 SWbS' 67 Mils

Fresh Breezes still in Chace PM at 5 fired 6 shot at the Chace ½ p' 6 Brought too the Chace the Portsmouth Reble Privateer of 22 Guns 150 Men Thom' Roach Commander 4 Days from Boston But
had taken Nothing.\textsuperscript{2} Emp\textsuperscript{d} getting onbd: the Prisoners sent 26 men onboard the Prize. at 12 Wore Ship & Close Reefed the Tops\textsuperscript{i}—

D, UkLPR, Adm. 52/1964, fol. 127.
1. That is, Nantucket Shoals.

\textbf{JOURNAL OF H.M. frigate ARIEL, CAPTAIN THE HONORABLE CHARLES PHIPPS}

May 1778  
Sunday 10\textsuperscript{th}

at 2 the Chace bro\textsuperscript{e} to\textsuperscript{1} sent our boat on board. found her to be the \textit{Lark} Schooner from Virginia with 51 Hogsheads of Tobacco on board bound to Nantz.\textsuperscript{2} took the prisoners out of her & sent a Prize Master & 6 Men to take Charge of her at 3 Sounded & had 22 f\textsuperscript{m}: water fine brown sand at Noon the Prize in Company—

\textit{[Cape Henlopen WNW distance 6 or 7 Leagues—]}

D\textsuperscript{o} W\textsuperscript{r} [Light Breezes & Clear] at 1 PM the Prize pt\textsuperscript{d} Company for New York at 6 Sounded 17 f\textsuperscript{m}: water Sand & Small Shells—

D, UkLPR, Adm. 51/61.
1. The chase had begun at 9 P.M. the previous day when Phipps reported: ‘saw a Sail on the Starboard Quar’ gave Chace fired several Guns with Round & Grape.” UkLPR, Adm.51/61.

\textbf{LOG OF RHODE ISLAND PRIVATEER SHIP MARLBOROUGH, CAPTAIN GEORGE WAIT BABCOCK}

Remarks for Sunday May 10\textsuperscript{th} 1778

Latt\textsuperscript{d}: by Obs. 37°..38 ′ N Long\textsuperscript{d} in 59°..01 ′ W \textit{[lat. of Virginia near mid-Atlantic Ocean]}

[AM] [at] 4 Sett main Sail & Stay Sail— [at] 6 Sett Miz\textsuperscript{m} top sail— [at] 8 Wore Ship & stood to the South & west—[at] 12 Light Breezes with a Swell from the NW—

Latt\textsuperscript{d}: by Obs. 38°.. 25 ′ N Long\textsuperscript{d} in 60°..3 [torn] ′

[PM] Clear & Moderate Breezes saw a Sail upon our Weather Bow. Let\textsuperscript{c} reefs out of the Top Sail, & Sett top gallant Sails, Stay Sails &c. att 2 Saw another Sail on our Lee Bow. kept ship a Clear full and att 6 P.M Came Up with the Leeward Ship. Bore Down on her. She fird a gun and hoisted English Colours to our Joy. Our Captain Orderd them to Strike which they Did. Lieut Eldred\textsuperscript{1} with Several men went on Board, and took Possesion. She Proves to be the Ship \textit{John}\textsuperscript{2} from Leith in Scotland Captain James Oggily. Showing 18 Guns, 4 of which was wood Laden with Beef, Pork, flour, hams, Cheese Loaf Sugar 1000 ham Porter &c. Saw a Sail to Leeward gave Chace the Latter part fresh Breezes the Chace\textsuperscript{3} in Sight

D, NjMoHP, Lloyd W. Smith Collection, “Journal of A Voyage in the Good Ship Marlborough George W\textsuperscript{o} Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island, Kept by John Linscom Boss. Capt\textsuperscript{o}m Clerk.—” For the first part of this log, see appendix D, below.
Since the departure of Elliot with a party of eight men of which you have no doubt had intimation, M’ Willing has shewn no intention of going up the River in a hostile manner, but is meditating a Retreat with the greater part of his people; From many circumstances & Credible information, it is certain his intentions are to go to Natchitoches by the Red River, & from thence by land to Arkansas, and there embark for the Ohio; In the mean time M’ Pollock and he have concerted and are Actually putting in Execution a Plan of transporting thither the proceeds of the Plunder taken from the English plantations, in several Illinois Batteaux which they have hired or purchased; The first has the figure of a Woman’s head on her Stern and is to depart hence to day the two other will follow in a few days. Their Cargoes consist of all kinds of dry Goods, and such liquor and other commodities as are wanted in the northern Provinces, and also a Considerable quantity of Guns with Bayonets— If these boats get up in safety, the Congress will receive a very valuable Supply, and Willings expedition will in the end prove of the greatest advantage to them. Such it is to be proved will not be the case, on the contrary from your own character and that of the Gentlemen who are now with you, it is to be hoped that it will be entirely frustrated; The means of doing so are in your hands, and they can never be employed to better purpose; The Bearer of this, Graiden, can give you such proofs regarding Identity of the Cargo of the first Batteau, as must remove from you every doubt or Scruple: The other two Boats which are to follow are entirely on the same Account. This man is deserving of belief and is a faithful Subject of His Majesty. To expect that Batteaux thus laden with Supplies to the Rebels, and that to the knowledge of all the world, should be permitted under any pretence whatsoever to pass unmolested the Forts & forces of His Majesty is a mockery more cruel than all that Individuals have Suffered. It is believed that the frenchmen who row in these Batteaux are to quit them at the Arkansas and that they will be replaced by American Soldiers. The time that the Boats may remain at the Arkansas is unknown but there is Reason to believe that Willing will go hence about the beginning of next Month, but it is evident that New Orleans is intended as a future Sanctuary or place of Refuge, for instead of giving up the house he has hired, he intends building Stables adjoining to it.7

M’ Pollock has finished the State of all the plunder, and it only amounts to thirty thousand dollars, one half of which is for the Congress, and the greater part of the other half is expended in Charges, so that from all the iniquity committed very little advantage will result to the perpetrators of it. The discontent and dissension that prevail among the Rebels, as well Officers as men, is very great...
Mr. McIntire have thrown up their Commissions, and many of the Soldiers only remain with them in the hope of sharing the plunder, which appears to have been the sole motive of their engaging.

Two of your prisoners, Winslow and Stephen Rhode arrived here on Sunday last and bring such accounts of the loyalty of the Natchez Settlers as leave no hopes to the Rebels of being able to renew their depredations in that quarter; they also say that many of the Prisoners mean to desert as soon as they find an opportunity; from their report the most faithful among your people are Bennet Truly Love Odram & Armstead. If by any misfortune this paper should become publick some innocent person might suffer; the friend who sends it to you is totally unconnected in this country and has no property in it; he conceals his name, that he may be the better able hereafter to serve his country, and will make himself known to you on a proper occasion.

Copy, UkLPR, C. O. 5/117. Addressed below the close: “To Anthony Hutchins Esqr./Natchez.” This letter was intercepted and ended up in the possession of Don Bernardo de Gálvez, the Spanish Governor of Louisiana. Above the opening is the following note: “Copy of an anonymous letter in the possession of John Campbell which Governor Galvez has attributed to the said John Campbell and Robert Ross, and founds entirely thereon the sentence he has passed against them.” Anthony Hutchins was a retired British army officer and a magistrate in the Natchez district. As seen in Capt. James Willing to the Continental Marine Committee, 14 Apr., above, he had been a prisoner on parole in New Orleans, but had broken that parole, returned to the Natchez district, and organized resistance to the Americans. Ross and Campbell were two British merchants who had fled to New Orleans ahead of Willing’s invaders. Though they had taken an oath of fidelity to the Spanish Crown in order to remain in New Orleans, they became angry at the courtesies shown Willing and his men by Spanish officials and decided to do what they could to disrupt American operations.

1. The letter is undated; the date is taken from another letter that Campbell and Ross wrote to Hutchins, dated 10 May, introducing Alexander Graidon, the bearer of this letter.
2. Lt. James Elliot was one of Willing’s subordinates. Nothing more is known about his mission.
3. That is, the Spanish Arkansas Post, sometimes called Aux Arcs, where the Arkansas River flowed into the Mississippi.
4. Bateaux Speedwell, Joseph Conand, master. For more on this boat and its cargo, see Pollock to the Continental Commerce Committee, 1 Apr., above.
6. As seen in Pollock to the Continental Commerce Committee, 1 Apr., above, Pollock had arranged for the Speedwell to proceed “under the Spanish Colours” until it arrived at Arkansas Post.
7. There is no evidence that Willing was preparing to make New Orleans a base for future operations.
8. Both Philip Francis and Lt. Thomas McIntire continued in American service.
9. Graidon placed this letter and others in the hands of William Dunbar, who may have been the person referred to here. While Graidon never reached Natchez, Ross and Campbell’s purpose was achieved as Gálvez, not wishing to risk having the British capture a bateau flying Spanish colors and carrying arms and ammunition to the Americans, ordered Pollock to dispatch a rider to overtake the Speedwell and order it back to New Orleans, which Pollock did. Pollock to the Continental Marine Committee, 20 May, below. After Graidon was discovered and apprehended, Ross and Campbell were also arrested and confined by the Spanish authorities. After an imprisonment of almost two months, the two merchants were compelled to pay a heavy fine and court costs amounting to some 595 dollars and were banished from Louisiana. Memorial of Robert Ross and John Campbell to Peter Chester and the West Florida Executive Council, 9 Sept. 1778, in Haynes, The Natchez District and the American Revolution, p. 169, n. 18.
May 1778

The Body of St. Cruz\(^1\) W\(^1\) \(\frac{1}{2}\) S\(^0\) 9 Leagues

Sunday 10

at \(\frac{1}{2}\) past 2 (AM) Saw a Sail gave chase which we supposed was the Vessell we had been in chase of the Proceeding Evening, at 7 the chase perceiving we Gained upon her, She began to Heave casks of Tobacco over board which Successively floated past us in Great Quantities from 7 till 8 oClock this was a Convincing proof of her being an American Rebel Vessell at 8 Fired Several 4 Pdrs. & several Swivells Shotted at the Chase at 9 Ceased Firing at 10 the Chace Ran into craul Harbour in the Island of St. Johns\(^2\) at \(\frac{1}{2}\) past D\(^0\) Shortened Sail & hauld our Wind, D\(^0\) Made the Signal to speak the Commander of the Pelican,\(^3\) at 11 Sent Lieu\(^*\) John Hardy to the Commanding Officer to Demand the Chace if she was of Rebel Property D\(^0\) Made the Signal for a Pilot.

The Body of St. Johns N\(^*\) 2 Mile

Moderate Breezes & fair W\(^*\) at 1 PM) came on Board a Pilot & carried the Brig into craul harbour & Anchord with the Best Bower in 5 fathom Water as did the Pelican, at \(\frac{1}{2}\) past Lieut J\(^n\) Hardy returned with the Boats & informed us the Vessell we had been in Chase of was of Rebel Property from Virginia bound to St. Eustatia with Tobacco, was in Shore but had leave from the Commanding Officer of the Port to take her Off, D\(^0\) sent an Officer with a Party of Men hauld her of\[j\] the Shore & anchor’d the Prize Schooner Near us in 5 fathom Water, Got a New top Gallmast up\(^4\)

---

D, UkLPR, Adm. 51/4117, part 2.

1. That is, St. Croix, Danish West Indies.
2. That is, Cruz Bay, St. John I., in what is now the U.S. Virgin Islands.
4. In the journal entry for the following day, Douglas wrote that Antigua, Pelican, and their prize were asked to remain at Cruz Bay by the Danish officer commanding there until that officer could send word of the capture to Gov. Peter Clausen at St. Croix. The British brigs ignored this request and sailed with their prize on the afternoon of 11 May. A Danish Man of War followed them as far as St. Croix. UkLPR, Adm. 51/4117, part 2. The identity of the prize schooner is not known.

May 11

JOURNAL OF H.M. FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLLIER

May 1778

Segwin Isld\(^1\) NW 4 or 5 Leags.

Monday 11

at 4 AM Wore— Saw a Sail to the N\(^n\)w\(^d\)—& one in the NE Quarter— gave Chase— at 7 fir’d sev\(^d\) Guns at her, She bro’ too & prov’d the Ship Martha f\(^m\) London bo\(^d\) to N. York taken by the Rebel Frigate Boston 2 Months ago.\(^2\)

D\(^o\) Island NW 6 Leags.

First & latter p\(^r\) moderate & clear W\(^r\), middle p\(^r\) fresh Breezes & cloudy W\(^r\) at 1 PM Wore & made Sail— at 5 close reef’d tops\(^k\), Carr\(^d\) away the Main tops\(^l\) yard got another up
Continental Navy Board of the Eastern Department to William Vernon

Navy Board Eastern department

Boston May 11th. 1778

Dear Sir

We have just received yours of the 9th instant, having received several of your favours before that. We have not for want of time answered for indeed we are crowded with business. However we have had at heart the matter of cannon for the new ship and considered it for some time past as a matter of capital importance not only to the public but to our own characters. If the ship should be detained for want of cannon after being so long on hand the delay will be the public censure which you know is very sincere be carried to our account and they are always glad to find some persons and often no matter who to take the blame. The demands of Mr. Brown is indeed high but they are less than those of any other person we have yet applied to and must be closed with immediately if he will not moderate them. You will please to consider that it is necessary to have the guns soon. The powder shot small arms and the cannon of 6 pounders if any such there be had better be sent here with regard to the pig iron to be purchased from the Syrene stores if it can be had cheap say for not exceeding fifty pounds per ton (as much cheaper as possible) we had better purchase it and send it forward to Norwich. The beef of the Columbus please to send here and that which is damaged and condemned you will please to dispose of or distribute as your own discretion in considering the circumstances of them may direct. We wish we could find employ for the many marine officers walking your streets and others. There are a quantity of hooks and thimbles and such kind of iron work that belonged to the Syrene now to be disposed of which we conceive might answer very well for the ship at Norwich and suppose might be bought cheap. We wish you would purchase and send them forward and if you can make a saving by it. Inclosed is Mr. Babcock's order for the Syren's anchors. We wish they might be received and sent forward. The present owners are to have them taken up at their expense &c. You know how much we want the resolves of Congress with regard to the Navy. Commodor Hopkins can supply us with a number of them. His son Esek who comes down as third lieut. of the Warren can bring them. When do you think of joining us? It is yet out of our power to make you a further supply of cash but we hope that we shall soon be enabled to do it having ventured at last to supply ourselves by a draft on the marine committee.

We are your most humble servants.

J. Warren

Inclosed is a letter from Mr. Babcock to Messrs. Dyer and Sands which you will seal and deliver. We are told Capt. Whipple left behind him a cable and anchor, if so as they are wanted for the Warren you will please to have them taken up and sent forward as soon as possible. The Warren goes on well and will soon be manned and gone.
1. Not found.
2. Continental Navy frigate later named *Alliance*.
4. Pig iron from the wreck of H.M. frigate *Syren*.
5. Continental Navy frigate later named *Confederacy*.
6. Adam Babcock. See James Warren to William Vernon, 4 Apr., above.
8. Lt. Esek Hopkins, Jr., Continental Navy.

**CAPTAIN JOHN LAMB TO NATHANIEL SHAW, JR.**

Sir/

Boston May 11th, 1778

as I am now bound on a Cruce in the Briggt* Favorite*,¹ In Case I should be so Fortu-nate as to Send any Prizes into Connecticutt or Rhode Island State I would have you take the Charge and Directions of my & Mr. Patrick Moores Part, & keep in your hands Untill further Orders

John Lamb

[Enclosure]

Boston May 11th, 1778—

For the Consideration of One Thousand Pounds L Money² and a Certain House and Land Adjoining to Sd House in N Lond³ Late the Revd. Mr. Woodbrige I do by the Presents sell sett over and deliver to the Nathaniel Shaw Junr. One Eighth part of the Briggt* Favorite* now in this Port to gather with One 1⁄8 of all the Stores Requisite for a Six Months Cruce Against the Enemies of the United States, and I do hereby warrant the Sd 1⁄8 of the Sd Brigg to the Sd. Shaw well fitted for Sd Purpose free of all Demands att the time of Sailing on a Cruce—

John Lamb

¹. Massachusetts privateer brigantine *Favourite*, which was commissioned on 27 May 1778. M-Ar, Mass. Archives Collection, vol. 139, pp. 172, 221.
². That is, “lawful money”.

**DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY**

[Newport, Rhode Island]

11th May. Fine weather. Wind S.W.

It is still unknown here what became of the *Providence*, Rebel Frigate¹ which escaped out of this port by the Narraganset passage the night of the 30th April. There was no account of her at New London the 8th nor at Boston the 6th Instant.² The Officers of The *Lark* are of opinion she suffered a good deal from their fire.³

Mackenzie, *Diary* 1: 281.
¹. Continental Navy frigate *Providence*.
². *Providence* had sailed directly to France. See *NDAR* 11: 471–72.
Prizes sent in since our last, are,
A French Polacca,1 from Old France, for North-Carolina, by the Loyal Subject,2 who had drove a Rebel Vessel ashore, and was left in Chace of another Frenchman.
A Brig and Sloop, by the Ship Rose, Capt. Duncan; the former with 126 Hogsheads of Roanoak Tobacco, Staves, &c., the latter with French Goods.3
A Sloop with 61 Hogsheads of Tobacco by the Richmond Frigate, James Fielding, Esq: Commander,4 from Chesapeak, who, on her Way hither, took a French Brig from Boston, bound for South-Carolina in Ballast, called the La Basqu’ Aise.5

4. This unnamed sloop was captured by H.M. frigate Richmond, Capt. John Lewis Gidoin—not James Fielding, commander, on 23 Apr. off Willoughby Point, Va. Journal of H.M. frigate Richmond, UkLPR, Adm. 51/784.
5. On 9 May Rivington’s The Royal Gazette reported that “four of the Richmond’s swivels” had been transferred to the sloop, which the prize crew used to capture the French brigantine Basquacse, Joachim Reallon, master. UkLPR, H.C.A. 32/277/6.

SURGEON’S REPORT CONCERNING PRISONERS ON BOARD THE PRISON SHIP Judith

[Extract]

. . . The above is a true list of American prisoners on Board the Judith prisoner Ship at New York.

\[
\begin{array}{c|c}
\text{French prisoners} & 67 \\
\text{American prisoners} & 139 \\
\hline
\text{Total} & 206 \\
\end{array}
\]

Of which number 84 are Sick with a putrid fever, many of them irrecoverably ill, and all must inevitably lapse into the same unhappy State, as the weather encreases in heat, by Suffocation from a Stagnate and foul air, arising from their being promiscuously confin’d to about two thirds of this Small Ship’s Between decks, together with the well.

Ja’h Fulton Surgeon
May 11th: 1778—

D, Nj, Department of Defense Collection, #3999. Included is a list of the 139 American prisoners on board Judith. It is in the form of a chart and includes columns for the prisoner’s name, rank, time when taken, vessel captured in, and “where belonging.” The information given is incomplete for most of the prisoners.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Monday, May 11, 1778

Whereas, it hath been represented unto us that a certain snow, called Our Lady of Mount Carmel and St. Anthony,1 said to be the property of Messrs. John Ignatius de Oliveira Pereira and Anthony dias dos Santos, subjects of his most faithful majesty the king of Portugal, and bound from the Brazils to Fayal, was taken on the high seas by a private armed vessel,2 commissioned by these United States, and
sent as a prize into the State of Massachusetts bay; that the said vessel, being duly libelled in the courts of the said State, was acquitted; and that no owner hath appeared to claim the said snow and her cargo, the master of the said snow having, as is said, been sent home in another vessel, at his own request, by the master of the said armed vessel; and whereas it hath been further represented unto us, that divers of the commodities in the said snow contained are perishable; that damage may arise from permitting the vessel and cargo to continue in their present situation, and that it would be dangerous to send the said snow to the place of her former destination, as she might be made prize of by ships in the service of the king of Great Britain.

Now, therefore, to the end that right may in this behalf be done,

Resolved, That the Board of War of the said State of Massachusetts bay be requested to make sale, with all convenient speed, in the best manner, and for the most money possible, of the said snow and her cargo, to deposit the net proceeds thereof, after deducting all costs and charges, which shall then be due thereon, in the public funds of these United States; and to transmit an exact account thereof to the Committee of Foreign Affairs:

That the said committee do transmit such account, and a copy of the proceedings of the court of admiralty relative to said snow, together with these resolutions, to the commissioner or commissioners of these states, who may then be and reside at the court of his most Christian majesty; and

That the said commissioner or commissioners do inform the ambassador or resident of his most faithful majesty at the said court, of the premises, in order that the lawful and rightful owners of the said snow and her cargo, may obtain proper certificates, and authentic proof of their property in the same, and thereby be enabled, either personally or by their lawful attorney, to appear, demand, and receive the monies so deposited as aforesaid, together with the interest thereof.

It is nevertheless provided, that nothing in the foregoing resolutions contained, shall be construed to bar the lawful and rightful owners of said snow, and of her cargo, from their action or actions against the master or owners of the said private armed vessel, or any of them, for damages sustained beyond the money so to be deposited by reason of the capture aforesaid; any clause or article thereof to the contrary in any wise notwithstanding.


3. On 3 June, the Massachusetts General Court authorized the Massachusetts Board of War to sell the snow and its cargo at public auction. M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), p. 537.

4. Before such a letter could be sent, João Garcia Duarti arrived in America as the representative for the owners and petitioned Congress for assistance in collecting payment for his claim. Smith, *Letters of Delegates* 13: 158n.

5. This resolution was approved by a vote of 5 to 4 with the Massachusetts delegation splitting its vote, the New York delegation lacking a quorum, and New Hampshire and North Carolina unrepresented. JCC 11: 489.
R EPORT OF M AJOR THE H ONORABLE JOHN M AITLAND , BRITISH M ARINES

Report

On the Night of the 7th Inst at 8 o’Clock, I embarked with the 2d Battalion of Light Infantry, and proceeded up the delaware in the Flat Boats commanded by Capt: Henry of the Navy and landed about ten next morning at White Hill, where the Rebels appeared in Force, both Horse and Foot, (but chiefly Horse). As soon as our three pounders were landed I advanced towards Bordentown (two miles distant) the Rebels Still kept in Front, and at a Creek where I was obliged to pass by a Dam, part of which was Wood, they made a Stand, having a Field piece with them, and attempted to break down the dam to prevent my passage; but the Battalion pushing on with their usual Alacrity, they were not able to effect this, and a warm Fire ensuing they abandoned their Field piece, having only fired it once— We pushed and drove them from five Guns they had in the Town, which were disposed in such a manner as to prevent shipping coming up the River—The Rebels left fourteen dead on the Spot— In this Town we destroyed four Store Houses containing provisions of all Species, a very large quantity of Tobacco some Military Stores and Camp Equipage: The Fire accidentally communicating from the Stores to M’ Bordens House (A Coll: in the Rebel Service) it was consumed together with all the Furniture.

The Rebels alarmed the Country, and collected a Strong Body at Trenton, where it appears they apprehended I would direct my March; I was willing to confirm them in their Opinion, and therefore moved a little that Way, then reembarked and crossed to the Pennsylvania shore, when I took post as to cover the Naval Force. Early next Morning we proceeded to Biles Island Creek, and burnt some valuable Vessels belonging to the Rebels, particularly two Ships loaded with Tobacco, Rum and Military Stores. About two o’Clock the Battalion marched for Bristol (thirteen miles distant) where they arrived at five in the Evening, burnt what Vessels were there belonging to the Enemy, and embarked by SunSet.

Upon the whole this Expedition has been very fatiguing to the Troops, but must in its Consequences be extremely distressing to the Rebels, as their Magazines and Ships upon the River are totally destroyed. The annexed List will inform you of their Number & Quality: the Gallies being sunk in deep Water could not be injured.

In Justice to Capt: Henry and the Seamen employed on this Expedition and to the Battalion under my Command I must say they behaved with such Spirit and Alacrity as cannot fail to do them Honor, and I flatter myself has merited the Generals Approbation—

John Maitland
Major C: 2d L: I:
Philadelphia 11th May 1778.

List of Ships Vessels &ca/burnt on the 8th and 9th Inst

2 Frigates one for 32 Guns, the other for 28.
9 large Ships
3 privateer Sloops for 16 Guns each
3 ditto . . . ditto for 10 Guns each
23 Briges with a Number of Sloops & Schooners

(Signed) John Maitland
major C: 24 L: I:
1. Capt. John Henry, R.N. His report on the raid is included as an enclosure in Vice Adm. Viscount Howe to Philip Stephens, 10 May, above.

2. An account of the expedition in the Pennsylvania Ledger or the Philadelphia Market-Day Advertiser of 13 May reports that one of the casualties was “one Ivins [who] was accidentally killed in crossing the street” as the British pursued the Americans through Bordentown.

3. In the account in ibid., the “camp equipage” was reported to be “some thousands of tent-poles, pegs, &c.”


5. Maitland, an officer in the British Marines, was indicating that he was temporarily commanding the Second Battalion, Light Infantry.

JOHN COOKE TO CORNELIUS HARNETT

New Bern [N.C.] 11th May 1778—

I have taken the Liberty to enclose to your Care a Petition to Congress drawn up at the Request of Cap’t Cockran and others. Their Case I think is peculiarly hard, more especially as no Claim was made in Behalf of the Colonies, till sometime after the Jury had given in a Verdict and were unanimously of Opinion that Cap’t Cockran &c. were entitled to the Sloop from their representation of the Case. Besides the Continental Agent never claimed until his time had elapsed by our Laws in this State.— I understand that M’ Ellis has received Orders from Congress to remit the money to Edenton. I wish you would interfere on this Occasion & procure Justice for the Petitioners.— I hope there is nothing improper in the Application if there is impute it to our Ignorance & not to an Inclination of offending that respectable Body of men, the Congress. I hope you enjoy your Health & wish you would put it in my Power to oblige you in this part of the World. I am, Sir [&c.]

Jno Cooke

L, DNA, PCC, item 41, vol. 10, p. 17 (M247, roll 52). Addressed below close: “Honorable Cornelius Harnett.” Addressed on separate page: “The Honorable Cornelius Harnett Esqr./Or in his Absence to any one of/the Delegates from the State of/North Carolina at Congress.—” In another memorial concerning this case from William Tisdale, a judge of the Court of Admiralty at Beaufort, N.C., Cooke was identified as “Proctor & Advocate” in the Court of Admiralty at Beaufort. DNA, PCC, item 41, vol. 10, p. 13 (M247, roll 52).

1. The petition was the memorial of William Tisdale. It laid out the facts of the case repeating much of the information to be found in the Memorial of Captains Cornelius Anabil, John Cockrom, Nathan Moar, and Isaac Mackey to the Continental Congress, 21 Feb. 1778. NDAR 11: 400. In addition, Tisdale’s petition emphasized the financial suffering the four captains had endured and the small amount of money the prize, the sloop Tryal, would garner for the United States. DNA, PCC, item 41, vol. 10, pp. 13–16 (M247, roll 52).

2. Congress granted the petition of the memorialists. See Journal of the Continental Congress, 29 May, below.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHIP OLIVER CROMWELL

[19°.. 32ˊ Nth Latt] [1778, May] 11th At 5 o’Clock in the Morning Saw a Sail at the Windward two Leagues Distance Bearing Down Upon Us we Lay too for her till She Came in half Gun Shott of us the Man at Mast head Cry’d out 4l’ Sail to the Leeward Our Officers
Concluded to Make Sail from her Supposing her to be a Frigate of 36 Guns after we Made Sail We Left as Fast as we wanted She Gave over Chase at two oClock Afternoon She was the Seaford of 28 Guns.¹

Log-Book of Timothy Boardman, p. 53.
1. That is, “for”.

JOURNAL OF H.M. FRIGATE SEAFORD, CAPTAIN JOHN COLPOYS

May 1778

At Sea [Latt° 19°.23´ N]

Monday 11th
At 2 AM Saw 2 Sail in the SW° Gave chace At 6 AM. Clear’d Ship for Action the Ships Hoisted American Ensigns & Pendants.¹
At Sea [Latt° 19°.23´ N]
Ditto [Light] breez & Cloudy W° At 2 PM. Left off chace at 3 D° Lost Sight of y° Chace.

D, UKLPR, Adm. 51/880.
1. These ships were the Connecticut Navy ship Oliver Cromwell, Capt. Timothy Parker, commander, and Connecticut Navy ship Defence, Capt. Samuel Smedley, commander. For more on this encounter, see Journal of Timothy Boardman, this date, above.

May 12

ADVERTISEMENT BY THE CONTINENTAL AGENT FOR SETTLEMENT OF ACCOUNTS

[Portsmouth, N.H., May 12, 1778]

ALL PERSONS who have any Demands against the Continental SHIPS built in this Place,¹ are desired to present their Accounts as soon as may be, for Adjustment.

JOHN LANGDON.
Agent for the State.

The Freeman’s Journal, or New-Hampshire Gazette (Portsmouth), 12 May 1778.
1. That is, Continental Navy frigate Raleigh, Continental Navy ship Ranger, and Continental Navy ship of the line America.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present—
Sam’l Ph’ps Savage Esq’
John Brown Esq’
Thomas Walker Esq’

Board of War, Boston May 12th 1778—
Isaac Phillips Esq’
Eleazer Johnson Esq’

Sam’l Ph’ps Savage Esq’ President—

Order’d, That half a dozen Port Wine from Inv° 23, N° 4, be sent on Board Brig’ Tyrannicide ¹ for the use of the Sick—

Order’d, That Mr. Henry Williams deliver Chevalier de Senneville ² the Commander of the Frigate “la Nymphe” belonging to his most Christian Majesty Thirty-sheep such as he may chuse, & one Ton Scree’d Hay—

Order’d, That Cap’ Hopkins ³ deliver the Chevalier Ch’r de Senneville the Commander of the Frigate “la Nymphe” belonging to his most Christian Majesty 25th Coffee—& 46th Loaf Sugar—
Order’d, That Cap’t Hopkins deliver Joseph Henderson Esqr or to his Order 100lb old Junk, & 20 Fathom 2½ Inch Rope, ret’s the weight— Also 20 y’ds old Canvas, P’ order of Council for the Guard-Ship Rising Empire—

Order’d, That Abner Sylvester be paid the Ballance of his Account, Disbursements &c, on Schooner Starks as p’ his several Bills £190.. 6.. 8

Order’d, That Cap’t Holmes Master of the Schooner Hannah land his Cargo of Naval Stores at the Cellar of Cap’t Prince at West Boston & that Cap’t Prince be paid at y’ rate of 25/. P’ Month, for s’d Cellar. Also That he land the Corn he has on board at the Mills, & the Staves at New-Boston—

Voted, That Cap’t Phillips be a Committee to superintend & direct the unlading the above Schooner Hannah—

JOURNAL OF H.M. FRIGATE SPHYNX, CAPTAIN ALEXANDER GRAEME

May 1778 At Single anchor in Quixes Hole in Buzzard’s Bay [Mass.] Tuesday 12 at 6 [AM] made the Signal unmoored and hove short, at 9 weighed & made Sail in C’ 2 Transports and 3 Sloops, D’ out of the Vineyard Sound at Noon Seconnet Point NW¾W 3 Miles—

Seconnet Point NW¾W 3 Miles

Moderate breezes and fair W’re at 2 [PM] Anchord in Seaconnet passage D’ employed Landing the Troops and Cattle

D, UKLPR, Adm. 51/922.
1. That is, Quicks Hole.
2. That is, “running.”
3. That is, Sakonnet Point.
4. Capt. Frederick Mackenzie records in his Diary for 12 May, “Came into the Seconnet passage, the Sphynx, with the Transports and other vessels from the Elisabeth Islands, having about 900 Sheep and lambs on board, which were immediately landed at Sachawest [Sachuest] point”; and for 13 May, that H.M. armed sloop Haerlem came in with a convoy of two sloops with about eighty head of cattle. Mackenzie, Diary 1: 281-82.

LIEUTENANT’S JOURNAL OF H.M. FRIGATE MAIDSTONE, CAPTAIN ALAN GARDNER

May 1778 D’ [Nantucket Shoals] N82W Dist 20 Lg’

Tuesday 12th. Fresh Breezes & fair, AM joind the Apollo, and gave Chace to a Sail in the SE Quarter

D’ [Nantucket Shoals] N62W Dist 24 Lg’

D’ W’re PM at 4 br’ too the Chace a Schooner from S’ Carolina for Newberry, with Indigo, Cordage, & Rice, Sent our Gunner & 4 Men on board her & gave Chace to a Sail to the E’ward, at 7 fired 3 Guns & br’ too the Chace a Schooner from Philadelphia for Halifax,
D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate Maidstone.
1. H.M. frigate Apollo, Capt. Philemon Pownoll, commander.
3. The Journal continues on 13 May: “AM sent 6 of the American Prisoners on board the Apollo, took the Indigo & Cordage out of the Prize, our Gunner & two of our Men retir’d on b’d & the Apollo sent a Mid’n & two Men on board her, at 11 Made Sail the Prize parted Co’s for Rhode Island, the Apollo in Co’s at Noon.” UkGrNMM L/M/27.

MASTER’S MATE WILLIAM STACEY, R.N., TO CAPTAIN WALTER GRIFFITH, R.N.

[Newport, R.I., May 1778]¹

Copy of Intelligence given to Captain Walter Griffith by M’ Willm. Stacey, Master’s Mate of the Carysfort.

On the 6th of April I was taken and put onshore at the Port of Bedford,² where I found fourteen Sail of British Ships made Prizes of by the Rebel Privateers, with four Sail of American Privateers. On the 17th of April I arrived at Boston, and on the 24th were sent in by the Rebels three large Ships with very valuable Cargoes. Arrived on the 3rd of May a French Ship with dry Goods³ and the Cumberland of 20 Guns;⁴ on the 5th two Privateers, a french Brig with dry Goods from Bordeaux,⁵ and one French Frigate of 36 Guns and 300 Men,⁶ mostly American prisoners. On the 6th this Frigate careened Ship; and was to sail on the 7th. On the 8th three large French Ships and Snows (laden with dry Goods and mounting from twenty to ten Guns each) and some Merchant Ships from Bordeaux and Bilboa, laden also with dry Goods, arrived at Boston.— There were twenty Sail of Armed Vessels in the Port, mounting from 28 to 20 and 12 Guns each, most of them fit for Sea, and had chiefly British Seamen onboard.

From very diligent Inquiry I found the general Prayers of the People in Boston were for the King’s Troops to relieve them from their Oppression.

On my Arrival at Bedford, I found a very current Report of the Coast from that Quarter being lined with Rebel Troops and Cannon; but having four Days to examine the above-mentioned place, I found a Fort to stand on the East Side of the Harbour with two Guns in it, and in the Town four Field Pieces, where there were six Officers and four Privates; And in the Battery two Officers and six Men in order to row Guard when Ships came in. In travelling one hundred and thirty Miles of this Country, I did not observe more than forty Men, and most of them very old.

(Signed) Willm Stacey.

Copy, UkLPR, Adm. 1/488, fols. 386–87. Docketed: “No: 3./Intelligence respecting the/Ports of Boston and Bedford/given to Captain Griffith by/M’ Wm. Stacey Master’s Mate of the Carysfort./In Vice Adm’ L’d Howe’s Letter/Dated 25 Octr:1778—.”

1. This intelligence report is undated, but Stacey probably reached Newport by this date.
3. Possibly, ship Henrietta, Patrick Brown, master.
4. Massachusetts privateer ship Cumberland, James Collins, commander.
5. Possibly, ship Three Friends, —— Hall, supercargo.
General George Washington to Henry Laurens, President of the Continental Congress

[Extract]

Valley Forge [Pa.], May 12th. 1778.

... The inclosed Copy of a Letter from Genl. Dickenson to me, will inform Congress of the Fate of the Continental Frigates in Delaware— a fate in the situation they were left, I had long predicted; & which I had taken much pains to avert by using every argument in my power to have them sunk. In that case their destruction would have been, at least, a work of time, difficulty & expense; & might have been perhaps prevented. about One OClock on Thursday I got notice of an intended move of the Enemy by water, & conjecturing the destination of it, had a Detachment under Genl. Maxwell (whose tour of duty it was) ready to March towards the Delaware by 4 OClock, but a heavy rain prevented their moving till next morning...


2 Thursday was 7 May. Brig. Gen. William Maxwell of the New Jersey Continental Line and his detachment seem to have marched from camp on 9 May. In a letter of 10 May, Alexander Hamilton, Washington’s aide-de-camp, chided Maxwell for having left camp without taking artillery. He instructed Maxwell to march to the Delaware River opposite Bordentown to try to intercept the British raiders, adding, “Though you may not be able to do any thing without Cannon.” DLC, Washington Papers, Series 4. By the time Maxwell reached the river, the British had returned to Philadelphia. Washington’s letter was read in Congress on 14 May and the portion relating to the British raid up the Delaware River was referred to the Continental Marine Committee. JCC 11: 496.

Richard Peters of the Continental Board of War to General George Washington

Sir

War Office [York, Pa.] May 12th. 1778

The Board ever since their Institution have been anxiously endeavoring to establish a Communication on a permanent Footing from the lower Parts of North Carolina to your Camp in Order that the Supplies of Provisions & Stores might be reduced as nearly to a Certainty as our Circumstances & the Nature of the Business would admit. They have procured the Promises of Assistance from the Governments of the several Southern States concerned but the Machine is so complex & so many of its Parts are so frequently disordered that great Difficulties are yet to encounter. Fifty one Waggons with Cloathing lately Returned & one hundred are on their Way down to South Key for Tents & Military Stores of which Col. F. Lewis informs us there are more at that Place & other southern Ports than will load double the Number of Waggons. We find that this occasional Mode of Transportation is attended with many Inconveniences & particularly on Account of the Numbers of Teams plying at once which cannot be supplied with Forage as there are no Magazines laid up altho the Board long ago directed the Quarter Masters on the Communication to do it. If settled Stages both by Land & Water were established & Teams & Boats had particular Stations allotted them agreeable to the Design of the Board the Cloathing & Stores might be sent on as they arrive, so great a Quantity would not accumulate & of Course the Number of Teams would not be at once necessary;
besides our Wants would be more frequently supplied whereas we have now either a
Glutt or almost a total Scarcity. We find that it is almost impossible to transport the
Goods & Stores by Land— Large Quantities of Cloathing have been lying on the
Eastern Shore of Virginia ever since October last among other Reasons because it
could not be brought by Land & it was thought too dangerous to attempt a Trans-
portation by Water. The Board are however Determined to use every Exertion to
bring the Stores & Provisions Coastwise & for this Purpose have procured the Assis-
tance of the Governments of Maryland & Virginia who have promised to lend & man
as far as they are able their Gallies to protect the Craft employed in the Chesapeak.
Application has been made to the Government of this State for the Remnants
of their Galleymen to be employed in the Chesapeak but no Answer has been given
to the Request.4

A spirited Continental Officer will be necissary to take the Command of the Virgin-
inia & Maryland Gallies as there are some Disputes about Rank between the naval
Gentlemen of these two States. There is none among the Officers of our Fleet so ca-
pable of the Task as Cap' Robinson now detained by the Enemy in Philadelphia on Acc' of some Irregularity in the conduct of a Flag which Cap' R. accompanied. He is
brave intelligent & prudent understands the Navigation perfectly of the Chesapeak
& is the only Person in every Respect suitable for our Purpose. The Board would
therefore be much obliged to your Excellency for your Endeavors to procure Cap'
Robinson's Release by Exchange or otherwise as his Services are so essential & we
can obtain Permission from Congress for him to be employed in this Service—5 The
salted Provisions are so cumbrous that they cannot be transported by Land & as the
Army depend upon the Southern Supplies the sooner the Navigation is set on Foot
the better & Cap' Robinson’s Release will greatly accelerate this necessary Work. Be-
sides the Supplies furnished by the Commissaries the Board have ordered & have
every Reason to believe there will be twelve thousand Barrells of Shad the greater
Part whereof are smoked & will be useful for Light Parties as well as an agreeable
Change for the Troops. This with the large Quantities of salted Pork & Bacon in
North Carolina Virginia & Maryland will take much Time therefore the Bussiness
should be instantly put in Motion.

The Board have been duly honoured with your Excellency’s Letter consenting
to Cap' Scull’s undertaking the Survey of the Creeks.6 He informed us that the Work
you had employed him in was nearly completed or we should not have thought of
desiring him to engage in the Bussiness pointed out by Congress. The French Gen-
tlemen7 & a Surveyor of this State are now surveying & reconoitring the Susquahanna
having began at Harris’s Ferry.8 I have the Honour to be with the greatest Respect
[&c.]

Richard Peters
By Order

1. Congress established the Board of War and Ordnance on 12 June 1776. From its establishment,
Peters served as the Board’s permanent secretary. Robert K. Wright, Jr., The Continental Army (Washington,
2. That is, South Quay, Va.
3. Fielding Lewis, Washington’s brother-in-law and chief commissioner for a small arms factory in
Fredericksburg established by the state of Virginia. DAB
4. On 12 May, the Board wrote President Thomas Wharton of Pennsylvania reiterating their desire to use “Galleymen formerly employed in the Delaware” to man “a Number of Galleys in the Chesapeake.” Pennsylvania Archives, 1st ser., 6: 492.

5. See Washington’s reply to the Board of 16 May, below, in which he spells out the difficulty in securing Capt. Isaiah Robinson’s release.

6. In a letter of 6 May, Richard Peters had asked that Capt. William Scull be released from his task of surveying the “Country from Derby to Lancaster,” Pa., in order to survey the creeks flowing into the Susquehanna River.

7. The French officers were Michel Capitaine Du Chesnoy and Charles-Frédéric Bedaux.

8. Harris’s Ferry was located at modern Harrisburg, Pa.

**JOURNAL OF AMBROSE SERLE**

TUESDAY, 12th. May. [Philadelphia, Pa.]

Lord H.1 after Breakfast called me aside, and gave me a long & full account of the Disgust wch Govt. had conceived from his Brother’s2 Conduct, and of his own Intentions to resign his Command, tho’ the Admty had expressed strong Wishes for his continuing in a Service, where he had been so eminently & undeniably useful. He then told me, that as the Commission, we came out with, was now at an End, our Attendance in this Country was no longer necessary, & therefore that Mr. Strachey3 wd. embark with the General, and that I might sail in the next Ship of War for England, wch wd. be the Porcupine,4 & wch probably might carry the news of the Event of an Expedition upon the Rebels, now in meditation.5 I thanked his Ldp for his Favor, & told him that my Wishes of remaining here terminated with his, & must be guided by them, &c. &c.


3. Henry Strachey, secretary to the Howe Peace Commission, which was created in May 1776 and included Sir William and Viscount Howe. That commission was superseded by the Commission for Quieting Disorders in America—commonly referred to as the Carlisle Peace Commission—which was created on 22 Feb. 1778. Viscount Howe had been named to that commission as well.

**VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN CHARLES FEILDING, R.N.**

Copy.

Secret.

By the Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty’s Ships and Vessels employed and to be employed &c&c in North America.

As from the Proceedings of the French Court by a late indecent and public Avowal of a defensive Alliance concluded with the King’s disaffected Subjects in these Colonies, it is probable that War has been some Time since declared against France in Europe; whereby a different Arrangement of His Majesty’s Ships employed on the Coasts of these Provinces is become requisite: And as the 70th Regiment with those of McLean and Campbell6 may be daily expected for strengthening the Garrison at Halifax; You are therefore when the said Corps arrive, to detach the Raisonable and Centurion, as soon as they can be made fit for Sea, to join me with all Expedition at
New York: First causing the sick and infirm Men not likely to become serviceable in those Ships to be landed; And the deficient Numbers to be completed equal to their Complements by Impress or otherwise, as the Men can be in the shortest Time procured, from the Shore (with the Consent of the chief Governor) or trading Ships.

The Ships of War then remaining under your Orders, are to be employed in future for the defensive Service of the Province more particularly: In such Manner as from the Intelligence You may obtain, or in Concurrence with the Governor or Commanding General Officer, You may deem most effectual for that purpose.

The Experiment having been appointed to cruize for six Weeks from the Time of her Arrival off of the Ports of Boston or Piscataqua, to watch the Motions of the Enemy on the Coasts of the Northern Provinces; You are in case You should have a suitable Opportunity to communicate with Sir James Wallace in the mean Time, to give him Directions to join me in this River without Delay.

And whereas the Battalion of Marines now at Halifax is to be sent to serve onboard the Ships of His Majesty’s Fleet in England, on the Arrival of the several Regiments before-mentioned; and Instructions will be given to the Commanding General Officer at Halifax correspondent to that Intention; When the said Commanding General Officer shall, upon your Application, signify his Concurrence to that Effect, the whole Battalion of Marines or such part thereof as can be suitably taken onboard the Transports wherein the Regiments by which they were relieved were brought to Halifax, are to be sent to England without Loss of Time: Under Convoy of One or more Frigates according to the Number then with propriety to be detached from the Force under your Orders; the necessary Provision for the Security of Halifax and Ports connected with the Defence thereof, being duly considered. The Commander of the Convoy is to be directed to the first port he can most conveniently gain in England; And acquainting the Secretary of the Admiralty with his Arrival, to wait therefor further Orders.

The Commander in Chief of the Army having expressed his Wishes that Means should be taken to obtain a Ship of Coals from Spanish River, for the Garrisons in the Middle Provinces; And further made known his Intention therein to the Commanding General Officer at Halifax by this Opportunity; You are to assist in protecting the Detachment of the Garrison ordered on that Service, as upon advising with the said General Officer may be judged adequate. Such of the Transports before described as are not wanted for the Conveyance of the Marines to England may be employed for transporting the Coals according to the General’s Intentions; Unless such Appropriation of them should be inconsistent with any more urgent Service pointed out in the Orders to the Senior Captain of His Majesty’s Ships charged with the Conduct of the Transports to Halifax. A Convoy will be requisite for the Transports so appointed, whilst they wait to take off the Coals raised for their Lading. And an additional Force to escort them hereafter to the Port of their Destination. But the Mode in which this last Arrangement is to be regulated, must depend on Circumstances occurring later in the Year.

Given onboard His Majesty’s Ship the Eagle in the River Delaware the 12th. Day of May 1778.

Howe.
1. The 70th Regiment (Glasgow Lowlanders), Lt. Col. James Bruce, commanding; the 74th Highland Regiment (Argyll Highlanders), Col.-Commandant John Campbell of Barbreck, commanding; and six companies of the 82nd Regiment of Foot (the Duke of Hamilton’s), Brig. Gen. Francis MacLean, commanding, arrived in Halifax in late Aug. or early Sept. 1778.
2. Wallace commanded H.M.S. *Experiment*.

**JOURNAL OF THE MARYLAND COUNCIL**


Capt. Gordon,¹ The Copy of a Clause in a Resolve of the General Assembly passed last Session by which you will see there is an Advance on the pay of the Officers & Men in the Galleys and you are desired to ship your men agreeable thereto.²

1. Capt. John Gordon commanded the Maryland Navy galley *Conqueror*.
2. See Resolve of the Maryland House of Delegates, 21 Apr., above.

**JOURNAL OF THE VIRGINIA NAVY BOARD**

[Williamsburg] Tuesday the 12th day of May 1778.—

Present.

Mr Whiting. Mr Travis. and Mr Archer.—

Ordered that a Warrant issue to Foster Webb junior¹ for Three thousand pounds upon accompt for the purpose of paying the Officers and sailors wages in the Navy of this State.—

Captain Francis Bright late of the Brigantine *Northampton*, personally appeared before the Board, and resigned his Commission, which is ordered to be filed.—

The proceedings of a Court Martial held on Board the ship *Tartar*, the eleventh day of May 1778 for the trial of Lieutenant Stafford Lightburne of the *Lewis* Galley for misbehaviour, were this day laid before the Board, which being read, Ordered that the same be filed.—

Lieutenant Stafford Lightburne of the *Lewis* Galley personally appeared before the Board, and resigned his Commission, which is Ordered to be filed.—

Lieutenant Henry Lightburne of the *Page* Galley personally appeared before the Board, & resigned his Commission, which is Ordered to be filed.—

DS, Vi, Navy Board Journal, p. 394.
1. Webb was the paymaster and muster master for the Virginia Navy on the west side of Chesapeake Bay. NDAR 11: 370.

**JOURNAL OF H.M. FRIGATE SOLEBAY, CAPTAIN THOMAS SYMONDS**

[May 1778] Dº [at anchor off Cape Henry—]

Tuesday 12 at 7 AM gave Chace to 4 S¹ in the E¹ q¹ spoke the *Hotham*² with 2 Prizes³ anchord off the Capes in 13 f—
D° [at anchor off Cape Henry—]
Mod: breezes & C° at 1 PM weighed & ran up to the Shoe° anchor’d in ½ 6 [fathoms] & veer’d to 1/3 [cable]  Cape Henry SSE½E° at 7 made the Sign° for seeing a S° in the SE—

D, UkLPR, Adm. 51/909.
1. East quarter.
2. H.M.S. Preston’s tender.
3. Probably the sloop Rising Sun, with a cargo of tobacco, and brig Gascon, with salt and coarse cloth, both captured off Cape Charles on 12 May 1778, both credited to H.M.S. Preston and H.M. frigate Solebay. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 486–87.
4. Horse Shoe Shoals, Chesapeake Bay.

JOURNAL OF H.M. FRIGATE ARIEL, CAPTAIN THE HONORABLE CHARLES Phipps

May 1778 [off Cape Hatteras, N.C.]
Tuesday 12th at 7 AM saw a Sail° to the Westward made sail & gave Chace saw the Land ahead of the Chace Standing in for it, at Noon Anchord with the Small B° in 8 ft° Water—
Cape Hattrass SbE distance 5 or 6 Leagues
Mod° & fair W° at 1 PM got our boat out. Arm’d her & sent her on board the Chace, found her Scuttl’d & aGround She proved to be a French polacker laden with Salt & dry Goods, her people all left her & got on [shore] our boats employ’d getting out the Bale Goods at 6 Set her on fire & left her

D, UkLPR, Adm., 51/61, part 1, fol. 26.

CAPTAIN DENIS-NICHOLAS COTTINEAU DE KERLOGUEN TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Exallent

Hardly arrived from Beauforts, I have nothing more in haste than to give an account—of the state in Which I Left the forard of the orders I have I give to my officer—but I Saw Cap° Ellmen,° and fear they ignore your orders.—He Will offer some Delay to your Command for assemble there the Guard that you Destin’d for. your Exallent Will feal how it is, Consequences for my, to hasten the Work, I recommend My self to your Country, and Expect from you friendships then you Will agree to my Prayer.

I have Continually 60 men Working.° but the planks hold me back, and if I Can send enough of that I hope than I have work shall be Soonly done. What it finished is however able to rebite to one attack. The house for Garrison is ready also the Powder house and the well.

I ordered to Plase in the store les the Garrison be orderd there, 10 Gunners and one officer, So much for Serve the Guns, as for Instructe in that Exercise the Soldiers who shall be Send there—and as the Same inconvenience which succeeds for my Exits for them.° I apply to have the complaisance to send me Commission of Lieutenant for my officer and of Sargeant for my second chief gunner.

The officer is called M. Le Meignan, Gentleman very Well born, and able in all Concerns to be officer Since he is in france.
The chief Gunner named James Martin had been employed 6 years in the artillery. Will observe that all these Commissions are at war & without allowance.

I am instructed that We have Saved 12 guns of 18 pounds at Occacoke Barre—it is Verey Essential to give Orders to transport to Cape Lookout at Least 8. and I think it Should Be important to lay Som in Beaufort Point. but it needs order to Construct Carriages for them and assemble bals of Corespondent?²⁶

I Pray to adress your answer to Mr Long Brother⁷ at New Bern—Who shall Send it to my if I am absent—

I am please to present my Respects to your Laidy and assure you of that Whith Which I am [&c.]

New Bern 12th may 1778

De Cottineau


2. Cottineau wanted a commission in the Continental Navy and was soliciting Caswell’s assistance in obtaining it. Henry Laurens to Caswell, 22 July, ScHi, Henry Laurens Letterbook. In a letter of 13 May to Henry Laurens, President of the Continental Congress, Cottineau argued that his work on the fort left him vulnerable to maltreatment should he be captured by the British. “I have asked for a commission as naval captain, without assignment, so that I would have a title to defend myself and claim the rights of prisoners of war.” DNA, PCC, item 78, vol. 5, p. 160 (M247, roll 93); the letter is in French.

3. The men were constructing Fort Hancock at the entrance to Cape Lookout.

4. In this confusing sentence, Cottineau seems to be saying that he had ordered a detachment of ten of his crew to remain at Ft. Hancock to man the fort’s cannon and to instruct the newly-raised soldiers who were to garrison Ft. Hancock how to operate the guns.

5. Cottineau asserts that Le Meignan had been an officer in the French Army. Nothing more is known about Meignan, but he may be the same individual about whom on 29 Apr., the North Carolina General Assembly passed a resolution stating that it “highly approve of Mons. le Chevalier de Chambray’s conduct since his arrival in North Carolina; that they entertain a most grateful sense of his disinterested and important service rendered to this State by planning and erecting Fort Hancock, and a high opinion of his knowledge and abilities in gunnery and fortification.” They also directed Caswell to write letters on de Chambray’s behalf to Congress and to Gen. George Washington. North Carolina State Records 12: 637–38. This officer, who had written to Washington under the name Cambray-Digny, received a commission as lieutenant colonel in the corps of engineers. Papers of George Washington, Revolutionary War Series 14: 395 and n.

6. Cottineau may be saying that he needs Caswell to order carriages for the 18-pounder guns to be constructed and ammunition (“bals”) of the corresponding caliber to be assembled.

7. Presumably Nehemiah Long, who from the comment here was the brother of Col. Nicholas Long, deputy quartermaster for North Carolina.

May 13

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Honble Gentlemen,

Boston 13th May 1778

The Purchase I lately made of ye Mermaids¹ Cargo left me indebted to ye Captors upwards of £6000 which Goods are distributed between ye Clothiers & Navy Board, have taken the Liberty to draw on the honble Committee of ye above date in favr. of Patric Brown a set of Exchange for four thousand Dollars, shall remit by next Post to ye honble Board drafts on ye Clothiers General for the Amount of the Supplies given that Department here    Yesterday the Ship Three Brothers Friends arriv’d here from Rochfort,² the Signal is out for a Ship coming in, which we hope to be the same that came out with ye Dean Frigate & not arriv’d—³

yours &c J B

2. Ship *Three Friends* was also known as *Trois Amis* and *Three Brothers*.

3. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander. The ship that was expected was *Duc de Choiseul*, Jean Heraud, master. As seen in *Extract of a letter received by a Gentleman, from an Officer on board his Majesty’s ship Blonde, dated Liverpool Bay, America, 24th April, 1778*, above, it had been captured at sea on 24 April by H.M. frigate *Blonde*.

**ORDER OF THE MASSACHUSETTS COUNCIL**

State of Massachusetts Bay

[Boston] Council Chamber May 13, 1778

Ordered that Lieut. Colonel Revere⁠¹ be & hereby is directed to fire the Heavy Cannon at Castle Island⁠² when the French Frigate⁠³ passes by the Castle Provided she Salutes the Castle same

read & Accepted

Jn° Avery D° Sec⁵


2. That is, Fort Independence (formerly Castle William) on Castle I.


**JOURNAL OF THE CONTINENTAL CONGRESS**

[York, Pa.] Wednesday, May 13, 1778

The Marine Committee, to whom was referred the memorial from Messrs. F. Hopkinson and J. Wharton, brought in a report; Whereupon.

Ordered, That six hundred dollars be allowed to each of the memorialists, for their extra services in Bordentown, and to defray their expences to Baltimore.¹

The Committee on the Treasury brought in a report: Whereupon,

Ordered, That a warrant issue on Nathaniel Appleton, Esqr. commissioner of the continental loan office in the State of Massachusetts bay, for 11,666²⁄₃ dollars, in favour of the Committee of Commerce, to enable them to pay Archibald Mercer and Philip Moore, the valuation of the ship *Two Friends*, and the ship *Moore*, chartered and insured by the said Committee, and taken by the enemy, as appears to them by protests regularly made;² the said Committee to be accountable:

That 10,174 88/90 dollars be advanced to the Committee of Commerce, to discharge Samuel and Robert Purviance’s bill of the 25 April last, on the said Committee, in favour of Elbridge Gerry, Esqr. for that sum, it being the amount of their accounts against the ship *Chase* and the snow *George*, the said committee to be accountable:³

*JCC* 11: 493.

1. In a memorial dated 29 Apr., Francis Hopkinson and John Wharton, members of the Continental Navy Board of the Middle Department, had requested reimbursement for expenses incurred while performing services outside the scope of their duties as commissioners. DNA, PCC, item 41, vol. 4, pp. 31–32 (M247, roll 6).

2. The protest of Boston merchants Archibald Mercer and Philip Moore has not been found.

3. As seen in Robert Morris to Continental Commerce Committee, 17 Feb. 1778, *Chase* and *George* had been contracted by Congress to carry tobacco to Europe. *NDAR* 11: 364.
My dear Sir,

York in Pennsylvania, 13th May 1778

Our public letter does not leave me much to add, but friendship will not suffer me to let this opportunity pass, without expressing my wishes to congratulate you on your safe arrival in France. You will find our affairs at your Court in a much more respectable Train than they have been heretofore, and therefore, no doubt more agreeable to you. Finance seems now the only rock upon which we have any danger of splitting. How far European loans may help us you can judge, but I fear that the slow operation of Taxes, which indeed are pretty considerably pushed in many States, will not be adequate to the large emissions of paper money which the war compels us to make. The number and activity of the British Cruisers on the coast, and in the Bays of the Staple States, render it utterly impossible with any degree of safety, and therefore very unwise to attempt making remittances to Europe at present. It is in fact furnishing the enemy with what they want extremely, and much to our injury—Surely the Court of France will now give protection to their Commerce to and from America, the clearest policy demands it. Sir you would be greatly surprised at the number and value of the French Vessels taken and destroyed by the English on our Coasts this last winter and spring—Thus the Marine force of G. B. is actively employed in ruining the Commerce of France whilst her powerful Navy remains unemployed. Can this be wise? Gen. Howe remains yet in Philadelphia, and our Army where it was, but daily growing stronger in discipline and in numbers. I am inclined to think that the enemy will this Campaign act chiefly on the defensive (carrying on the small war to plunder and distress) holding all they can in order to get the better bargain of us when a Treaty shall take place. I wish, for the sake of future peace, that we could push these people quite off this Northern Continent. Monsr. Beaumarchais, by his Agent Monsr. Franci, has demanded a prodigious sum from the Continent for Stores &c furnished the States. His accounts are referred for settlement to the Commissioners at Paris, and I hope they will scrutinize most carefully into this business, that the public may not pay a large sum wrongfully. We have been repeatedly informed that the greater part of these Stores were gratuitously furnished by the Court of France—How then does it come to pass that a private person, a mere Agent of the Ministry, should now demand pay for the whole? It will give me singular pleasure to hear from you by all convenient opportunities, for I am [&c.]

Richard Henry Lee

P.S. Be so kind as take care of the letters for my brothers and get them conveyed, &

Richard Henry Lee

1. Lee was referring to the letter of the Committee for Foreign Affairs to American Commissioners in France of this date. A portion of that letter is transcribed in the note at Proclamation of the Continental Congress, 9 May, above. The entire text of the letter is printed in Smith, Letters of Delegates 9: 658–60.

2. In a letter to his brother Arthur Lee of 12 May, who, like Adams, was one of the American Commissioners in France, Richard Henry wrote, “the enemy, whose Cruisers are so numerous on our Coast, and in our Bays, that almost every Vessel is taken. When a war with France and Spain shall take place, the numerous Ships of England will find some other employment than bending their whole force against us. Then it will be in our power to make the remittances we wish to make.” ViU, Lee Family Papers.

3. On 16 May, the Commerce Committee instructed the American Commissioners in France to liquidate the accounts of Roderique Hortalez & Co., Pierre-Augustin Caron de Beaumarchais’ firm, and in doing so “particular care be taken to distinguish the property of the Crown of France from the Private property of Hortalez and company, and transmit to us the accounts so stated and distinguished.” PPAmP, Benjamin Franklin Papers, vol. 9, fol. 175.

4. Richard Henry Lee’s brothers in France were Arthur Lee and William Lee, the Continental commercial agent at Nantes.
Wednesday May 13th 1778.

Present

His Excellency;¹

John Page
Dudley Digges

David Jameson &
James Madison jr

Esquires

The Governor having informed the Board that he thought it of the highest importance that a proper Fortification be provided without delay for protecting against a Superior Fleet of our Enemy, any Ships of War as well as Merchantmen belonging to our Allies² that may have occasion to come to this State & that he wished to have their Advice on the Matter— The Board after Mature deliberation are of Opinion that such an Asylum ought to be provided immediately; & do advise his Excellency to direct M‘ Loyalé the Inspector General³ & M‘ Fournier⁴ the assistant Ingeineer to examine the several Advantages attending York Town which is supposed to be preferable to any other Place in the Country, noting at the Same time the Disadvantages of that Place, if any, and what alterations ought to be made in the Works there in case it should be approved of. And his Excellency gave Directions accordingly.


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1. That is, Gov. Patrick Henry.
2. That is, France.

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Sundry Matters referred to the Consideration of the Virginia General Assembly by Governor Patrick Henry with the Advice of the State Council

[Extract]

Sundry Matters referred by the Governor with the Advice of the Council to the Consideration of the General Assembly

[Williamsburg, 13 May 1778.]

... 5th. Many great Losses have been sustained by the Traders of this State & those of foreign Countries, on the coast for want of proper pilots. In order to stimulate Men of that profession, by Advice of Council, an additional Encouragement of four Shillings per Ton, besides their daily pay, was promised by the Governor to the Pilots for every Foreign or State Vessel safely brought into port.—

6th For the Further Security of Trade four Small Batteries are ordered to be erected on the Eastern Shore. These seemed absolutely necessary as the Enemy are closely blocking up the Channels through which our Vessels formerly passed into North Carolina, and our Trade must in future be principally carried on by the way of that Shore.—

... 14th. Sundry Ship Carpenters employed in the public Yards were drafted to
serve in the Continental Army under the Act of the last Session of Assembly; and on the earnest Sollicitation of the Navy Board & the Superintendants of the Ships Yards, the Governor by Advice of the Council did desire the Officer commanding the Continental Troops here to permit the said Carpenters to continue in their Yards. It was said great Detriment would ensue from the Loss of these Carpenters, as others could not be got to supply their places. An Exemption of these Workmen from Militia Duty in future it is supposed would tend to promote the public Good. . . .

D. Vi, Executive Communications, July 5, 1776-June 1, 1778, Gov. Patrick Henry. Accompanying the document is a letter from Henry to Speaker of the Virginia House of Delegates Benjamin Harrison asking Harrison to “communicate” the enclosed “sundry Matters” to the General Assembly. Docketed: “Recommendations from/Govr. & Council of certain matters./May 13. 1778.”

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Wednesday the 13th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer, and Mr Lewis.—

Ordered that the Keeper of the public store, deliver to Captain Maxwell,¹ as many Blacksmiths files as he may want for the use of the Chickahominy shipyard, also two tar Brushes and four paint ditto for the use of the said yard.—

Ordered that the Keeper of the public Magazine deliver to Captain Celey Saunders three hundred pounds of Lead for the use of the Ship Tempest.—

Lieutenant Jnº Lurty has leave of absence from his duty in the Navy for one Month.—


“EXTRACT OF A LETTER FROM CHESAPEAK, MAY 13.”

“Yesterday came in the Solebay’s elegant tender,¹ and the Preston’s (the Hotham) from New-York,² with two prizes, which they took the day before, one a French brig, (at an anchor, almost unloaded at Chingquinnick before they took her) the other a fine large new sloop laden with tobacco;³ and we are in daily expectation of a French fleet arriving here, under the convoy of some French men of war.”

Rivington’s The Royal Gazette (New York), 23 May 1778.

1. Elegant was tender of H.M. frigate Emerald, Capt. Benjamin Caldwell, commander; the tender of H.M. frigate Solebay has not been further identified.

2. Sloop tender Hotham, Master’s Mate Christopher Hele, commander; H.M.S. Preston, Capt. Samuel Uppleby, commander.

3. French brig Gascon, Francois Giraud (Jeroud), master, bound from Chincoteague, Va., for Bordeaux; American sloop Rising Sun, George Rowan (Roan), master, from Baltimore to St. Eustatius. The New-York Gazette: and the Weekly Mercury, 25 May 1778; in its notice, Gascon is identified as “Brig Bourdeaux.” According to Howe’s Prize List, both vessels were captured on 12 May off Cape Charles. In that prize list, these captures are credited to H.M.S. Preston and H.M. frigate Solebay. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/484, fols. 485–86. The Royal Gazette reported on 23 May that Gascon, with a cargo of “bale goods and salt,” and Rising Sun, with a cargo of “seventy hogsheads of tobacco,” had arrived at New York on 21 May, escorted by Hotham.
Journal of H.M. Frigate Ariel, Captain the Honorable Charles Phipps

May 1778

Wednesday 13th:

At 6 AM saw two Sail to the N.E. got underway & gave Chace to them at 10 being little Wind got the pinnace out & sent her in Chace to discover what they were one proved an Armed Schooner which fired several Shott at the boat after which She returned. got her in & continued the Chace—

[Cape Hattrass SbE distance 5 or 6 Leagues]

[Modt:] Wr: at 2 PM working to the Westward in Chace of the Two Schooners at 4 both of them Ran on Shore at 6 they fired several Shott from the Shore at us at 7 bro’t too & fired a Broadside at them which Silenced their firing

D, UkJPR, Adm. 51/61, part 1, fol. 26.
1. One was the schooner Trader's Increase. Both ran on shore and were burnt. Howe’s Prize List, 30 Oct. 1778, UkJPR, Adm. 1/488, fols. 487–88.

May 14

Commander Henry Mowat, R.N., to Captain Andrew Barkley, R.N.

Copy

Sir, Albany, Saint John’s River 14 May 1778

Herewith I send you a Copy of my last publick letter to the Officer commanding at Halifax, in which you will see a little of my opinion respecting this place; I also think it proper in consequence of your Orders to make known to you that there are only two families here, that can possibly receive any protection from the Ship, all the others as I am informed being settled from fifty to a hundred Miles from where she now lies; and was the preservation of the State depending upon it, she could not move one Cable’s length nearer to them, such is the Navigation of the River and the communication with it, that any Number of Men and Ordnance &ca. may be conveyed as near both to the Blockhouse and Ship as may be found necessary without ever coming near the entrance of it; not that I think this spot an object worth Notice, were there neither Sailor or Soldier in the way to oppose them, without it was to take Shelter from the inclemency of a bad Night as they passed by, which they have in their power to do in many other places between this and Machias, much preferable in every respect to favour any design they may have on your side the Bay, where I am informed Allan at this time has his emissaries in order to find out the inclinations of his old Neighbours, and he also (as we are told) corresponds with the faithfull inhabitants of this River, who from their characters are well disposed to favour his Rebellious designs a very few individuals excepted whom he and his Juncto threaten to drive from their possessions if they do not join in their cause both with Men and Money: how far this fellow means any more than keeping up his own consequence, as well as his Trafficking with the Indians and the people about him time (only) will discover, for my own part I must confess that I think these are and have been all along his principal Views; therefore if you consider
the insignificancy of this place a Sufficient guard for it, whether or no you may not see cause to employ the Albany more for the Publick good than by lying here doing nothing, at any rate by shewing her off of Machias and the other Piratical holes will be a sure means of keeping Allan and his Gang from annoying the Province of Nova Scotia with their Noise: You are sensible that all the Vessels in America may go up the Bay of Fundy without being discovered from hence, and were we to see or hear of their passing, such is the Navigation of the entrance of the River that days and perhaps Weeks might pass before an opportunity served to go to sea; surely had the Situation been represented in its proper light no Fort ever would have been erected here; if a Post on this Shore was meant to be any ways serviceable to the Province of Nova Scotia, in my humble opinion it Ought to have been placed at Passamaquady, where it would not only have served as a Check over Machias and the adjacent Piratical places, but also with the Advantage of a safe and open harbour for Ships of War at all Seasons of the Year. By laying this before you as it appears to me I discharge a part of my Duty which I think highly incumbent on me, with which desire.

I am, Sir, [&c.]

H. Mowat

Copy, MiU-C, Lord George Germain Papers. Addressed below close: “Captain Barkley, Scarborough,” that is, H.M. frigate Scarborough.

2. The mouth of St. John River, New Brunswick.
3. Fort Howe.
5. That is, Passamaquoddy Bay, Me.

JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL, TO BRIGADIER GENERAL JOSEPH OTIS, MASSACHUSETTS MILITIA

State of Massachusetts Bay

[Boston] Council Chamber 14th may 1778—

The Council having been informed that the Enemy had stripped the Island of Nawshan,1 of the greater part of the Stock on the Same, and that they were hovering along the shores within the limits of your Brigade as though they had it in contemplation to land on the main; and mark their rout[e] with Ruin & Destruction—

The Council are of Opinion that a little attention of the good people in your Brigade to this matter, will with the Blessing of Providence be sufficient totally to Disappoint the Enemy in their inhuman attempts— therefore you are hereby directed without loss of time to take the most effectual measures to have your Brigade equipped agreeable to law, and hold themselves in readiness with three days provision to march at a moments warning to any place within the limits of the same on which the Enemy may attempt to make a Descent upon your or any of the field Officers in your Brigade, Receiving authentic intelligence of any such attempt, Will immediately give the Alarm and cause Orders to be issued for the marching of such and so many Men of the respective Regiments or the whole Brigade if you think it Necessary to effect a defeat of the Enemy in such an Attempt, and secure the good people in that Quarter of the State.

You will place such Centries along shore as you may think Necessary with Orders to watch the motions of the Enemy and give intelligence thereof to such Officers as

1. That is, Naushon I. For more on this British expedition plundering stock on the Elizabeth Is., see Brig. Gen. Joseph Otis to Massachusetts Council, 4 May; Journal of H.M. frigate Unicorn, 5, 7, 8, 9, and 10 May, above; Journal of H.M. frigate Sphynx, 12 May, above; Master’s Journal of H.M. armed sloop Haerlem, 6 May, above; Diary of Capt. Frederick Mackenzie, 5 and 9 May, above, and 16 and 20 May, below.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF THE MASSACHUSETTS BOARD OF WAR, TO AMERICAN COMMISSIONERS IN FRANCE

Sir’s,—

Your esteemed favours of the 21st December¹ Pr. Mr. Deane,² 12th February³ Pr. Capt. Senneville,⁴ & 17th of the same Month Pr. Capt. Courter,⁵ we had the Honor to receive.—

Agreeable to your request, we have furnished Capt Courter, with every necessary, for his Journey to Congress, On which he set out the 7th. Instant, being the second day after his arrival with us. The Money & other Articles advanced Cap’l Senneville, We have by advice of the Council charged to the United States.—

Every Mark of Distinction, Government could shew, & all the assistance this Board could give, Cap’l Senneville has received, we flatter ourselves, to his entire satisfaction, & happy shall we esteem ourselves, if by any Exertions on our part, we may be in the smallest Degree, instrumental in Strengthening, & Cementing, the Union between the Court of France; & the Independent States of America.—

This Important, & Fortunate Event, has already produced the most Salutary effects: It has had a tendency to fix the Wavering, confirm the Doubtful; & diffuse Spirit & Animation through the whole. Our Moneys, those Sinews of War, have acquir’d new credit, & value; firmness, resolution, & unanimity; pervade the Thirteen United States.

But while we devoutly adore, that Almighty Being; to whose interpositions, in our favour, we are to attribute our present happy Situation; We wish not to be forgetful of those WORTHIES, by whose unremitted assiduity’s, this most arduous Business, has been thus gloriously accomplish’d.

May every Happiness, Temporal, & Eternal, attend your Excellencies; and may Succeeding Generations as they Rise, call you blessed.— We have the Honor to be with profound respect’s [&c.]

Sam Ph’l Savage President

Pr. order

[Boston] War Office 14th May 1778.—

1. Not printed.
2. Simeon Deane.
3. Not printed.
5. This letter instructed the Massachusetts Board of War to furnish Capt. Harmon Courter “with every thing necessary for his making the greatest Dispatch on his way to Congress” and to pay the captain of the French Navy frigate *Nymphe* the equivalent of 15,000 livres to defray his refitting expenses. See NDAR 11: 1014.

**JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE**

**Honble Gentlemen**

Boston 14th May 1778

I have the honour to acknowledge your favour under the 28th. Ultimo. the Goods Receiv’d from the *Warren’s Prize* were chiefly distributed, am happy to find agreeable to ye Orders receiv’d from ye honble Board, the time is arriv’d that gives every Department ample Supplies of Articles that have been much wanted, May the happy Period be very near, when the Implements of War will not be needed among us in America, I sincerely sympathize with my Country in the Loss of Capt. Biddle & the brave Men with him, it grieves Me to find our Navy dwindling, but I hope we shall ere long be thoroughly purged of all Dastards— The late brave Cap† Chew’s Brig brought home about fifty of the *Alfred’s* Men since which the Clamour runs very high. Your Orders respecting Capt. Burke shall be directly observ’d & by next Frost the Order of ye Capt of ye Schooners Commissions shall be forwarded in the mean Time yours &c

J B


1. This probably refers to the duck and osnaburgs taken out of ship *Neptune*, Joseph Smallwood, master, by Continental Navy frigate *Warren*, John Burroughs Hopkins, commander.


5. This alludes to public opinion in Boston turning against Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*, for not coming to the aid of his consort, Continental Navy ship *Alfred*, in their engagement with H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres* on 9 Mar. off Barbados.

6. For Continental Marine Committee’s orders concerning Capt. William Burke, see the Committee’s letter to Bradford of 28 Apr., above.

7. Presumably a slip of the pen for “post.”

**LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT**

State of MASSACHUSETTS-BAY. To all whom it may

Middle-District. concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and their Cargoes, viz.—In Behalf of James Babson, Commander of the armed Brigantine *General Mercer*, and all concerned therein, against the Schooner *Nancy*, of about 60 Tons burthen, John Hunderhill late Master: In Behalf of the Owners, Officers, Marines, and all concerned in the Brigantine *General Mercer*, and the Schooner *Hawk*, against the Brigantine *Peggy*, of about 90 Tons burthen. ——— Jackson, late Master: In Behalf of John Leach Commander of the Schooner *Dolphin* and all concerned therein, against the Schooner *Gauger* of about 25 Tons burthen, John Robinson late Master: In Behalf of William Steward, Commander of the armed
Sloop Montgomery, and all concerned therein, against the Schooner Polly, of about 50 Tons burthen, Andrew Arthur late Master: In behalf of Samuel Champlin and Joseph Concklin, Commanders of the Sloops American Revenue and Revenge, and all concerned in said Sloops, against the Ship Lovely Lass, of about 150 Tons burthen, Andrew Waid late Master: In Behalf of Wm. Langdell, Commander of the Schooner Cente-Pea, and all concerned therein, against the Schooner Betsey, of about 50 Tons burthen, Joseph Saywood late Master: In Behalf of Jonathan Harriden, Commander of the Brigantine Tyannicide, in the Service of this State, and all concerned therein, against the Snow Swift, of about 140 Tons burthen, William Peirce late Master: In Behalf of Nathan Brown, Commander of the private armed Brigantine Montgomery, and all concerned therein, against the Brigantine Warbourn, her Cargoe, &c. of 150 Tons burthen, Martin Stokes, late Master: In Behalf of Benjamin Warren, Commander of the private armed Brigantine Lyon, and all concerned therein, against the Brigantine Hector, her Cargo, &c. of about 100 Tons burthen, William White late Master: In Behalf of Henry Phelps, Commander of the private armed Sloop Black-Snake, and all concerned therein, against sundry Goods and Merchandize, taken out of a Shallop, of about 15 Tons burthen, on the High-Seas, which Shallop was bound from Halifax to some other Port in Nova-Scotia. — All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Middle-District aforesaid: And for the Trial of the Justice of said Captures, the Maritime-Court for the said District, will be held at Boston, on Tuesday, the 9th Day of June, next, at Ten o’Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 14 May 1778.


3. Massachusetts privateer sloop General Montgomery, Capt. William Steward, commander. This privateer was captured by H.M. Brig Cabot on 18 May off Nova Scotia. For more on its capture, see Master’s Journal of H.M. Brig Cabot, Lieutenant Edmund Dod, 18–19 May, below.


6. Ship Lovely Lass, Andrew Waid, master. For more on its capture, see Captain Samuel Champlin to Nathaniel Shaw, Jr., 1 Apr., and The Connecticut Gazette, and Universal Intelligencer (New London), 8 May 1778, both above.


11. Massachusetts privateer brigantine Lyon, Capt. Benjamin Warren, commander, mounting 16 carriage guns, crew of 100 seamen, owned by Jonathan Peele, Jr., John Fisk, and others, of Salem, was commissioned on 28 Nov. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 197, 198; Mass. Archives Collection, vol. 168, p. 49.


**RESOLVE OF CONNECTICUT GENERAL ASSEMBLY**

[Hartford, Conn., 14 May 1778]

Whereas the Marine Committee have requested his Excellency the Governor that a Suitable Packet be provided in this State for the purpose of carrying Dispatches to France Resolved that his Excellency be desired to give the necessary orders to have the *Spy* got immediatly in Readiness for that purpose and to proceed thereon accordingly

(May 1778)

Secret

passd. in the upper House

Test George Wyllys

Concurr in the lower House

Test Benja Payne Clerk


2. *Spy* sailed about 11 June 1778 and reached Brest, France, in twenty-two days. Niles became the first American officer to deliver to Benjamin Franklin copies of the Treaties of Amity and Commerce with France as ratified by the Continental Congress. See Governor Jonathan Trumbull to American Commissioners in France, 29 May, below. He was captured twice on his return voyage, arriving home in Connecticut on 17 July 1779. Hoadly, *Public Records of the State of Connecticut*, 2: 372.

**MEMORIAL OF JONATHAN HAVENS AND OTHERS TO CONNECTICUT GENERAL ASSEMBLY**

[Hartford, Conn., ca. 14 May 1778]¹

To the Honorable the General Assembly of the State of Connecticut Convened at Hartford May 1778—

Jonathan Havens, Danl Fordham, Nathan Fordham, Benjamin Conklin, Paul Howel, Stephen Howel, Francis Fanneier & Son, & Tho Cumin, all Refugees from Long Island & Residents in this State beg leave now humbly to represent & Shew—

That in Febry last they presented to your honors their Meml. setting forth that they had then lately brot from sd. Island some Effects, the Avails of what they were obliged to leave behind, to order for the necessary Subsistence of their Families—² That the same had been wantonly & in a lawless manner taken from them by the Officers of the Continental Frigate, called the *Trumbull*,³ at or near Saybrook, & by One Combs⁴ commanding a Whale Boat, who withheld & detained s’d Goods— That your honors were graciously pleased to lend an Ear to our Complaint & to appoint a Comtee. to examine in the premisses & to make Report there on, & in the meantime to take s’d Goods into Their own hands &c.— That s’d Comtee accordingly having Examined the matters complained off & having found the same in favor of the Memorialists—& the Officers of s’d Frigate having Insolutely refused to pay any respect to your Honors Resolve & order or to deliver s’d Goods agreeable thereto, but haveing since presumed to Libel the same before the Maratime Court for the County of New London
& put the Mem'lts. to all possible Costs & Expence in their power, to defend therein, which s'd Court refused to take any notice of s'd Libel—and the Memorialists being still without redress or remedy they earnestly entreat your Honors to favor & Accept of the Report of Your Honors Com'tee & thereupon to Resolve & order— that full, speedy & Compleat Remedy be provided your most unfortunate Memorialists in such way as to your honors shall seem mete & adequate & that your honors will not suffer such a manifest Contempt of the Supreme Authority of this State to pass with Impunity or such a Violation of your Subjects property, while under your protection to goe without Redress—& they as in Duty bound shall pray—

Jonth. Havens & Others—


2. The memorial, dated ca. 12 Feb. 1778, is in Ct, Connecticut Archives, 1st Series, vol. 13, no. 188a–b.

3. The officers were led by Lt. Jacob White, 2d lieutenant of Trumbull.

4. “Combs” has not been further identified.

5. The Connecticut General Assembly decided on or about 14 May 1778 thus: “Resolved by this Assembly, that the Sheriff of y® County of Hartford at the Cost of the Memorialists Do as soon as may be make Demand of the s'd several Goods & Effects taken from them by the said White & Combs & their Associates, & That if They shall refuse to deliver the same, They shall forfeit & pay to the Memorialists a sum not exceeding one thousand pounds lawful money, . . . And it is further Resolved that s'd White & Combs pay the Memorialists the reasonable Costs & Expence They have been put to by reason of the taking their Goods as afores as the same shall be allowed by this Assembly & that the Secretary issue Execution therefor accordingly. Cost Taxed and allow'd to be 23.1s.3 lawful Money.” DS, Ct, Connecticut Archives, 1st Series, vol. 10, no. 300b.

CREW LIST OF THE MARYLAND NAVY GALLEY CHESTER

May 14th. 1778—

<table>
<thead>
<tr>
<th>Men’s Names</th>
<th>Where. Now</th>
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<tbody>
<tr>
<td>John Peckham</td>
<td>1st Lt Onboard—</td>
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<tr>
<td>James Sullivan</td>
<td>2: Do Mareins</td>
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<tr>
<td>John Chevier</td>
<td>Lt.</td>
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<td>David fitzpatrick</td>
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<td>William fitzpatrick</td>
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<td>Tho. Dunbeaux</td>
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<td>frances Yates</td>
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<td>Charles Yates</td>
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<td>John Cain</td>
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<tr>
<td>James Smith</td>
<td></td>
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<tr>
<td>Sol. Kinnamon</td>
<td>In the Hospital</td>
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<tr>
<td>Wm. Larhea</td>
<td></td>
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<tr>
<td>Nath. Sullivan</td>
<td>Onboard</td>
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<tr>
<td>Nathan Elbowen</td>
<td></td>
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<tr>
<td>Sam. Gardiner.</td>
<td>. . . Cook—</td>
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<tr>
<td>John Hopkins</td>
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<td>James Glenn</td>
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<td>Michal Glenn</td>
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<td>Peeter Classon</td>
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</table>
Tho'. Green
John Carter
Tho'. Haycock
Richd. Mansfield
John Green in Baltimore for Sails
John Price in Goal Baltimore
George o'harrow
Tho'. Lynn Listed for Soldier with Collo. Gest.¹
Daniel merick Baltimore
Joshua Deford
Wm. Maloney on the Eastern Shorexxx
John Bird

memdⁿ of what Left. David’s Galley²—
Micha. Scott
John Moor
Joshua Deford — on the Eastern shore
John Cartrie...Steward Deserted in Baltimore
William morris...Dead in Baltimore Hospital
Naatʰ Braus...on the Eastern shore
Solⁿ phillips...Dⁿ
Wm. Cockrel. . . Dⁿ
Sam Cockrel. . . Dⁿ
Benjammon Kirby Dⁿ
Nicholas Kirby Dⁿ

Kent Island—

D. MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-11-78. Docketed: “14 May 1778/a List of Men onbd/the Chester Galley—”
¹. Presumably, Col. Mordecai Gist, Maryland Continental line.
². Maryland Navy galley Conqueror, John David, commander.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMODORE WILLIAM HOTHAM, R.N.

Emerald

Sir

In Hampton Road [Va.] the 14th May 1778.

I received your letters of the 5th by the Hotham Tender,¹ the 12th ins² and was obliged to detain her untill the Solebay³ took the remaining provisions out of the Jane Victualler, which would clear her; as I am directed by my Instructions, when she was cleared to send her away as soon as possible by the first Convoy, and it is uncertain when such another oppertunity would offer.

I have received twelve men from Baltimore in exchange for twelve of the Virginia’s Crew, and promissed that twelve should be exchanged for them, as per list inclosed,³ by permission given them to return by land, which I am to request you will please to agree to, and give directions about: the exchange I think was in our favour, as there was an extraordinary good Pilot amongst the number sent to us, & I expect twenty more in a few days.

I am informed from the Shore, that a Mr:Dunbar, taken in the Ottens Tender,⁴ is coming to be exchanged, for one of the Mr: Rogers, carried round in the S’ Albans,
and another Gentleman for the other;\(^5\) which you will also please to grant: there has been a great deal of Writing and frequent applications, on both sides, about those Gentlemen, of which Captain Onslow can acquaint you more particularly than me, but I hope now it will end, and beg to be informed, Sir, if you approve of what I have done, and whether the people applied for, are released.

There is a debt of ten Men, by receipt from Captain Onslow, for ten of the Solebays people returned to their proper ship, to be paid by ten Virginian’s, (particularly) which I have lately been applied to for, and could only say I would write about them, I am thus particular, because I would wish to give correct, and positive answers, and the advantage is full as great to us, as to the Rebels, and many of our people are suffering much in their Gaols: if this mode is approved of many of them may be released. I am [&c.]

B.C.


1. Sloop tender Hotham, Lt. Thomas Jolly, commander.
3. The list has not been found. See Caldwell to Capt. James Nicholson, 30 Apr., above, for more on the exchange involving crewmen of the Continental Navy frigate Virginia.
4. Probably Richard Dunbar of Gloucester County, Va. NDAR 10: 30; the tender of H.M. ship-rigged sloop-of-war Otter, Comdr. Matthew Squire, commander, was probably armed boat Dreadnought.
5. These were probably Capt. John Rogers of the sloop Defiance and Capt. George Rogers of the sloop Shore. Their vessels had been captured by H.M.S. St. Albans, Capt. Richard Onslow, commander, on 14 Feb. 1778. See Journal of St. Albans, 14 Feb. 1778, NDAR 11: 349 and n.

JOURNAL OF H.M. FRIGATE ARIEL, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778

Thursday 14\(^{th}\): at 5 AM got the boat out and sent them to destroy one of the Schooners which they set fire to & Burnt\(^1\) at 11 the Boats returned got them in & gave Chace to two Sail in the Offing—

[Cape Hattrass SbE distance 5 or 6 Leagues]

Fresh Breezes & Clear W\(^n\) at 1 PM in Chace of a Schooner Standing in for the Land at 3 PM fired a Shott at her \(\frac{1}{2}\) p. 3 they ran a Shore at 4 Anchord with the Small B\(^n\) in 7 f\(^m\) got the boats out & sent them Armed after her she found her Arm’d & She fired Several Shott at the Boats she proved to be the Three friends\(^5\) Schooner from S’ Eustatia for N\(^o\) Carolina laden with Salt & Some dry Goods fired Several Guns at her from the Ship & her people left her. took possession of her & employ’d heaving the Salt overboard to Lighten her got an Anchor out to heave her off by, The Malitia fired several Volleys of Small Arms our people returned the fire from the Schooner—

Friday 15\(^{th}\):

Cape Hattrass SSE about 3 or 4 Leagues

Fine Pleasant W\(^n\) at 2 PM got the Schooner afloat the Malitia still Continuing firing on our people who were employ’d getting the Schooner off

D, UkLPR, Adm. 51/61, part 1, fols. 26–27.

1. The schooner Trader’s Increase. See also, Journal of H.M. frigate Ariel, 13 May, above.
JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY

[Camp, Fort Howe, Ga.] 14 [May 1778]

A firing having been heard towards Darien last night of heavy pieces of Cannon, it is conjectured the Enemy have attacked Our Galleys,1 in consequence of which a Detachment of 27 Rank & File under Lt. Lining & another Sub[alterna], is ordered to march with Expedition to render them assistance should it be necessary.2

D, ScHi, Grimké Papers, “Journal of the Campaign to the Southward.” Grimké was aide-de-camp to Maj. Gen. Robert Howe, commander of the Southern Department. Howe in May and June 1778 led an expeditionary force of South Carolina and Georgia troops against British-held East Florida.

1. That is, the armed galleys of the Georgia Navy: Bulloch, Congress, Lee, and Washington.
2. Lt. Charles Lining, South Carolina Continental Line. As seen in Grimké’s entry of 15 May, below, the galleys had not been attacked.

May 15

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam'l Ph'ps Savage Esq'
John Brown Esq'
George Williams Esq'
John Prescott Esq'

Sam'l Ph'ps Savage Esq' President—

Order’d, That the Comg Gen'l deliver Sam'l. Hartley for the Sick Men landed by Capt Harreden at Rainsford Island . . one Cord Wood—1

Order’d, That Paul Baxter for cutting Staves, Heading &c. from Schooner Hannah,2 be paid, ..14..—


1. David Devens was the commissary general; Capt. Jonathan Haraden commanded the Massachusetts Navy brigantine Tyrannicide.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO WILLIAM AND GODFREY HUTCHINSON

Gentlemen.

War Office, Boston May 15. 1778.

We are favored with your several Letters of the 23d and 31st. March,1 the last of which inclosed the Acct of Capts Harriden2 and Sampson3 as also your Acct Currt balance in your Favor 33#.431..431..4.4, which we have not, as yet, thro hurry, been able to examine, but doubt not the same to be right, & when found so, shall be carried to your Credit.

In One paragh of yours of 31st you mention ye Receipt of Cap't Sampson and Harriden for Rations, and desire we would particularly write you on that head, as you are unacquainted with them: we own ourselves to be equally unacquainted as with this method of supplying them, and are much suprized those Gentlemen should have applied therefor, and for the future, beg, no such Requisition from any Master of ours may be complied with.
We own ourselves under very particular Obligations for the large Advance made us: as it was unexpected, it puts us to the greatest difficulty to reimburse, not having it in our power at present to make a Draft on France for the payment thereof. however hope as Capt' Sampson—and Capt' Lambert in the Massachusetts are still on a Cruise and Capt Harriden who arrivd here a few days past is soon going out again, we shall, by them, be so fortunate as to have replied have replaced the sum you so generously advancd for us.— You may rely every Endeavour of ours shall be us’d to procure a Suitable Cargo for your Market.— We are with great esteem [&c.]

Sam'l Ph'ps Savage Pres't
P' Or'd'

JOHN BROWN TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Providence 15 May 1778

We will agree to make you Thirty Twelve pound Cannon at our Air Furnace in the best and Neatest manner at £300 each Gun, allowing them to weigh 24 Cw. you finding patterns with all their Irons &c Compleat of wch. their must be Three setts, in Order to have one Cast every day, and whatever they weigh more then 24 Ct. being the w of those made from our Pattern for the ships Warren and Providence,1 You are to Pay for in the same proportion by weight, or we will make you sixty by your Patterns at £300 each without any allowance for the Extra-weight, and will deliver the whole at Furnace Hope (where they must be Bored out) as soon as possible. By order and in behalf of the Owners, I am your Hble Servt.

John Brown


NEW-LONDON, May 15.

The Privateer Sloop Bever,1 Capt. Dodge, sailed from Bedford on a Cruize, last Saturday Se’nnight, and on Monday fell in with the Maidstone Man of War:— the Wind being light, the Maidstone sent three armed Boats to attack the Sloop; but one of them was soon sunk by Capt. Dodge, on which the other two returned to the Ship; and a thick Fog setting in about the same Time favoured Capt. Dodge’s Escape. The Sloop had one Man killed and four slightly wounded. Capt. Dodge arrived here on

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER, Friday, May 15, 1778

1. Bever.
Thursday Afternoon, and brought in two empty Sloops which he took the same Day, off Montauk, bound from Newport to New-York. 2

Last Saturday the Mifflin armed Schooner, 3 Capt. Kerr, 4 returned here from a Cruise up the Sound, 5 and brought in six Prizes, coasting Sloops and Schooners, laden with a Variety of useful Articles. 6

Sunday Night last, two Boats under the command of Capt. Dayton 7 and Capt. Chester, 8 with 24 Men in both, went to Long-Island; and carrying one of the Boats across a narrow Part of the Island at South-Hampton, they went about 60 Miles up the South-Side of the Island, to Fire Island Inlet, and took Possession of five Sail of coasting Vessels which lay there, laden with Lumber, Oysters, Household-Furniture, some Dry-Goods, Provisions, &c. The Prizes are all safe arrived. 9 More might have been brought off could they have manned them—Among the Prisoners is a British Sergeant.

Last Tuesday a Prize Sloop, laden with Wine, was taken going into Newport by two armed Boats, and carried into Connecticut River.

1. Connecticut privateer sloop Beaver, Joseph Dodge, commander, was commissioned on 6 Mar. 1778 and owned by Joseph Trumbull, Samuel Broome, John Broome and John Livingston. It mounted 12 guns and was manned by a crew of 65 seamen.
5. Long Island Sound.
9. Schooner Peggy, Charles Cameron, master, schooner Polly, George Hallock, master, sloop George, Samuel Tobey, master, sloop Delancy, Thomas Ming, master, and pettyauger Jacob, James Smith, master. See Libels Filed in Connecticut Maritime Court for New London County, 20 May, below.

Timothy Pickering, Jr., to John Pickering, Jr.

[Extract]


. . . You’ll perhaps have heard the fate of the two remaining frigates built at Philadelp 1 the enemy lately set them on fire, as they lay up about Borden-town but half covered with water. 1 They were ordered last fall to be sunk, but they were strangely haled to a place where there was not half water enough to Cover them. Thus the whole four have fallen. 2 Our whole navy has been strangely managed. The Randolph, Capt. Biddle, is the only one that has conducted nobly. Tho’ attacked by a 64 gun ship, she attempted to defend herself & disable her enemy, on board whom nine men were killed, & 13 wounded, and she was so disabled, that Biddle w’d have escaped, but for that great misfortune of being by accident blown up. 300 picked seamen with some gentlemen volunteers perished by this unhappy event.—3 Manly when attacked by a 44 gun ship, struck without firing a gun. Yet by tolerable conduct it seems the flora might have been easily taken before the Rainbow could have come up; & then it would have been wonderful indeed if all four could not have taken her. . . . 4 In haste

Tim Pickering jun’ 5

DfS, MSaE, Timothy Pickering Manuscripts, volume III. Notation at bottom of last page: “Mr. John Pickering jun’”


**JOURNAL OF THE MARYLAND COUNCIL**

*[Annapolis, Md.]* Friday 15th. May 1778.

That the said Treasurer pay to Capt. Bennett Matthews five hundred and Thirty seven Pounds, fourteen shillings and eight Pence due himself and Men of the Galley *Independence* as per Acc' passed by the A Gen’—1. . . Commission of a Letter of Marque and Reprisal issued to Daniel Deshon Master of the sloop *Molly* mounting ten carriage Guns navigated by thirty men belonging to the State of Maryland—

D, MdAA, Governor and Council (Proceedings), 3842, S107123, p. 217.

1. That is, Auditor General Zephaniah Turner.

**MARYLAND COUNCIL TO EPHRAIM BLAINE**


By this Day’s Post we received yours of the 7th. We shall consider and advise you of the Persons we may think will assist you in your Office with Integrity and Industry. We have derived no Assistance from the Recommendation of Congress of the 24th. of April, to the Government of Pennsylvania, to furnish Sailors for manning the Maryland and Virginia Gallies: a due Attention to it would much forward the Transportation of the Provisions purchased.—1 A good Deal of Meat, especially Bacon, has been bought up in this State, we wish it to be removed as soon as may be, for immediate use, and shall do all we can to accomplish it, for, besides its being wanted, it will not keep in collected Quantities, unless there’s more than common Attention to it. We are &c.


1. For more on Congress’s resolution of 24 April and on the plan to forward by water provisions from the Southern states, see Richard Peters of the Continental Board of War to Gen. George Washington, 12 May, above.

**MARYLAND COUNCIL TO CAPTAIN DANIEL DESHON**


You are to load the *Molly* with the Tobacco we send you, and that she may take as much as can be put into her, break some of the Hh’s and stow in between the whole Hogsheads. After you are loaded and properly cleared, you are to proceed to S’ Piers in Martinico1 and there deliver your Cargoe to M’ Richard Harrison, to whom you go consigned, and whose further Orders you are to observe. We shall write him on the Subject. If you should be forced into any other Island or Port by Accident or
the Enemy, you are to stay there and write to Mr. Harrison, advising him of it and inclosing him a Copy of this Instruction, he will, on Receipt of it, give Orders, which you will follow. You will advise us by every Opportunity of your Situation and Proceedings— We are &ca.


1. That is, St. Pierre, Martinique. See Maryland Council to Richard Harrison, this date, and Council to Deshon, 18 May, both below.

MARYLAND COUNCIL TO RICHARD HARRISON

Sir.

In Council [Annapolis] 15th May 1778.

Cap't Conway having declined serving us any longer in the Molly, we were at a Loss for a Cap't for her: Mr. Van Bibber undertook to procure one who might be depended on and we left the Terms to himself, he agreed with Cap't Dan'l Deshon, and agreed he should have the Freight of two Hds. Previlege Freight of his own Goods, fully the Produce, of his Venture out Freight free back, in what Articles he pleases except Salt, and that he should draw one fourth of the Commissions. Cap't Van Bibber says Deshon might have had any Vessel in Baltimore, and we have no Doubt but he is very clever. We think it proper to give you this Information, left open with the Captain and are Sir &ca.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 151, no. 201. Addressed below close: “Mr. Richard Harrison Martinico.”

2. Maryland State trading sloop Molly.
4. See also, Maryland Council to Capt. Daniel Deshon, this date, above, and 18 May, below.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg]

Friday May 15th 1778.

Present

His Excellency,1

John Page

Dudley Digges

David Jameson &

James Madison

Esquires

A Commission was issued appointing James Hobbs Master of the Schooner Hor- nett, employed in the Trade of this State.


1. That is, Gov. Patrick Henry.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 15th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer, and Mr Lewis.—
The Commanding Officer of the Manly Galley1 received Orders to take on Board
such Arms, Tents, &c as Mr Sanson may want conveyed to the eastern shore, whither he is to carry and deliver them to him or any person he may appoint to receive them. Afterwards he is strictly and punctually to obey the Orders given him the sixth of April last for the protection of the Trade and Inhabitants against the enemies tenders or Vessels of War &c. &c.—3

DS, Vi, Navy Board Journal, p. 396.
2. Possibly, Philip Sansum, a Virginia recruiting officer.
3. See Journal of the Virginia Navy Board, 6 Apr., above.

JOURNAL OF H.M. FRIGATE GREYHOUND, CAPTAIN ARCHIBALD DICKSON

May 1778                     Cape Henry NW½W 8 Leagues
Friday 15th at 4 AM Light Airs & hazy at ½ past saw 4 Sail to the Eastward made sail & gave chace. at 10 got the Barge out man’d and Arm’d & sent her in Chace of a Sloop at Noon sent the Cutter in Chace

D° [Cape Henry] N67°W 20 Leagues
Light-Airs Inclinable to Calm. at ½ past 3 PM the Boats Return’d w’h. the Chace a Sloop from Virginia for St. Eustatia, put on board her a Petty Officer & 4 Men,

D, UkLPR, Adm. 51/420, fols. 205–6.
1. Sloop Betsy, Charles Joyne, master, owned by John Walker, of Norfolk, Va., from Norfolk to St. Eustatius with tobacco, sent to New York City. Howe’s Prize List, 30 Oct.1778, UkLPR, Adm. 1/488, fols. 483–84. Its prize papers are in UkLPR, H.C.A. 32/281/5, which identify the master as Charles Joynes.

THE NORTH-CAROLINA GAZETTE (NEW BERN), FRIDAY, MAY 15, 1778

NEWBERN, May 15.

There are now cruising on this coast, three privateers, Capt. Mc Farling, in a 16 gun brig, and Captains Neale and Goodrich, in 10 guns sloops. They have lately taken several vessels near Occacock bar, and a few days ago, Captain Goodrich decoyed the pilots at old Topsail inlet, came in and took a brig, a prize sent in by the continental frigate Raleigh, and a vessel just arrived from Charlestown with a valuable cargo and a large sum of money on board. He endeavoured to carry off the brig, but not being able to get her out, set her on fire and left her. She had on board 1200 bushels salt, had just been condemned by the court of admiralty and sold, and we hear those concerned extinguished the fire and have saved the salt, but the vessel is ruined. A fort is now building at cape look-out bay, for the protection of vessels that may lie there, but the harbour within old Topsail inlet is quite exposed, and while the pilots on the sea coast are so easily decoyed, and receive such ample rewards for their fidelity, we fear the trade of this state will be entirely stopped.

2. Continental Navy frigate Raleigh, Capt. Thomas Thompson, commander. For more on this prize, see Continental Marine Committee to Richard Ellis, 25 May, below.
4. For more on this fort, see Capt. Denis-Nicholas Cottineau de Kerloguen to Gov. Richard Caswell of North Carolina, 12 May, above.
**JOURNAL OF H.M. FRIGATE GALATEA, CAPTAIN THOMAS JORDAN**

May 1778

D° [Charlestown] S80W 49 L°

Friday 15th. half past 5 am Saw a Sail Gave Chace. At 9 fired 2 Shot & Bro'to the Sloop Black Joke from Cape Francois bound to Virginia Laden with Coffee Sugar & Rum.¹

D° [Charlestown] S81W 19 L°

Light Airs and fair W° at 5 wore Ship


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**JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY**

[Camp, Fort Howe, Ga.] 15 [May 1778]

The Alarm which was heard towards Darien night before last, is Reported to be only the falling of trees, the Woods being on fire.¹

The Carolina Galley² & a Schooner laden with Stores are said to be arrived at Tybéc.

A large boat with Stores taken out of the Prizes captured at Frederica³ arrived this Morning from Sunbury.

The Camp was alarmed at 11 O’Clock last night by a Centry of One of the Out Piquets firing a Gun at a Person who (he Says) was advancing upon him & adds that the Man [ran] into the woods immediately: The Whole Army was Ordered to return to their Tents & to be ready to turn out upon the first Alarm.

¹ See Grimké’s journal entry of 14 May, above.
² Grimké is referring to the South Carolina Navy armed galley Beaufort, Capt. James Mayberry, commander.
³ The prizes captured near Frederica, Ga., on 19 Apr. were H.M. brig Hinchinbrook, East Florida armed sloop Rebecca, and an unnamed armed brig. On the capture of these vessels, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., and Captain Thomas Jordan to Gov. Patrick Tonyn, 16 Apr., both above.

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**GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN**

N° 57

My Lord;

Since my former letters to your Lordship, I have had various reports of the intentions of the rebels to invade this province, with considerable force.

The plan is formed by the continental Congress, and your Lordship will see by the enclosures, what progress they have made in the execution.¹

The Carolinians it seems apprehend no danger this Season from the north, and are to employ their whole force to reduce this province.

The State of the Carryfort obliges Captain Fanshaw to go to the northward,² he carries a state of the province to be laid before Lord Viscount Howe and the General.³

Captain Jordan of the Galatea is the only King’s Ship on the Coast.⁴

I was in hopes the Hinchinbrook and Rebecca would have been sufficient for our defense, untill Lord Viscount Howe’s operations extended southward: but I find that
they would not have been adequate to oppose this formidable rebel armament.\(^5\)

I am, my Lord, preparing with the utmost diligence two Brigs into Gallies, as I had the honour to mention in my last letter,\(^6\) and am constructing two floating Batteries to be mounted with twenty four pounders. I purpose likewise to engage such privateers as I can procure that are fit for the river navigation.

I am obliged to apply a part of the Fort Guns for the Gallies and the floating Batteries, and will endeavour to fall on some expedient to replace them.\(^7\)

[All the Indians my Lord agree in confirming the peaceable talk given out to the Creek Nation by Mr Stuarts Agents,\(^8\) and some of them aver, a talk to the very same effect, was given to the confidential men in private at Pensacola by M r Stuart. The bad effects of this Talk is now most sensibly felt here. The Indians that are come do not exceed a hundred, they also tell me the same measures have been recommended by the Superintendent to the Ocony King, the Cowkeeper and all the Seminoles.\(^9\) There, my Lord, the object of the rebels is attained to make the Indians neutral, as they failed in their attempts to persuade them to take a decisive side against His Majesty’s interest.

I shall, my Lord, notwithstanding exert my utmost to bring them down, I will dispatch expresses to the Commissaries in the Nation, the Superintendent, and a letter to the Indians to that purport.]

I have issued a proclamation desiring all the Inhabitants, who are not incorporated in the militia, to take arms and to be aiding and assisting in all capacities to His Majesty’s Service.

Brigadier General Prevost\(^10\) has embodied two hundred and fifty of the Refugees lately come into the province, and has put them under the direction of his Brother Major Prevost,\(^11\) who is to discipline them.

General Prevost and myself are making all possible preparations for the enemies reception. I have the honour to be [&c.]

Pat. Tonyn
St. Augustine 15th. May 1778


1. Tonyn included two enclosures: the first was a proclamation issued by the Governor and Council of State of Georgia soliciting volunteers for an expedition against East Florida; the second was an affidavit from John Immery/Imirie, a recent-arrival from Charleston, who detailed preparations taking place in South Carolina for an expedition against East Florida. Ibid., fols. 160–63.
2. H.M. frigate Carysfort, Capt. Robert Fanshawe, commander. It was returning to New York for refitting.
5. As seen in Tonyn’s letter to Germain of 28 Apr., above, H.M. brig Hinchinbrook, Second Master and Pilot James Murray, acting commander, and East Florida Provincial armed sloop Rebecca, Capt. John Mowbray, commander, had been captured by the Americans in St. Simons Sound, Ga.
6. Tonyn to Germain, 28 Apr., above.
7. Tonyn wrote Vice Adm. Howe the same day informing him that he could arm these vessels with cannon from the fort but wished to avoid doing so “as it reduces the Number for its Defence.” Tonyn asked from him to send him cannon “to reinstate them.” UKLPR, Adm. 1/488, fols. 380–81.
8. John Stuart was the British Superintendent of Indian Affairs in the Southern District.
9. Occonee is the name of one of the tribes comprising the Creek Confederacy. Its people, also called Seminoles, were led by Ahaya (Cowkeeper), here styled as their “king.”
10. Augustine Prevost.
11. James Mark Prevost. On this force of Loyalist refugees, see William Brown to James Wright, begun on 26 Apr. and concluded on 30 Apr., above.
Monseigneur

J’ai vu hier la nécessité d’avoir Toujours une fregatte à la Basse Terre. il faudroit même y avoir un corps mort avec des chaînes pour y amarrer un vaisseau qui pour lors serait Toujours En appareillage.

a Six heures & demie du matin m’elevé de cardaillac m’envoia avertir qu’on voyait deux fregattes anglaises qui chassaient un Bateau. J’étais chez mr le Comte d’arbaud, je me rendit à mon Bord. J’étais sous voile à onze heures après avoir file un de mes cables par Bout & avoir vire L’autre. Je joignit les fregattes qui avaient visité la veille Sous Terre un Bateau de St. Eustache & une goalette française. je les priai de ne pas visiter ny chercher aucun Bat plus prez de Trois lieues de Terre, S. M. T. C. Voulant que ses Côtes Soient libres pour Tous ceux qui viennent y faire le Commerce.

les deux fregattes S’appellaient la favorite & le cygnet elles avaient avec elles une petite goalette de six canons qui fait le plus de mal parce qu’en Calme elle va visiter les Batimens qui sont sous Terre. je les ai conduit jusque aux Saintes. je Suis [&c.]

Le chvr.de dampierre

une corvette de vingt canons fit mettre En panne une goalette du domaine de la martinique qui la prit pour l’etourdie parce que la Corvette anglaise avait assure pavillon & flâme Blanche, & avait des pavois français a la verité ils Estaient de Voile peinte.

[Translation]

My Lord

I saw yesterday the need to have a frigate at Basse Terre at all times. We should even have a fixed mooring with chains to make fast a ship of the line that would be ready to get under way at any time.

At six thirty in the morning Mr. Chevalier de Cardaillac1 sent a warning that two English frigates were sighted chasing a ship. I was at Comte d’Arbaud’s residence. I went on board my ship. I was underway by eleven o’clock after having veered one of my cables on end and heaved on the other. I joined the frigates that had inspected a vessel from St. Eustatius and a small French schooner the previous day, close to land. I asked them not to inspect any vessel closer than three leagues to the Land, as His Most Christian Majesty wishes the coasts to be free for all those who come to trade.

The two frigates are named the Favorite and the Cygnet.2 They had with them a small schooner of six guns that does the most harm because it inspects vessels inshore in calm weather. I accompanied them as far as the Saintes. I am [&c.]

The chevalier de dampierre

A corvette of twenty guns stopped a small schooner from the area of Martinique, which mistook it for the Etourdie because the English corvette had confirmed a white pendant and ensign, and had French waistcloths; actually they were painted sails.

FrPNA, B 4 140, fol. 56. This undated letter is filed between letters of 8 and 15 May.

1. Lieutenant de vaisseau Chevalier Paul de Cardaillac.
May 16

CAPTAIN SIR GEORGE COLLIER, R.N., TO SECRETARY OF THE ADMIRALTY

PHILIP STEPHENS

Sir/  

Rainbow at Sea 16 May 1778

I beg to acquaint their Lordships that being on a Cruize on the Coast of New England I Had the good Fortune on the 11th Instant to retake from the Rebels a very valuable Ship called the Martha, whose Cargo (I am informd) is worth a hundred Thousand Pounds: She was bound from London to New York, & was taken a few Days after her sailing by the Boston Rebel arm’d Ship on her way to France; I am proceeding with this valuable Ship to Halifax in order to prevent Her falling again into the Hands of the Rebels.— I took her a few Miles from the Land near Casco Bay.

I likewise retook the Elizabeth from Bourdeaux to New York, & the Polly from S’t Augustine to London; the former was loaden with Wines & Brandy, the other with Tobacco & Tar. On the 10th Instant I also took a Schooner called the Mary from Faro, laden with Salt, & intended for Boston, but had cleard out for Halifax. I am Sir [&c.]

Geo Collier

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,— Boston May 16th. 1778—

Saml Ph’ps Savage Esq’

John Brown Esq’

George Williams Esq’

Saml Ph’ps Savage Esq’ President—

Order’d, That Cap’ Johnson & Cap’ Phillips be a Committee to superintend & direct the refitting the Arm’d Brig’ Hazard, & dispatch her for the Sea upon a Cruise, first receiving the Orders of the Board therefor.—


2. Massachusetts Navy brigantine Hazard.
DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
16th [May]—Fine day. Wind S.W.

The Sphynx went out of the Seconnet1 this morning, with several vessels under Convoy for the Elisabeth Islands, to bring off Stock.2

Came in a Sloop from Bermuda,3 lately taken by a Rebel Privateer, but retaken by the Maidstone Frigate.4

Mackenzie, Diary 1: 282.
1. That is, Sakonnet Passage.
2. According to the Journal of H.M. frigate Sphynx, the captured “Stock” was sheep. UkLPR, Adm. 51/922.
3. “Sloop Nancy, from Bermuda to Newburyport, with tobacco and turpentine, retaken on 10 May in Lat. 40˚.26’; [N] and Long. 68˚.16’; [W], sent into Rhode Island.” Howe’s Prize List, 30 Oct. 1778. UkLPR, Adm. 1/488, fols. 485–86.

JOURNAL OF H.M. ARMED BRIG DILIGENT, LIEUTENANT THOMAS FARNHAM

May 1778 Loyds point WBN ½ Mile Dist
Saturday 16 at 12 Sent 8 Boats Armed with two from the Falcon & 1 from the Tender1 at 8 AM the Boats Returned with a Brig in Tow Which They had Cut out of Newfield harbour2 at 8 D° weighed in C° the Falcon Tender & prize working to Wward
Crean Neck3 ESE 1½ Mile Dist
Light airs and variable the First part Middle & latter Fresh Breezes & Cloudy at ½ past 7 PM Came too Best Bower in 9 fms off Smith Town the Prize & Tender in Co. at ½ past 10 weighed in C°

D, UkLPR, Adm. 51/4163.
1. H.M. ship-rigged sloop-of-war Falcon, Comdr. Harry Harmood, commander. In the Diligent’s journal entry for 15 May, it is mentioned that one of the eight boats came from H.M. frigate Cerberus, Capt. John Symons, commander. Also in that entry, Farnham writes that the unnamed tender was “of Newfield Harbour.” Ibid.
2. Newfield is present-day Bridgeport, Conn.
3. That is, Crane’s Neck Point, Long Island, N.Y.

MASTER’S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR SCORPION, COMMANDER PHILIP BROWNE

May 1778 Steadied with the Stream Anchor—Off New City Island1
Saturday 16th AM Sent y° Cutter to y° Assistance of a Vessel which had been plunder’d by y° Rebels Empl4 fishing Carpenters as before2

Steadied with the Stream Anchor—Off New City Island First part Light Airs Latter Fresh Breezes & Clear PM & AM boarded Vessels as before At 2 PM ret’d y° Cutter at 8 The Lieutenant, Midshipman & Sixteen Men went in a sloop on a Secret Expedition3

D, UkLPR, Adm. 52/1986.
1. That is, City Island, N.Y.
2. According to the journal entry for 13 May, the carpenters were repairing Scorpion’s rudder. Ibid.
3. Nothing more is known about this expedition led by Lt. James Drew. According to a subsequent journal entry, this party returned at 6 A.M. on 17 May. Ibid.
GENERAL GEORGE WASHINGTON TO THE CONTINENTAL BOARD OF WAR

[Extract]

Valley Forge [Pa.] May 16th 1778.

Gentn.

I have been honored with your two favors of the 12th Instant. If the provisions and stores, which are in the Southern States, can be transported by water, it will without question be infinitely more eligible, than the present mode of conveyance, which is and must be attended with great delay and vast expence. The vessels to be employed in this business I should suppose, ought to be small and such as could, without difficulty, run into shallow water, or any port or inlet, in case of their being chased by the Enemy’s ships or cruizers. From the opinion I entertain of Captain Robinson and the Board’s desire to give him the chief direction of the craft, I should be exceedingly happy to obtain his release; however, I cannot promise that it will soon take place. The moment I had notice of his detention, which General Howe communicated himself, I remonstrated against it, and demanded that he should be liberated, but without any effect.—3 I will urge it a second time.4 Captain Robinson’s permitting a Captain Galt to attend the flag, in the character of a private, was the foundation of this unhappy affair.5 I am persuaded he had no ill design in the matter and that it proceeded entirely from an imprudent and unreasonable curiosity in Galt to see his Philadelphia acquaintances. The proceeding, considering the great delicacy of Truces, was not justifiable. I do not conceive that any proposition for his exchange can be made with propriety. He is not to be viewed in the light of a prisoner of war. If his seizure was illegal, he ought to be restored without our giving any compensation; if it was not; we cannot claim his release. To propose an exchange, would be to give up the point and to admit, there was a degree of criminality in his conduct. Supposing for a moment, that he could be considered as a prisoner, I don’t know that we have an officer of his rank to offer for him. . . . I have the Honor to be


1. One of the letters, Richard Peters of the Continental Board of War to Washington, 12 May, is above; the other, Timothy Pickering to Washington, 12 May, is in GW Papers, Rev. War Series 15: 113–14.

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

[York, Pa.] May 16th 1778

Gentlemen

You are to appoint a Clerk & Treasurer for your Board and a Clerk for the Pay Office

You are to call upon M’r Lux1 for and Liquidate any Accounts he may have against the Continent as Continental Agent.

You are to call upon & settle M’r Jonathan Hudsons Account for Superintending the building of the Ship Baltimore2

You are to call upon M’r Stephen Steward whom we have appointed to settle the
outstanding accounts and pay off the wages of the seamen of the *Virginia*\(^3\) and receive of him such Accounts as he hath collected as well paid as unpaid, and also his receipts for Seamens wages, and discharge him from any further trouble in that business which you are to take up & Settle.

You are also desired to take care of the Timber and other Materials for Ship building belonging to the Continent which we are informed are floating about the River Patapsaco.\(^4\)

You are to converse with Mr \([George]\) Wells Ship Carpenter about the building of Small Vessels for the Continent, and after that require of him whether any Continental Timber or other Materials for Ship building have been converted to private use

you are to be strict in the enquiry into the loss of the *Virginia*, among other things how Captain Nicholson came to attempt to go out of the Chessapeake without having a Pilot on board his Ship. why he did not attempt to run his Ship AShore. If that could not be effected why he did not throw overboard his Guns ammunition war-like and Other Stores.\(^5\)

Eight Ton of Continental Hemp hath been lately sent from this place to Baltimore and the other part was to be wrought up for the said Brigantine if she should want the whole. We would have you see that such Cordage is made up as Captain Read may want as soon as possible that Vessel lying at a great expence and waiting only for Rigging, and dispose of the Remainder of the Hemp as you may judge proper. We are Gentlemen \([&c.]\)

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**NEW YORK DELEGATES TO CONGRESS TO MAJOR GENERAL HORATIO GATES, CONTINENTAL ARMY**

Dear General

York Town \([Pa.]\) May 16th: 1778-

The Bearer Captain Tho\(^d\) Smith is an old Mariner, born in the City of New York, from which Place he sail\(^d\) for many Years, and, for some Time in the Employ of Mr Phil: Livingston— Should the Command of one of the Gallies now building in the North River for the Defense of the Chain be vacant, We beg leave to recommend this Gentleman for the Command of it, to which (having Served for a Considerable Time as a Lieut\(^t\) of a Privateer during the last War with Reputation) we doubt not he will be found very adequate—\(^3\) We congratulate you on the Marquis de Noailles Mes-
sage to the Court of Great Britain, and sincerely wish you much happiness, and Success in your Command— We are, dear General [&c.]

Phil. Livingston
Gouv Morris
Wm: Duer:

L, PHi, Simon Gratz Autograph Collection. Addressed below close: “To/The Honble./Horatio Gates Esq/ Maj' Gen'l of the and /Com r in chief of the Northern/Department—,” Docketed: “Letter from Govr Morris/Phil. Livingson/& Wm Duer Esq"//May 16th: 1778—.” The delegates to Congress from New York were Philip Livingston, Gouverneur Morris, William Duer, James Duane, Francis Lewis, and Philip Schuyler. The latter three were not attending Congress in May 1778.


2. The delegates were referring to the Marquis de Noailles’ insulting 13 Mar. announcement to King George III of the conclusion of a treaty of amity and commerce between France and the United States. Pennsylvania Gazette, 9 May 1778.

THE PENNSYLVANIA LEDGER OR THE PHILADELPHIA MARKET-DAY ADVERTISER,
SATURDAY, MAY 16, 1778

Philadelphia.

Affidavit has been made to the following circumstances before one of the magistrates of the police of this city:

“The 11th ult. Roger M’Carty of this city, having gone down the river in the schooner Fidelity to purchase some provisions at Rheedey-Island,1 two of the schooners people went on shore; a few hours after which the schooner being hailed from the shore, thinking it was their own men, said M’Carty with another went into their boat in order to take them on board, but on approaching the shore found it was not their men that had hailed them, and were hesitate whether they should go on shore or not, when being assured by the people that no injury should happen to them with other circumstances to delude them, they went on shore, and were immediately fired upon, made prisoners, and carried to Wilmington, where they were put into close confinement. On the fifth day after they were tried by a court-martial, and found guilty of being on board a vessel that came down the river in order to get provisions. They were sentenced to receive and did receive 250 lashes two days afterwards on their bare backs, with wired and knotted cats, having first been tied by the arms and legs to the gallows. After this they were thrown again into confinement, and obliged to lie on the floor without covering or fire for two days, when they were told they might go about their business, . . .”

Thursday [14 May] arrived here the Albion, Capt. Smith, of 20 guns, in 12 weeks from Glasgow. On his passage he fell in with a rebel privateer of 18 guns, which, after a short engagement, he sunk.2 In coming up the river, he unfortunately struck upon the upper cheveaux de frize, from which he got off, but has received considerable damage.

1. Reedy Island was in the Delaware River near present-day Port Penn, Del.
2. There is a strong possibility that this account is false. The New-York Gazette and the Weekly Mercury of 21 September 1778 included the following report. “The Albion, [John] Smith, from Clyde for Philadelphia, fell in the 16th of April with an American privateer of 16 carriage guns and 100 men. After a smart action of 50 minutes carried on with the greatest bravery of the Albion, the privateer thought proper to sheer off, and the Albion having her rigging damaged could not overtake her.” The privateer has not been further
identified. The 200 ton ship Albion later sank after hitting cheveaux de frize in the Delaware River. Ibid., 6 July 1778.

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

May 1778    [In Hampton Road]
Saturday 16th at 3 am unmoored at 5 weigh’d & Came to Sail; our Tender, Solebay & her Tender, and a Victualler in Company;¹ fired a Gun & made the Signal to make more Sail; at ½ past [5] fired a Gun & made the Signal, for the Ships at the Capes to prepare to get under way; at ½ past 6 repeated it; at 8 Joined the Richmond, Isis and Senegal, with 2 prizes; made the Signal for all Captains.

Cape Henry West 3 Leagues
Ditto Wea² [Moderate & fine] in Company with His Majesty’s Ships Richmond, Isis, Solebay and Senegal & two Tenders,² at 7 pm Squally, down Topgall¹ yards

JOURNAL OF H.M. FRIGATE GREYHOUND, CAPTAIN ARCHIBALD DICKSON

May 1778    Dº [Cape Henry] N67°W 20 Leagues
Saturday 16th at 5 AM saw 2 sail to the Eastwd: made sail & gave Chace, the Prize in Comp⁴, saw a sail bear⁵ SWBS. at Noon Prize in Comp⁵ the Chace bearing EBS—

Cape Henry N72°W 32 L⁵
Light Breezes & Clear Weath⁶ in Chace of two Schooners. at 2 PM got the Barge out & sent her in Chace. at 5 the Barge Return⁴ with the Chace. a Schooner⁴ from Virginia. for Sº Eustatia. Laden with Tobacco put on bº her a Petty Officer & 4 Men. at 8 Made sail.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON DIEGO JOSEF NAVARRO, GOVERNOR OF CUBA

Muí srmío:
Por las cartas que he escrito a V.S. en 14. y 27. de Abril proximo pasado¹ se havra enterado de los rezelos con que he estado y estoy de ser atacado por los Yngleses, si no les entrego los Jefes de los Americanos, y todas sus presas,² por cuia razon he pedido a V.S. me auxilie con Tropa y Embarcaciones.

Las muchas espías que tengo entre ellos mismos, me avisan continuam², de que en las Conversacion³ privadas de los primeros sugetos de Pansacola, Natches, y demas puertos Yngleses, se trata con calor el asunto, y la opinion general es de obligarme
por la fuerza a ceder a sus demandas, si no consiento en ellas de grado, se que en Natches entre blancos e Yndios de la nación Chicachas ay mas de mil hombres que deven vajar a Manchak para desde ay pedirme los citados Americanos y sus presas con menos modestia que lo han hecho hasta ahora, y acompañar las amenazas a la petición. Además de los dos avisos que se me han dado de palabra, tengo un documento poderoso que justifica sus malas intenciones, es una carta que he interceptado de uno de los principales miembros del consejo de Pansacola, el más hábil de ellos, y el que lleva la voz, y da el tono en el citado tribunal, en la que escribe de su puño a un Yrlandes amigo suyo establecido muchos años hase en esta Ciudad, y le dize quí que el y todos sus amigos estubieran fuera de esta Colonia quanto antes, porque se forma un nublado que va a descargar sobre ella, y sentira que los coja la tormenta.

Ya ve V.S. que en caso que se empeñen en sus pretenciones, no puedo ni debo asentir a ellas, y que si yo no hecho el resto en la defensa, sería una mancha que recayería sobre mi Nación, y a lo cual estoy resuelto, con la esperanza de que este partido será de la aprobación del generoso corazón de nuestro Monarca.

Las fragatas que estaban al frente de esta Ciudad se han ido por ahora, pero los mas creen que volveran así que lleguen las que han pedido a Jamaica; su salida de aquí fue intempestiva, y yo no dudo que sus ideas fueron de coger el citado que subía el río en la Balandra de S.M. Nva Sª del Carmen, ó a lo menos así lo indicaron sus maniobras, pues habiendo estado aparentando tranquilidad y prometiendo en sus oficios escritos con moderación, la continuación y deseo de conservar la buena armonía, y dando a entender no pensaban en hirse tan pronto, se levaron el día anterior del presente que el viento les favorecía muy temprano, dirigiéndose río abajo hacia la Balandra que se hallaba a tres leguas de distancia de esta ciudad, pero yo que desde que las cosas se pusieron de mal semblante, he tenido y tengo a todas horas un Cavallo ensillado, monte inmediatamente y a toda carrera pude llegar un cuarto de hora antes a la dha Balandra que las fragatas; de modo que habiendo conocido que la plata estaba en tierra y lejos de la orilla del río dieron fondo un poco más abajo por la popa de dha Balandra.

El haver las referidas fragatas desde quí supieron que la Balandra estaba en el río, quitado los parapetos, y el empalletado que las cubriam, haver salido la mañana que se levaron sin ellos, y haver así que perdieron de vista la ciudad, hecho saflarrancho, parapetándose, tendido las redes de combate, y cargado los cañones a metralla (como después supe) sin que en el Río tuviesen embarcaciones enemigas, son a mi parecer indicios claros de que sus miras eran las de apoderarse del situado, quisas con la idea de obligarme por este medio a devolverles las presas de los Americanos, ó indignarme de aquella perdida con nró. dinero.

Las Balandras corsarias se mantienen en el Lago Pontchartrin, y para observar sus movimientos, y los de las tierras Ynglesas, he dispuesto armar una goleta quí no haga otra cosa que cruzar en el dho Lago, para facilitarme los mas prontos avisos siempre que note alguna novedad.

Por las mismas cartas de 14 y 27. de Abril que llevo citadas, haver V.S. visto que le pido auxilio de tropa, y embarcacion para ponerme en mejor estado de defensa, pues aunque esta se hara siempre que llegue el caso, en terminos que conose el Rey el amor con que le servimos, con todo V.S. no dejara de conoser lo que pueden dar de si poco mas de doscientos hombres de tropa reglada, que es lo que tengo en
la Plaza, que como V.S. save no tiene murallas ni Baluartes, por lo qe espero no me retardara dho refuerzo.

Aunque havia hecho animo de quedarme con la Balandra que ha traido el citado por estar armada en Grã interin me llegan los socorros que tengo pedidos a V.S., he resuelto se vaya, por haverme presentado el Oficial qe. la manda, la orden del s<sup>er</sup> comand<sup>io</sup> general de marina<sup>8</sup> en que le previene se vuelva con la mayor brevedad por la falta que le haze dho Barco para los fines del r<sup>o</sup> servicio.

Todo lo que en cumplimiento de mi dever pongo en noticia de V. S. p<sup>r</sup> su inteligen<sup>te</sup>. Dios guê [&c.]

Nueva Orleans 16. de mayo de 1778.

Bern<sup>do</sup> de Galvez

[Translation]

Very Dear Sir:

You should know by now, through the letters I have written to Your Lordship 14 and 27 April ultimo,<sup>1</sup> of the suspicions I held, and still hold, of being attacked by the English should I not surrender the American leaders and their prizes;<sup>2</sup> for this reason, I have requested Your Lordship to support me with troops and vessels.

The many spies I have among them continually inform me that in private conversations, the principle citizens of Pensacola, Natchez, and other English ports heatedly debate this matter, and the general consensus is to force me to comply with their demands. Should I not willingly accede, I know that over a thousand whites and Chickasaw Indians from Natchez would descend on Manchac to request, with less modesty than used thus far, said Americans and their prizes and to accompany their request with threats. Beside the verbal warnings I have been given, I have a powerful document that proves their ill intentions. It is a letter I have intercepted from one of the principal members of the council of Pensacola, the ablest, and the one who best expresses the sentiments of the group and sets the tone in that important tribunal. In it, he personally writes to an Irish friend of his who settled in this City many years ago, that he wishes that he and all his friends should leave the Colony at once because of the dark cloud that is forming that will discharge upon it and he would regret if they were caught in the storm.<sup>3</sup>

In case they are resolute in their intentions, Your Lordship will see I cannot and will not accede to them, and if I should not give my best defense, it would be a stain that would fall upon our Nation. I am resolved then, with the hope that my course of action will meet the approval of our Monarch’s generous heart.

The two frigates that were anchored in front of this City have left for the time being,<sup>4</sup> but many believe they will return as soon as the ones from Jamaica arrive.<sup>5</sup> Their departure from here was oddly timed. No doubt their intention was to seize the allowance traveling up the river in His Majesty’s sloop, <i>Nuestra Señora del Carmen</i>,<sup>6</sup> at least their maneuvers indicated as much. Having appeared to be peaceful and, having assured us in their letters, written in the language of moderation, of their desire to preserve harmonious relations yet implying they had no intentions of leaving soon, they set sail early the first of the month when the wind favored them. They headed downstream toward the sloop which was three leagues distant from this city. However, since the situation has turned grim, I have had and continue to have at all times, a saddled horse which I mounted immediately and at full gallop reached the sloop a quarter of an hour before the frigates. And so knowing that the silver had been moved.
inland and far from the shore, they anchored farther down by the stern of the sloop.

From the moment they realized the sloop was in the river, the frigates took down their parapets and the mattress barrier that protected them. They set sail early in the morning without them and when out of sight of the city, cleared the decks, put up the parapets, set out the combat railings, and loaded the cannons with shrapnel (as I later found out) without any enemy vessels being in the River. In my view, these are clear indicators that they had their sights set on taking the allowance, perhaps as a way to force me to return the prizes taken by the Americans, or to compensate their loss with our money.

The corsair sloops remain in Lake Pontchartrain and in order to observe their movements and what is taking place on the English shore, I have arranged to arm a galiot whose sole purpose will be to cruise said Lake to inform me immediately of any changes taking place.

In the same letters dated 14 and 27 of April, Your Lordship will see I have requested assistance with troops and vessels in order to prepare a better defense. While this will always be done when the occasion demands it in a manner in which the King will know the love with which we serve him, even with this, Your Lordship knows the limitations of fighting with a little over two hundred regular troops, which is what I have in this town. And as Your Lordship understands, the town has no bulwarks or ramparts which is why I expect said reinforcements will not be delayed.

Since the sloop that transported the allowance was an armed warship, I had expected to keep it until the reinforcements I requested from Your Lordship arrived. However, after reviewing the orders presented to me by the vessel’s commanding officer from the general commander of the navy, in which he stresses its importance and orders its immediate return for the purposes of the royal service, I have determined it should depart.

In compliance with my duties, I make this information known to Your Lordship. May God protect 

New Orleans, 16 May 1778. 

Bern de Gálvez

1. Gálvez’s letter to Navarro of 14 April is above. The letter of 27 April is in SpSAG, Cuba, Legajo 1232, fol. 68.
2. The American leaders were the officers of Capt. James Willing’s expedition and Oliver Pollock, the American agent at New Orleans.
3. In a letter to Don José de Gálvez of 17 May, this individual was identified as John Stephenson. SpSAG, Santo Domingo, Legajo 2596.
5. The 28-gun frigate Active, Capt. William Williams, commander; H.M. armed schooner Florida, Lt. James Kirkland, commander; and a transport carrying troops had sailed from Jamaica for Pensacola on 5 May. Peter Parker to Philip Stephens, 21 June. UkLPR, Adm. 1/240.
7. The only sloop then operating on Lake Pontchartrain was the H. M. armed sloop West Florida, Lt. George Burdon, commander.
8. Probably, Juan de Aroaz.
Governor Don Bernardo de Gálvez of Spanish Louisiana
NEWS FROM JAMAICA

KINGSTON, May 16.

On Friday the eighth instant, a schooner belonging to Mr. Fairlie Christie, of St. Thomas in the East, with a load of hard timber, &c. was taken off Salt-pond Bay, by an American privateer of twenty swivel guns and forty men; there were five valuable sailor Negroes on board the schooner, belonging to Mr. Christie, whom they carried off, together with the vessel.— The said privateer had likewise taken a boat, belonging to Daniel Crockat, esq; which was ransomed for twenty dollars; and a shallop belonging to Jonas Jones, of Port Antonio, loaded with provisions, which they took out, and returned the vessel to her owner. Another sugar drogging vessel from Kingston, her name unknown, was also made a prize of by the above mentioned privateer.


1. The privateer has not been further identified.
2. A drogher was a clumsy cargo-vessel of a coasting type. Encyclopedia of Nautical Knowledge.

PROTEST OF MILLER JOHNSTON

[St. Pierre, Martinique, 16 May 1778]

Ce Jourd’huy seize May Mil sept Cent soixante Dix huite De Relevée Et Comparû Pardevant Les Notaires Royaux En lisle Martinique Resident au Bourg S- Pierre sousignés Et Dans L’Etude De Ponsard Lun Deux Sieur Miller Johnston De Newbery Etat De La Baye De Massachusets Dans Lamerique Cy Devant Commandant Le Brigantin Nominé La Prudence apartenant aux srs. Jean Payson De Salem Et Jean Johnston De Barwick Chargé De

90006. Poids Planches De sap Blanc
20000. Mirrains De Chaine Rouge
25000. Feuillards
Et 40000, ou Environs Essentes

Laquels Par L’interprétation De Sieur Francois Michel interprète Juré De La Langue angloise Etably En Ce Bourg au Dit Et D’Eclaré Et Mème affirmé a Serments De Luy Prié Et Recû Par Les Dits Notaires que Le sept avril Dernier Il Fit Voile De Piscataqua Et qui Les Vingt Neuf Du Dit Il Rencontra a Environ quarantes Lieux au Vent D’antigua un Bateau armé ayant Pavillon anglois qui Porta Tout De Suite Sur Luy Et après Luy avoir Donné Chase Pendant quatre heures Et Luy avoir Tiré Cinq ou Six Coups De Canons Il Le Joignit Et Lorsqu’il fut a La Portée De La Voix Il Luy Demanda D’ou Il Venoit Et Comme Il Luy Repondit De La Nouvelle Ecosse Il Luy ordonna De Mettre son Canot a La Mer, Et De se Rendre a son Bord, Ce que Le Sieur Comparant fit Et Lorsqu’il fut a Bord Du dit Bateau ont Luy Demanda ses Papiers Et Comme Il Craignoit que Le Dit Bateau fut un Croisier anglois Il Leur Remit Des Vieux Papiers anglois qu’il avoit aporté avec Luy Et après quon Les Eut Examiné Le Capitaine Du Bateau Luy Dit qu’il Etoit Corsaire americain Et qu’il Etoit De Bonne Prise, Et Donna Des ordres Pour que Le Coffre Du Sieur Comparant fut Porté Dans son Bateau Et Lorsqu’il y fut Le Comparant Luy Montra Les Veritables Papiers americain Comantans En Laete De Propriete L’Expedition Du Bureau Du Domaine De Piscataqua Et Les ordres De ses armateurs a La Datte Du Six avril ou Environ, Cependant au Prejudice De Cette Justification Le Corsaire Insista que son Brigantin Etoit De Bonne Prise, fit
sortir Dicellecy Cinq hommes De LEquipage Du Sieur Comparant y Mit un Capitaine De Prise Et douze De son Matelots Et Donna En particulier Des ordres au Capitaine De Prise concernant Le Brigantin Et après Lavoir gardé quainze Jours abord du dit Bateau Ils fut Mis a Terre Près De La guadeloupe observant Le Sieur Comparant qu'il a apris a Lors que Le Dit Bateau Corsaire Etoit Commandé Par Le Sieur Fontainette qu'il se Nommé Le Rancard Et qu'il apartinoit a Des Messrs De Cette Isle M/que.

Et Etant Icy Presente John Donton Et John adams Cy Devant Matelots Embarqué Dans Le Dit Brigantin Lesquels Par L'Interpretation Du Dit Sieur Michel ont Dit Et DEclaré Et même affirmé a serment que L'Exposé De La DEclaration Cy Desus Et Sincere Et Veritable En tout son Contenu Pour avoir Eté Present a Tout Et De Laquelle Le Dit Sieur Johnston Nous a Requis acte Pour Luy Servir En tems Et Lieu, Et a Ce que De Raison octroyé, faite Et Passé au Lieu Sur dit Et ont Les Comparants signé avec Le dit Sr. Michel Et Les dits Nores. Signés Miller Johnston, John Donton, John adams, F. Michel, Baudon Nores., Et Ponsard. aussy Nores Depositaire De Laminute,

Signé Collationné
signé Baudon signé Ponsard

[Translation]

Today, sixteen May One Thousand seven Hundred seventy-Eight, stood up and appeared before the undersigned Royal Notaries of the island of Martinique residing in the town of St. Pierre and in the office of Ponsard, one of the two notaries, Mr. Miller Johnston of Newburyport, State of Massachusetts Bay in America, the former Commander of The Brigantine Called The Prudence belonging to Messrs. John Payson of Salem and John Johnston Of Berwick, [Me.], Laden With 90000 Feet of White pine boards
20000 Red Oak Staves
25000 Iron hoops
And 40000 or Thereabout Shingles [or Shakes]
Which, By The translation Of Mr. François Michel sworn interpreter of the English Language Established In This Town, Said And Declared And Even affirmed on oath Administered to Him and Received By the Said Notaries that On seven April Last He Made Sail From Piscataqua And that on The Twenty-Ninth Of the Same He Encountered About forty Leagues to the Windward Of antigua an armed Boat having an English Flag that was raised immediately On Her And after She had Given Chase For four hours And had Fired at Him Five or Six Cannon Shots, He Joined Him And When he was within Hearing he Asked Whence He Came And As He Answered Him From Nova Scotia, He ordered Him to Put his Boat in The Water, And To Come on board, Which the Gentleman declarant did And When he was on Board Of the said Boat Asked Him for his Papers And As He Feared that The Said Boat Was an English Cruiser He delivered over Some Old English Papers that he had brought with Him and after They Had Been Examined The Captain Of the Boat Told Him that he was an American Privateer And that he Was A Good Prize, And Gave Orders That The Chest of the Gentleman declarant be Brought In his Boat And When it was there the Declarant Showed Him The True American Papers [presenting in proof] of Property The Consignment from the Office of the Port of Piscataqua And The orders Of his owner dated 6 April or Thereabout, Nevertheless in Detriment Of This Justification The Privateer Insisted that his Brigantine Was a Good Prize, took from It
Five Crew men Of the Gentleman Declarant and Sent on board a Prize Master And a
dozen Of his Sailors And Gave In Particular orders to the Prize Master Concerning
The Brigantine, And after Having remained fourteen Days on board the said Boat
He Was Put Ashore Near Guadeloupe, The Gentleman Declarant Observing that he
then learned The Said Privateer Boat Was Commanded By Mr. Fontaineau, that it
was Called The Rancard, And that it belonged to Some Gentlemen of The Island of
Martinique.

And Having Here Presented John Doniton and John Adams, Former Seamen Embarked In The Said Brigantine, Who By The translation Of The Said Mr. Michel have Said And Declared And even affirmed on oath that The Report of The Above Statement Is both Sincere and True In all its Contents, For having Been Present at All, and Of Which The Said Mr. Johnston has Required of Us a document for His Use In Time and Place, And for that Purpose it is granted, done and passed in the Place mentioned above, And they have signed, The Declarant with The said Mr Michel And The said Notaries. Signed Miller Johnston, John Doniton, John Adams, Frs. Michel, Baudon Notary, And Ponsard also Notary. Depositary Of The draft,
Signed and Compared
signed Baudon signed Ponsard

Copy, DNA, PCC, item 78, pp. 507–9 (M247, roll 91). Notation: “I do certify the foregoing to be a true Copy of the Original Protest of Capt Johnston late Commander of the Brig Prudence & of John Doniton & John Adams, two of the Crew of said Vessel—St Pierre M/que July the 8th 1778 Wm Bingham.” Enclosed in William Bingham to the Continental Commerce Committee, 6 July 1778, DNA, PCC, item 78, pp. 503—6 (M247, roll 91).

1. With the protest are copies of ships papers, British and American, for the brig Prudence. Ibid., pp. 510–16. The British register and clearances, dated late December 1777, identify Prudence as a former prize taken in 1776 by H.M. frigate Milford, of 90 tons, and navigated by a crew of six. Among the papers are orders from the owner, Robert M. Lintock, to Capt. Miller Johnston, dated Halifax, 24 Dec. 1777, instructing Johnston to proceed to Liverpool, Nova Scotia, purchase boards, hoops, staves, and shook hogsheads, carry the cargo to Jamaica, via St. Kitts, sell the cargo, purchase salt at Anguilla or salt and rum at Jamaica, and return to Annapolis Royal, Nova Scotia.

The heading, “American papers found on board The Brig Prudence, Capt Miller Johnston Captured by the Sloop Rancard, and afterwards retaken and carried into Antigua,” precedes copies of the American papers. These papers include orders from the owners, Jonathan Payson and John Johnston, to Capt. Miller Johnston, dated Portsmouth, N.H., 1 Apr. 1778, instructing Johnston to sail to St. Eustatius and return, with salt and other merchandise, to a safe port, such as the Kennebec River. The American register, dated 1 Jan. 1778, identifies Prudence as a brigantine of about 100 tons, built in Piscataqua River, owned by Jonathan Payson, of Portsmouth, N.H., and Edward Jones, of Boston, Mass., and commanded by James Hart. A notation on the register dated 6 Apr. 1778 indicates that Miller Johnston had replaced Hart as master of the vessel.

May 17 (Sunday)

BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY, TO GENERAL GEORGE WASHINGTON

[Extract]

Dear Sir Wilmington [Del.] May 17th 1778

I have inclosed you the Proceedings and sentence of a Court Martial against one Jetson a person who for some time past has been not less dreaded, than famed for his Infamous Practices of Piloting the Enemy in the Night and Aiding them in kid-napping the more virtuous Inhabitants, particularly those who have Manifested an Attachment to, &, have been Active in Support of the Common Cause and de-
priving them by force of their Property, he lately headed a party in the Neighbourhood of Port Penn and carried off Lieut. Hyatt of the Delaware Regiment, who was at his fathers recovering of a wound which he had received, Stripping the Family of a good deal of Property at the same time, his depredations and range have principally been in the Neighbourhood of Duck Creek & Bomba Hook so remote from this, that there has not been an Opportunity of Adducing several Evidences which might otherwise have appear’d against him, he was taken in the Thorough-fair of Duck Creek on the 12th: Ins after a Smart Engagement by Capt. Jaquet who I had detach’d down to Cantwells Bridge with 50 Men to guard & Escort the removal of the Stores; Jetson was in a barge Carrying a two pounder in her Bow two Swivels & two Howitzers with one Cap. Cook who had Sixteen men Arm’d with Musquets & his Barge loaded with goods & wheat which he had traded for and was just proceeding on board of her Schooner which mounts 10 Carriage Guns and in which he has traded all this Winter loading her twice a week in that Creek without Interruption when Jaquet attacked him with 50 Men, took the barge killed wounded & took 14 among the wounded & Prisoners was Cap. Cook & his Mate— I have since detached Upward of 100 Men under Col. Pope to Secure and destroy all the Craft upon these Creeks and the Enemies Store houses and Granaries upon Bomba Hook to break up their Trade with the Inhabitants and to take off all the Stock on that Island and the Shores Adjacent which might lay in their reach, and if Possible to Apprehend China Clowe and a party of 100 of his Adherents who I had understood had rendezouzed on the Island with an Intention to Fortify it and keep up a Constant Communication with the Enemy or have it in their power to secure a retreat to their Shipping, I have not yet received any Accounts from Col. Pope but on Friday Night a heavy firing was heard and a great light in that Quarter from which Conclude he was destroying their holds on the Island . . . I have the honor [&c.]

W. Smallwood


1. “Jetson” was Joseph Judson, from Newcastle County, Del.
2. Lt. John Vance Hyatt, Delaware Continental Regiment.
3. That is, Bombay Hook, Del.
4. The court-martial proceedings of Joseph Judson have not been found. In his reply of 19 May Washington wrote: “The character you give of Jetson, makes him so atrocious, that I regret his trial and sentence are not more clear and regular. There could be no more proper object for an example; if it could be made with propriety, than the circumstances you mention designate this man to be. But the proceeding in this affair has not all that precision, authority and evidence; which are essential to affect life. The charge is laid in too general terms to be admitted either at a civil or military tribunal.” Washington then explained why the charges could not be sustained and recommended that Judson be turned over to state officials who “will at least take proper precaution to prevent his doing further mischief.” DLC, Washington Papers, Series 4. As Washington suggested, Judson was tried and convicted by a Delaware state court, James Booth to Caesar Rodney, 7 Aug. 1779, Rodney Letters, p. 312.
5. Capt. Peter Jaquet, Delaware Continental Regiment.
6. The captured schooner was Duck Creek Packet. Judson had been its master in 1777 when he “carried off” the schooner from its owners “stood down the River and Bay with her and during the Fall and part of the Winter employed her in Supplying the British Fleet with Wood.” The Petition and Memorial of James Oellers and Henry Horn, 29 July 1778, DNA, PCC, item 41, vol. 7, p. 185 (M247, reel 51). On 22 May, Smallwood informed Washington: “One of our party’s the other day took a Refugee Sloop loaded with flour, Bacon wheat & about 5 Miles above this on board of which I got a Ledger which brings to light the Intercourse & Transactions of a Number of People some wealthy in the Neighbourhood of Appaquimina, Duck Creek & Bomba Hook who have kept up a Constant trade & Communication with the Enemy. I have Transmitted Pope the black List & ordered them to be Apprehended to the Amount of Eighty.” He also wrote that the British were threatening “Vengeance against this post, and are much rous’d

7. Rodney reported to Thomas McKean in a letter of 18 Apr. that Lt. Col. Charles Pope and a detachment of Delaware troops had attacked Cheney (China) Clow, a loyalist officer, the night of 16 Apr. and "verry soon routed" Clow's "army" of 150 men. Pope's men recovered "about a thousand weight of Bacon and two barrels of flower" that the loyalists had stolen from the inhabitants and stored in their "fort." Rodney Letters, pp. 261–62. Upon learning of this rout, Rodney dispatched horsemen to pursue Clow's detachment; fifty of Clow's men were captured. Of these, twenty, "being single," were sent to the Delaware Continental Regiment "to enlist or do Worse." Clow himself escaped capture and was not taken until 1782. Rodney to Henry Laurens, 24 Apr., ibid., p. 263 and n.

May 18

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department

Sir

By this Conveyance I send you in Rhode Island Currency Two Thousand Seven hundred & ninety five dollars and one Sixth    we cannot obtain any money from the Loan office but this we have not more than five hundred dollars at the board and have more calls than ever for Cash    wrote you a few days agoe    have Nothing New to add    am Respectfully—

Yours in behalf of the board

John Deshon

P.S. In case of absence Col" Tillinghast1 is directed to open this Letter & receive the Money & give you Credit for the Same

2795 1/6

6

1677.1

838.11

1. Daniel Tillinghast, Continental Agent for Rhode Island.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Monday May 18th. 1778

 Whereas it has been represented to this Board that there was a Mutiny onboard the State Brigantine Hazard Capt Simeon Sampson, commander, while on her late Cruize,1 the fomenters of which mutiny are not yet discovered & it being of dangerous consequence to let such atrocious crimes go unpunished—Therefore Ordered that Capt Simeon Sampson commander of the Hazard, Brigantine of War belonging to this State be & hereby is directed to detain all Wages & prize money as is now due, or may hereafter become due to the Ships Crew aforesaid until he has examin'd into the mutiny that arose on board the Brigantine aforesaid during her late Cruize & has found out the ringleaders thereof, or until the further Order of the Council—

1. Massachusetts Navy brigantines Hazard and Tyrannicide had set sail on this cruise on 26 Nov. 1777 from Casco Bay, Me., and returned to Boston 15 May 1778. MSAE, Log of Brigantine Tyrannicide, (Nov. 1777–May, 1778).
MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,

Saml Ph'ps Savage Esqr
Isaac Phillips Esqr
John Brown Esqr
Eleazer Johnson Esqr

Thomas Walker Esqr

Saml Ph'ps Savage Esqr President—

Vote’d, That Capt E. Johnson be desir’d to take charge of the Ship Live Oak & her Cargo,—captur’d by the Brig Hazard, & make division of the same.—

Order’d, That the Boat now improv’d by Capt M'c.Lane for the use of the State Prison Ship, be continued in that Service till further Order, Capt M' Lane, engaging to return her in the same good order he receiv’d her whenever call’d for.—

Order’d, That D' Greenleaf deliver Capt Hopkins sundry Medicines for the use of the sick Seamen, at Rainsford Island, belongg to the Brig Tyrannicide.—

Ord’d, That Capt Hopkins receive from Schooner Hannah, as part of her outward bound Cargo ret’d—1 H’d Rm. cont’d—120 Glls 26 out 94—


THE BOSTON -GAZETTE, AND COUNTRY JOURNAL, MONDAY, MAY 18, 1778

BOSTON, May 18.

Saturday last the Hazard, Captain Sampson, arrived here from Martineco; on his Passage thither he took a Schooner and two Brigs, one of which we hear arrived safe there, the others were retaken. On his return, he took a Brig from France, bound directly to Lord Howe, laden with Wine, Brandy, &c. which he parted with about 20 Days ago; also a Ship from Bristol for New-York, laden with Salt, Cordage, Nails, Glass, &c. which arrived safe in Port Yesterday.

2. The prize of Hazard that arrived in Martinique was brig Polly. See William and Godfrey Hutchinson to the President of the Massachusetts Board of War, 31 March 1778. NDAR 11: 854.
3. Vice Adm. Viscount Howe. That brig, Elizabeth, was recaptured by H.M. frigate Rainbow. See Journal of Rainbow, 1 May, above.
DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
18th [May.] Fine day. Wind S.W.

A Schooner, late the *Lady Parker* tender, having been fitted out as a Galley, and named The *Pigot*, under the Command of Lieut Stanhope of The Navy, went out of the harbour this day for her Station in the Seconnet; where there are now Three Gallies; viz' The *Alarm*, Lt' D’Auvergne; The *Spitfire*, Lieut Sauma, and The *Pigot*, Lt Stanhope.

When Lord Howe was here he saw how useful such vessels would be for the defence of the Island, and ordered several of them to be fitted out. Another is now equipping at Goat Island.


1. Schooner *Lady Parker* had been tender to H.M. frigate *Niger*, Capt. Robert Lambert, commander.
2. Sakonnet Passage.
3. Lt. Philip D’Auvergne, R.N.
4. Lt. James Saumarez, R.N.

PENNSYLVANIA NAVY BOARD TO THOMAS WHARTON, JR., PRESIDENT OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Sir,

As soon as the Board rec’d your Excellency’s Letter by Cap’t Blewer, we gave notice to the Officers that they were to be discharged except 15 or 20. They thought it hard, and sent us the inclosed Petition, and drew up a Remonstrance to your Excellency and Council, and have deputed the Commodore, Cap’t Houston, and Cap’t Brown, to wait on you. The men were uneasy on being sent up, and a great many has run since they had notice. The Stewards, Gunners, & Boatswains we have discharged. The rest of the men sets off this Day. We sent off Mr. Thompson’s Letter for Waggonsthe Day we rec’d it, but never received a Waggon till yesterday.

The Galleys are all sunk, but can be raised very easily. The Brig & Shallops are also easily got up, and the Enemy has done no damage to nay one Vessel belonging to the State. The Stores are all moved off; some Six miles, some Eight miles, &c., and some at Pitts Town. The situation of the Vessels Cap’t Houston can inform you particularly.

I am

your Excellency’s

most Hble Serv’t,

Wm BRADFORD

Trenton [N.J.], May 18, 1778.

*Pennsylvania Archives*, 1st ser., vol. 6: 517.

1. See Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., above. Capt. Joseph Blewer was president of the Pennsylvania Navy Board.
2. The petition has not been found.
4. On this letter to John Thompson, see note at Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., above.
[Extract]

[Philadelphia] 18th [May, 1778] a Number of prisoners fifty seven escaped from the State Prison by Undermining part of the Yard, they are supposed to be concealed [illeg.]. At four this day Lord1 & Gen1 Howe with the Officers concerned in the Machanza [illeg.] imbarked at the upper part of the Town in Galleys Barges & flat boats, finely decorated, they rowd slowly down the River. The Vigilant;2 the highest ship in the River, was dressed & man’d, The Fanny transport3 in the Middle, opposite Market Street was dressed, & the Roebuck below was man’d.4 The Ships at the wharfs being very numerous along the whole bank of the River, with collours exhibited a very fine appearance, filled with people, as were also the tops of the houses. The Regimental bands played going down in the line, they Landed in front of Duke Whartons5 house, & was saluted by the Roebuck. Then moved up in front of the work, an Arch supported by pillars, on the front above, was Neptune driving his Marine Chariot & on the top of the Angle a Triton mounted on a fish motto Laus illi debatur et a me gratia Major. Had the Rebels got such a correction as they deserved, restored to their senses, & this been the feast of peace, it would have been very proper, but there are, who think it ill timed, Our Country, by procrastination, being involved in a french War. On the Tickets of invitations to the Machianza A Sun setting behind a mountain. The feathers of the 23rd Regt for crest motto Lucco descendens aucto Splendore Resurgam—Viva [vale] It was altogether, a Compliment of some officers to the General [upon] his departure, & hereafter we go upon a new account.

D, UkLi, Parker Family Papers, Captain Parker’s Journal during the American War in the form of letters to Charles Steuart.

2. H.M. armed ship Vigilant, Comdr. Christian Brabazon, commander. The first of four ships fitted out in America specifically configured for shore-bombardment, it was the former transport ship Empress of Russia, 683 tons burthen. Chartered in 1774, it was modified in New York to carry fourteen 24-pounders on its main deck and six 6-pounders on the quarterdeck. Manned by a crew of 150, it was commissioned on 16 Apr. 1777. See also, Vice Admiral Richard Lord Howe to Philip Stephens, 23 Apr. 1777, NDAR 8: 408, where he misidentifies the transport as Grand Dutchess of Russia.
3. Transport Fanny, Daniel Sinclair, commander.
4. H.M. frigate Roebuck, Capt. Andrew Snape Hamond, commander. In his account of the festivities, Maj. John André, who organized the Mischianza, wrote this description of the procession:

A grand regatta began the entertainment. It consisted of three divisions. In the first was the Ferret galley, having on board several General-Officers, and the number of Ladies. In the center was the Hussar galley with Sir William and Lord Howe, Sir Henry Clinton, the Officers of their suite, and some Ladies. The Cornwallis galley brought up the rear, having on board General Knyphausen and his suite, three British Generals, and a party of Ladies. On each quarter of these galleys, and forming their division, were five flat boats, lined with green cloath, and filled with Ladies and Gentlemen. In front of the whole were three flat boats, with a band of music in each— Six barges rode about each flank, to keep off the swarm of boats that covered the river from side to side. The galleys were dressed out in a variety of colours and streamers, and in each flat boat was displayed the flag of its own division. In the stream opposite the center of the city, the Fanny armed ship, magnificently decorated, was placed at anchor, and at some distance a-head lay his Majesty’s ship Roebuck, with the Admiral’s flag hoisted at the foretop-mast-head. The transport ships, extending in a line the whole length of the town, appeared with colours flying, and crowded with spectators, as were also the openings of the several wharfs, on shore, exhibiting the most picturesque and enlivening scene the eye could desire. The rendezvous was at Knight’s-Wharf, at the northern extremity of the city. By half past four the whole company was embarked, and a signal being made by the Vigilant’s manning ship, the three divisions rowed slowly down, preserving their proper intervals, and keeping time to the music that led the fleet. Arrived between the Fanny and Market Wharf, the signal was
made from one of boats a head, and the whole lay upon their oars, while the music played *God save the King*, and three cheers given from the vessels were returned from the multitude on shore. By this time the flood-tide became too rapid for the gally to advance; they were therefore quitted, and the Company disposed of in the different barges. This alteration broke in upon the order of procession, but was necessary to give sufficient time for displaying the entertainments that were prepared onshore.

The landing-place was at the Old Fort, a little to the southward of the town, fronting the building prepared for the reception of the company about 400 yards from the water by a gentle ascent. As soon as the General’s barge was seen to push for the shore, a salute of 17 guns was fired from the *Roebuck*, and, after some interval, by the same number from the *Vigilant*. “Particulars of the Mischianza in America,” *Gentleman’s Magazine* 48 (1778), pp. 354–55.


6. Translated: Praise be owed to that man, and a greater thanks from me.


8. Translated: Descending with the light, I will rise again with increased splendor. Live [hail].

**Colonel Henry Hollingsworth to Governor Thomas Johnson, Jr., of Maryland**

Dear Governor Head of Elk 18 May 1778

I am apply’d to by the Board of War and the Forage Master General 1 to apply to your Excellency for such arm’d Galleys or Vessels as you may think proper to Escort some small Craft to Potomack in order to convoy a part of 16,000 Blls of pork and 20,000 Bushels of Corn to this State. I have therefore apply’d to Capt Elliott of the *Safeguard* Gally of Virginia and an arm’d Brigg of Eight Guns to take such Craft as I could Collect under their Charge, 2 and Submit it what further guard Ships and Craft you may think fit to add, shall also thank you for your necessary Credentials to the State of Virginia that the fleet may have every dispatch & assistance, I am appris’d of the Dangers we are in hear with the Stores, have not Rec’d that assistance from the distant Comtyes I Expected, 3 shall thank you for your further assistance as I am ordered by the Board of War to forw’d two Bregades of waggons to Chinkoteague 4 to forward some some Tents and other Bagage from that place, and all other Stores of the pennisolo 5 Colo Ezeciel Froman at Chestertown 6 is also a Deb 7 Q M G submit it whither he aught not to be ordred and assisted to Impress waggons for this service as the stores hear will take up my attention I wish for you Early as advice and assistance 7 and am [&c.]

H Hollingsworth

——–DQMG

L, MdAA, Maryland State Papers (Executive Portfolio), S992. Addressed at the bottom: “His Excellency Governor Johnson”


2. Virginia Navy galley *Safeguard*, Capt. George Elliott, commander, and Virginia Navy brigantine *Northampton*, which at the time of these orders was commanded by Capt. Francis Bight. See *Journal of the Virginia Navy Board*, 14 Apr., above.

3. As a result of a letter from Gen. George Washington apprising them of the imminent British evacuation of Philadelphia and the consequent threat to the stores at Head of Elk, the Maryland Council mobilized a large force of militia to protect that post. See Maryland Council to Hollingsworth, 21 May, below.

4. That is, Chincoteague I., Va.

5. Probably, peninsula.

6. That is, Ezekiel Forman.

7. The Maryland Council sent advice and instructions in its reply of 21 May, below.
Meschianza ticket and sketch of costume
That the said Commissary of Stores deliver to Lieut Boyle two Bolts Canvas for the Galley *Baltimore*—

Commissions issued to James Boyle appointed first Lieut of Marines onboard the Galley *Baltimore* also to Edward Markland first Li⁠ and Richard Brogden second Lieut of the Galley *Baltimore*—

Maryland Council to Captain Daniel Deshon

Sir.  
In Council [Annapolis] 18th. May 1778.

We send down a Quantity of Flour by the Gallies,¹ out of which you are to finish the Stowage of the *Molly* after putting in the Tobacco now on Board the *Baltimore* Galley. We thought it better to make up the Deficiency with Flour, which will give you a mixed Cargoe, than to purchase the Tobacco below. Inclosed you have a Letter for Mr. Harrison.² Do not omit to send us by the Gallies, what belongs to the *Molly* and will not be necessary in her, with an Inventory— We are &ca.

Maryland Council to Richard Harrison

Sir.  
In Council Annapolis 18th. May 1778.

This by the *Molly* Cap¹ Deshon. Cap¹ Conway's declining to go again in this Vessel and her Distance from us, put us under Difficulties and has occasioned great Delay. Vanbibber under-took to get us a Cap¹; we left it with him, as his Anxiety to get something into your Hands, we knew, would prompt his Exertions; we inclose you a Copy of his Letter, which shews his good Opinion of Deshon and the Contract he made with him.¹ The Gen¹ Smallwood, we expect, will sail with Tobacco & Flower about the same Time as the *Molly*.² The Difficulty and great Expence of procuring Cargoes at the Inlets³ makes it desirable these Vessels should come into the Bay, and we have Expectations if, as probable, there shou'd be a French War the Danger will not be so great as now or lately, wherefore we wish you to give Orders for them to return into the Bay with a Discretion in the Captain to vary his Port and attempt the Inlets, if Circumstances should make it expedient— We wish to have both the Vessels well ballasted, at least, with Salt. We are &ca.

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1. Probably, the Maryland Navy galleys *Baltimore* and *Conqueror*.
2. See Council to Richard Harrison, this date, below.
3. These were the inlets between the barrier islands located off the Eastern Shore of Maryland.
MARYLAND COUNCIL TO CHARLES HOWARD

Sir. In Council Annapolis 18th May 1778.—

We have sent down by Capt. Gordon a Letter from M’ Morris and an Invoice Order and Letter from J. M. Nesbit and Co., concerning the Cargoe of the Brig *Lively* in Matompkin Inlet, a Part of which we have engaged for this State.1 We understand on the Whole of the Matter, that the Invoice contains those Goods only which belongs to Nesbit & Co. and that M’ Morris has about the same Quantity and Kinds, and that we are to have one fourth of the Whole. The State the Goods are in will make a good Deal of Judgment and Care necessary to divide them equally and justly and we want them so much that we cannot Delay it. We therefore request, as you are at or near the Spot, that you will oblige us and the Public so far as to divide the Goods as fairly and equally as possible, receiving one fourth Part for us, and send our Part with an Invoice in Capt. Gordon & Walker, but chiefly in Gordon, unless you judge it very unsafe. If you judge it very unsafe too dangerous to send the Goods by Water, we request you to have them forwarded by Land with all Expedition, to Vienna, but before the Goods are removed from Matompkin, we would by all Means, have them put into small Bales or packed in Casks, to prevent Embezzlement. This Business lying at such a Distance from us, we intreat your Attention to it. Cap’ Gordon will furnish you with the Papers referred to.— We are &ca.

P. S. If the fourth Part of the Whole of the Goods should not amount to the Quantity for which Messrs. Nesbitt & Co. gave their Order the 5th of May, it is expected the Quantity will be sent from all the Parcels to answer the Intention of the Order—


1. Robert Morris, John Maxwell Nesbitt, and the state of Maryland all owned a portion of the cargo of linen in the brig *Lively*, which was stranded at Metompin Inlet, Va. Maxwell informed the Council that he was preparing to move the entire cargo by land to Lancaster, Pa. To save itself the expense and the delay attendant to bringing goods by wagon, the Council decided to send the Maryland Navy galleys *Conqueror*, Capt. John Gordon, commander, and *Baltimore*, Capt. Thomas Walker, commander, to transport their part of the cargo and, if agreeable to Nesbitt’s and Morris’ representative, their portion of the goods as well. Robert Morris to Maryland Delegates in Congress, 28 Apr. 1778, MdAA, Maryland State Papers (Red Books), S989, 4567-7; Maryland Council to John Maxwell Nesbitt & Co., 15 May 1778, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 152–53, no. 204; Journal of the Maryland Council, 20 May 1778, MdAA, Governor and Council (Proceedings), 3842, S1071-25, p. 221.

MARYLAND COUNCIL TO CAPTAIN THOMAS RICHARDSON

Sir. In Council Annapolis 18th May 1778.

We have sent a Sloop of M’ Eastman’s1 which will carry about 280 or perhaps 300 Barrels round to M’ Magruder’s desiring M’ Magruder to load her with Fish, unless you should give contrary Directions.2 If you had rather she should take in any other Load, you’ll lodge your Orders accordingly that there may be no Delay. We received a Letter by the last Post from M’ Blaine,3 pressing us to forward the Provisions from this State to Charles Town, if Vessels can be got in Potomack and the River is clear, we think they had best be pushed forward— We are &ca.


1. The unnamed sloop owned by Joseph Eastman, a principal in the merchant firm of Eastman & Neth, was captained by William Middleton, who received instructions similar to those found here in a letter of this date. Ibid., no. 208.
2. On the same date the Council wrote to Enoch Magruder, who ran a fishery in Prince George’s County, repeating much of the information found here. Ibid., no 209.
3. Ephraim Blaine was Continental Deputy Commissary General of Purchases.

JOURNAL OF H. M. FRIGATE GREYHOUND, CAPTAIN ARCHIBALD DICKSON

May 1778
Monday 18th:

D° [Cape Henry] N74°W 37 Leagues
at 6 AM out 2d reef topsails & set top Gall® sails
Exercis’d Great Guns & small Arms
Cape Charles N82°W 17 Leags
Fresh Breezes & foggy Weathr at 6 PM saw a s° in the NE
Q° made sail & gave Chace. at 8 fir’d 17 Nine Pound® & several
Vollies of small Arms to bring her too, at ½ past Run along side the
Chace in Laying her on B° carried away the Larbd fore top M°
stud® sail Boom & Lost the greatest part of the Lower fore Stud®
s° found her to be a Schooner from Virginia bound to Nantes with
Tobacco. 1 put on B° her a Petty Officer & 6 Men & took out of her
9 Prisoners. at 9 Wore ship & made s°

D, UkolPR, Adm. 51/420, fols. 205–6.
1. Schooner Herbert, J. Herbert, master and owner, from Baltimore, Md., bound to Nantes with tobacco, sent into New York City. Howe’s Prize List, 30 Oct. 1778, UkolPR, Adm. 1/488, fols. 483–84. Its prize papers, which are in UkolPR, H.C.A. 32/352/7, identify the master as Thomas Herbert.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board Monday 18th May 1778

The Board Met According to Adjournment
Present.. Edward Blake Esq® first Commissioner[er]
Josiah Smith, Geo Abbt Hall, Edwd Darrell, Esq®

The Minutes of Last Meeting were read—

The Board agreed to recommend John Drew to the Command of the Schooner Rattle Snake—


May 19

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

May 1778
Monday 18th

Georges Island bore NNE 4 Miles Distance
Light Breezes at 4 AM Saw 5 Sail to the WNW Giving Chace to us at 5 D° Cleared Ship for Action Shortened Sail and Stood between the Convoy and the Enemy and Brought too at 7 the head-most of the privetears fired two Guns And hoisted Reble Cowlers Being 5 in Number at D° Hawld their Wind at D° fired 2 guns and Gave Chace to the privetiers at D° the 3 Smallest of them TK’d and Stood [for] along Shore a large Schooner and Sloop Stood
out to Sea  Gave Chace  light airs  out Sweeps and Rowed  Come up with our Chace and fired Several Guns at us & gave three Chears  at ½ past 10 TK⁴ and Stood in Shore—

Knowls head [Owls Head, Nova Scotia] NW Dist⁵ 4 or 5 leag⁶ D⁰ W⁰ [Light Airs and Clear W⁰]  Comeing up with our Chace brooke 3 Sweeps at 1 PM the two Privatiers parted the Sloop Stood in Shore and the Schooner hawld her wind Chase the Sloop and made the Signal for the Convoy to Follow us into the Harbour and Anchored¹ at 2 D⁰ Chased the Sloop into Ship Harbour She Endavouring to Work through[h] the Other passage Continued a Constant fire from 2 to ½ past 3 D[°] when She run on shore and Struck her Cowlars hoisted them againe and fired Several Guns we Come to an Anchor & Brought a Spring on our Cable Sent the Boats to board her three broad Sides to Cover the boat[s] in boarding  at 4 the boats got possesi². Of the privatier² the Rebles Getting on Shore and firing Several Shot at us on Board Sent a party of 30 men in Serch of the Rebles the woods Being So thick Could not find then  found one Man Kill³—Wee fired from the Sloop and Woonded Some Others  at 4 PM all the Com¹ Got Safe Inn and Anchord Employed lighting the Sloop to Get her Off

Tuesday 19th at 1 AM Got the Sloop off Being thick and Foggy Sawing her Dow[n?] Got her ashore againe Continued thick fogg with Rain—

Lying At Anchor in Ship Harbour—

These 24 hours thick fogg and Rain  at 3 PM Got the Sloop off brought her too under the Cabots Stern  Sent another party of men in Serch of the Rebles and a party Round the Island³ in Boats  at 8 D⁰ the boats and Men Return⁴ Could not Get any Intelligence of them,⁴

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3. Possibly Nicholas I., or Charles I., at the mouth of the inlet to Ship Harbour.
4. The Master’s Journal notes on 20 May: “at 6 AM Sent an Officer to Comm⁴ the Sloop as A Tender with 9 Men at 8 Saw 2 privateers of Owls head Gave chase Carried away the Main Topmast Emp⁴ Clearing the wrack And Getting up Another Topmast.” UkLPR, Adm. 52/1636, part 3, fol. 46.

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JOURNAL OF H.M. FRIGATE AMBUSECADE, CAPTAIN JOHN MACARTNEY

May 1778  Cape Sables EBN Dis¹ 20 Leagues

Tuesday 19th  at (3 AM) down TG² y³c two sails in C⁴ one of them in tow close reeft y⁴c TS⁵c split y⁵c fore topm⁴ stays⁵ The main sheet carried away 3 of the Q⁶c Iron Stantions y⁶c Sloop in tow Lost the log and 4 Lines—
Cape Sable N½ 2°=0' E½ Dis½ 21 Leagues

Modi and hazey (PM) let out 2 & 3d reefs TS gc got up TG lc Y∆c set driver and TG lc Sails Sloop in tow at 7 (PM) saw a sail to ∆ N wd gave chase ye Sloop in tow cast off at ½ p 7 came up with the Chace out Cutter sent her on board she proved to be the Brig Mary taken by the Greyhound Rebel Privateer 2 took 8 prisoners out sent a Mate and 6 Men on board do in Cutter at 9 filled and stood on ye Prize and Sloop in Co reeft the TS lc

D, UkLPR, Adm. 51/36, part 3, fol. 10.


2. Probably, Massachusetts privateer schooner Greyhound, Capt. Benjamin Hammond, Jr., which was commissioned on 21 Apr. 1778. Allen, Massachusetts Privateers of the American Revolution, 159.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,

John Browne Esq
John Browne Esq President P.T.

Order’d, That Capt Bartlett Holmes deliver from the Schooner Hannah 1 to Mr Benj Hall of Medford 1850 merchantable White Oak Staves Hogshead—100 Headings—also, one half a hundred refuse Staves—part of which he is to deliver Sam’l Phillips Esq’ of Andover to make Powder & to account for the remainder.—

Order’d, That the Comy Gen’l receive from the Schooner Hannah two hundred, forty five & a half Bushels Corn.—

Order’d, That Capt Phillips receive from the Schooner Hannah two hundred Barrels Turpentine stor’d in Capt Pattin Store at W Boston.—

Voted, That Capt Phillips be a Committee to apply to the Navy Board requesting the Loan of a quantity of Pork which the Navy Board agreed to lend.—

Order’d, That Cap’ Hopkins deliver Cap’ Phillips from Prize Snow Swift 5

2 Pr worsted Hose—
2 Pr Cotton d—
2 Pr Thread d—

Order’d, That Cap’ Hopkins deliver John Brown Esq’ f’a Prize Snow Swift 2 Pr white Cotton Hose—

Order’d, That Cap’ Hopkins deliver Eleazer Johnson Esq’ from Prize Snow Swift—4 Pr Brown Thread Hose—
2 Pr white Cotton d—

Order’d, That Bartlett Holmes be paid the Ballance of his Account as master of the Schooner Hannah—am 8 to £246..16..11½

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 311–12.

1. Massachusetts State trading schooner Hannah, Bartlett Holmes, master.

2. Commissary General David Devens.

3. Continental Navy Board of the Eastern Department.


5. Snow Swift, William Pearce, master. For more on Swift’s capture, see Log of the Massachusetts Navy Brigantine Tyrannicide, 28 Apr., and Capt. Jonathan Haraden to Massachusetts Board of War, 3 May, both above.
JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778
Tuesday 19th

At Anchor in Buzzard’s Bay. Kittyhunk Island WSW  Pen- nekece D° WNW.1 at 10 AM hove up the Bt: B° & came to Sail, at 11 came thro’ Quick’s Hole, in Company with the *Haerlem*,2 at Noon abreast of Robinson’s Hole in the Vineyd° Sound.

Sailing up the (Martha’s Vineyard) Sound.

Fresh Breezes and haze W° at 1 PM came too with the Small B° in 4 F°. Water in Tarpaulin Cove, the W° part SWbS and the Fort NNW, sent the Boats mann’d & arm’d on Shore to destroy the Fort and Barracks, at 4 the Boats ret’d weigh’d & came to Sail, at 8 came too with the B° B° in Quick’s Hole, veer’d away & moor’d a Cable each Way,

D, UklPR, Adm. 51/1017, part 6, fols. 242–43.
1. That is, Cuttyhunk I. and Penikese I., Mass.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR HARTFORD COUNTY

HARTFORD COUNTY, May 19, 1778.

PUBLIC notice is hereby given, to all whom it doth or may concern, that a libel is filed before the Hon. JABEZ HAMLIN Judge of the County Court in the county of Hartford, against the sloop *Liverpool*1 burthen about 45 tons, Jabez Cobb late master, her tackle, apparel and cargo in favor of Asa Fuller and Joshua Griffith, and their associates the captors, who took her upon the high seas and sent her into said county. And also against the schooner *True Love*,2 burthen about 50 tons Charles Moulton late master, her tackling, apparel, and cargo, in favor of Asa Fuller, commander of the armed Schooner called the *Retaliation*, and his associates the captors and setters forth of said Schooner, who took her upon the high seas and sent her into said county. And for the tryal of the justice of said captures, the maritime court for the county of Hartford, will be held at Hartford in said county on the 23d day of June A. D. 1778, at which time all persons claiming property may appear and shew reason If any they have why the said Sloop *Liverpool* and Schooner *True Love* with their apparel and ca[r]goes, should not be adjudged as lawful prizes to the captors and setters forth, of said vessel of war, agreeable to the prayer of libellants

By Order of the Judge.

GEORGE WYLLYS Regester.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 26 May 1778.
2. Schooner *True Love* was taken on 11 May by the same privateers. Again, the judge decided in favor of the captors. Ibid.
New-York, May 19

**Prizes sent in since our last, are,**

The *Friendship*, Crary, from New-London, for South-Carolina,\(^1\) taken by the latter of marque ship *Rose*, Captain Duncan.\(^2\)

The sloop *Exchange*,\(^3\) with rum and sugar, taken by the ships *True Brothers*, Capt. Marshall;\(^4\) ship *Elizabeth*, Capt. Hunter;\(^5\) and the *Antigua Planter*, from the bay of Honduras for London:\(^6\) The *Exchange* had been taken before by the *General Arnold* privateer.\(^7\)

The French ship *Citizen*,\(^8\) from Boston for Virginia, with salt, &c. taken last Tuesday, in lat. 58. long. 72, by the tender belonging to his Majesty’s ship *Experiment*, Sir James Wallace, commander.\(^9\)

4. In *Lloyd’s Register of Ships*, 1777–1778, this vessel is called *True Briton*. It is listed as a British privateer ship, Capt. George Marshall, burthen 400 tons, built in 1756 in France and extensively rebuilt in 1778, mounting 20 six-pounder guns. According to its letter of marque application, it carried sixteen guns, ten swivels and a crew of forty; it was owned by a group of London merchants led by James Mather. UkLPR, H.C.A. 26/60/170.
5. British privateer ship *Elizabeth*, Capt. Robert Hunter, 200 tons, mounted 18 six-pounder guns, and a crew of thirty. It was built in New York in 1770, but operated out of Glasgow and was owned by Glasgow merchants John and George Buchanan. *Lloyd’s Register of Ships*, 1777–1778; UkLPR, H.C.A. 26/60, p. 179.
7. There are several vessels named *General Arnold* that served as privateers about this time. The likely captor of *Exchange* was the schooner *General Arnold*, Capt. John Willson. It carried four cannon and four swivels and a crew of 25. It was from Boston and was owned by William Shattuck and Alexander Rose. Allen, *Massachusetts Privateers of the Revolution*, p. 142.
8. Ship *Citoyen* (*Citizen*), Pierre Badet, master, was captured on 13 May. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 485–86.
9. The tender of H.M.S. *Experiment* was schooner *Hawk/Hawke*, formerly the American merchant schooner *Willing Maid*.

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**COURT MARTIAL OF JOHN GILFROY, BOATSWAIN, PENNSYLVANIA NAVY**

At a court Martial, held at Trenton, May 19, 1778

C apt. Thomas Moore, (President.)

Members Present.

Captains—Montgomery, Houston, McFatrick, Watkin, Hazelwood, Martin, Beasley, Brice.

Lieutenants—Berry, Philips, Fell, Bell, Fitz Simmons, Simpson, Quality.\(^1\)

Prisoner before the Court.

John Gilfroy, Boatswain of the late Ship *Montgomery*, of State Pennsylvania, Stands Indicted for Mutiny, and Deserting to the Enemy in Philadelphia.\(^2\)
Prisoner's Defence.

Saith, That he went to Philadelphia (when the Enemy was there) to his Wife and Family, in order to support them, which was the chief reason of his Desertion—Confesses he went in a Battoe from Newtown Creeks mouth, to Philadelphia.

Evidences.

Robert Collins, Then 1st Lieut of st Ship Montgomery, declareth on Oath, That st John Gilfroy bred a Mutiny on board st Ship, and struck him so that st Collins fell over the breech of a Gun in time of action with the Enemy off Red bank, and st Gilfroy did take up a Handspike against st Collins when pointing a Gun at the Enemy, and st Gilfroy said, “Damn you if you shall.”

William Lamb, Then Gunner of st Ship Montgomery, declareth on Oath, That st John Gilfroy bred a Mutiny against st Collins, at the time of Action against the Enemy off Red bank; That st Lamb went to the assistance of st Collins and struck Gilfroy with a Crow-bar; That Gilfroy was put in Irons, and let out again the next morning.

John Wilson, Then Master of st Ship Montgomery, declareth on Oath, That st John Gilfroy bred a Mutiny on board st Ship Montgomery, against st Collins, 1st Lieut of st Ship, at the time of Action with the Enemy off Red bank; That st Wilson was at the 3rd Gun forward, and hearing a noise went to see the cause, and found st Gilfroy taking up a Handspike and assaulting st Collins; That st Collins drew out a Pistol, and said he would blow Gilfroys brains out if he did not desist, on which Gilfroy used many abusive words (being in liquor) to st Collins; That st Lamb came up and struck Gilfroy with a Crow-bar, secur’d him and put him in Irons; That after the st Ship Montgomery was burnt, the Crew of st Ship stopp’d at Coopers ferry, opposite Philadelphia, (on account of the Enemy’s Ship firing upon them,) and there took out of a Boat sundry Articles belonging to st Ship, Then received orders to proceed to Burlington; That st Gilfroy accompanied the st Company belonging to st Ship to the Dunn Horse, then said he was making the best of his way to Burlington, and st Wilson saw no more of st Gilfroy afterwards; That on Tuesday following st Wilson went to Coopers ferry, in order to recover the st Ships’ Barge; That below st Ferry st Wilson saw Warwick Hale, (a Boat Builder) who st he saw st Gilfroy and John McDaniel go over the river to Philadelphia, on Saturday morning; That the Enemy took st Barge at the same time when st Gilfroy and McDaniel went over.

Doctor John Connor declareth on Oath, That he knew the st John Gilfroy to be Boatswain of st Ship Montgomery.

Michael Bonna, then Masters Mate of st Ship Montgomery, declareth on Oath, That he saw the st John Gilfroy drunk on board st Ship, confin’d to his Cabbin, and had a Musket; That James Stevens, (then 2nd Lieut. of st Ship Montgomery) offer’d to take the Musket from st Gilfroy, which he refus’d, saying, “I will sooner loose my life;” That after st Ship was burnt, st Gilfroy went with him to Coopers ferry, afterwards went on about three miles, and then st Bonna saw no more of st Gilfroy.

Sentence.

The Court having heard the Evidences, the Majority of st Court are of Opinion, That the st Prisoner, John Gilfroy, is worthy of Death.

THOMAS MOORE.

Jonh Thornton, Clk. Copy.

I do approve of the above Sentence.

JOHN HAZELWOOD, C.P.F.

Directed,

To Honorable George Bryan, Esq’. Vice President of the State of Pennsylvania, in Lancaster.
The members of the court were: Captains Hugh Montgomery, Thomas Houston, John McFetrick/McFetrick, William Watkin, Thomas Hazelwood, Henry Martin, Stephen Beasly/Beasley, and John Brice; Lieutenants Theodorus Barry, Thomas Phillips/Phillips, Thomas Fell, Thomas Bell, Nicholas Fitz Simmons/Fitzsimmons, James Simpson, and Joseph Quality.

The New-Jersey Gazette of 20 May reported that Gilfroy and another deserter from a Pennsylvania row galley were “lately taken by a scouting party of our troops, in Gloucester county,” and sent to Trenton.

The action involving the Pennsylvania ship Montgomery at Red Bank, N.J., took place on 4 Nov. 1777. ndar: 395 and n.

The Montgomery was burnt on 21 Nov. 1777. ndar: 568–69 and n.

According to the Minutes of the Pennsylvania Supreme Executive Council, 25 July 1778, Gilfroy received a pardon.

That is, Commodore Pennsylvania Fleet.

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[Extract]

Dear Alick Manheim [Pa.] May 19th 1778

I wrote you the 30th April by Return of express 15th May by Mr. Miller and hope in Consequence of the first you have Supplied Capt. Weeks with the money he wanted & that the Mary & Elizabeth is going on briskly & well;1 Mr. Fitzsimmons I suppose will go down to undertake the loading of Her when nearly ready & ease you of any Care on this Acco2 in my last I mentioned if the Livelys Hull Could not be Saved you Could perhaps engage Eyres & the Carpenters with Weeks to build a Hull for the Materials, or perhaps build the Hull of a Good Sloop or Schooner Virg Boats Fashion which the Cables, Riggin & Sailcloth by the Lively would go well on to fit out3 & I sent you in my last a list of Goods which Paul Zantzinger & Co (of wch. Comp'y. we are apart) have Agreed to furnish Doct' Potts4 for use of the Hospitals[.] he & Mr. Parr are gone to the Southard to make these & other purchases in which we are to share & desired me to forward you the list & to tell you to make purchase of any of the Articles it Contain'd as they arrived if to be got pretty Good in their kind & on tolerable terms, The Treaty with France & the probable Consequences of that Treaty a War between France & England, will no doubt Affect the price of all Goods, it has already lower'd the price of all West India Produce this way & in the New England States & will doubtless have the Same Effect to the Southard & with you & you must be Cautionous in your purchases, particularly those on our own Acco5 the Hospital must be furnished with what they want & as we Can’t Suffer by what is bought for them you may make freerwhat is order’d for them, though here you will Act Prudence & Caution, if you purchase any Cargoes wholly what is in the Hospital list you Can set aside marking them G H that is General Hospital, & Charging them at the Current Price you Can purchase Such Goods at & we Can get Waggon's or Vessells engaged on the Publick Acco6 to go for them & under this protection have some of our own Goods bro' forward,

The Enemy have been up at Bordentown & destroyed the Frigates & most of the Vessells that way.5 our New Sloop & Schooner are burn’d the Security & Old Sloop Safe. I am Sorry for these Vessells as they were fine ones & had began to flatter myself they would be Safe, some Interests I suppose you will be able to get in Vessells below, DHC writes he has taken a third Interest in a Sloop he Intended for Matompkin,6 I hope she is arrived, Among the Islands I think he might Interest us in Small Vessells or purchase us Some on better terms than we Can get them any where else. Numbers
of our American Vessels are Carried into Antigua, where I think the Smaller ones must Sell Cheap, & ways & means might be fallen upon I think to purchase there, I have wrote DHC by Ord7 on this & other Subjects do you Repeat it & what else Occurs to you, for my part I want to push every profitable business for the present in hopes to have Sufficient when the War is at an end to Retire & leave you & Jonathan8 to Carry on the House, When Mr Dean left Passy, (a place near Paris where Doct° Franklin & the American Commissioners reside)9 Jonathan was there, I wish I could hear from him & know what he is about or like to do Its very odd he does not write us, I am in hopes on our being acknowledged Free & Independant States by the Court of France, the American Commissioners (now Plenipotentiarys) will have Sufficient Interest to get an order for the Restoration of the Peggy & Her Cargo & that Jonathan was gone there on this Errand10

As soon as I heard Chesapeake was Clear of English Men of War I wrote Mr Robt Gilmour11 to push over Tobacco to you but I hope you before thought of this & have got Some parcels over, as it will be a great Advantage to have Tobacco over to dispatch any Vessels may arrive, Holmes write f° Carolina he Intended to push wth the Mary for Matomkin, he would Sail ab° Middle of Ap° Charles Town & hope yo° will see him in three Weeks, Receive his Cargo & load him wth Tobacco & dispatch him without delay for Martinique, unless there is a War between France & England, if there is it will be best for him to go to S° Eustatias, as Tobacco must bear a much better price there, for the French Bottoms being no long Neutral, Insurance & Freight in them must be high & Consequently lower the prices of Tobacco in the French Islands.—12

Todays post bring advice of Sixteen Sail of Vessells being arrived in New England from France,13 this is Supposed to be the fleet that sail’d beginning of March wth a large Quantity of Goods on Private Acco’ & Clothing on the Public Acco’ Sufficient for Thirty thousand Men this will doubtless damp the price of Dry Goods but as they’re Scarce & much wanted all will Sell & if any Articles of Summer wear are brought in on the Eastern Shore & offer’d to you on Reasonable terms I still think you may venture to purchase if you Can get them readily up & as by a letter I have this date from the State of Maryland they Seem Inclined, to have their Goods up by Armed Vessells belonging to them,14 perhaps you may be able to get Somethings at a reasonable freight by them & would advise if the Bay Continues Clear of Men of War & you have made any purchases to Ship them to DS15 at Baltimore & the Livelys Rum may Come up this way. The Letter for DHC Inclose you open, Copy it send Original by Ord wth what you may think necessary to add & Copy by any other Conveyance, Its Currently Reported & believed that the English are about embarquing their Heavy Artillery & Stores from Philad— I think it not Improbable they will soon abandon it.16 God Grant it may be so I am D° Alick most Sincerely [&c]

J.M. Nesbitt

1. Benjamin Weeks was captain of the privateer Mary & Elizabeth.
2. Thomas Fitzsimons, a Philadelphia merchant, was one of the owners of Mary & Elizabeth. DNA, PCC, item 78, vol. 9, p. 273 (M247, roll 95).
3. Benjamin Eyres was a Philadelphia ship builder. The brig Lively was then in Metomkin Inlet, Va. Council of Maryland to Charles Howard, 18 May 1778, Maryland Archives 21: 91.
4. Dr. Jonathan Potts was Deputy Director-General of Hospitals for the Middle Department. Heitman, Register.
6. “DHC” was David Hayfield Conyngham, a Philadelphia merchant who invested in privateers with the Nesbitts. By “Matomkin,” Nesbitt referred to Metomkin Inlet, Va.
7. George Ord, captain of the privateer Retaliation, which was then at Metomkin Inlet preparing to sail for Martinique. Robert Morris to William Bingham, 17 May 1778, PHI.
8. At the time of this letter, Jonathan Nesbitt was a merchant based in L’Orient, France.
10. Presumably, the brig Peggy, which was captured in June 1777 by Continental Navy ship Reprisal, Capt. Lambert Wickes, commander; Continental Navy brig Lexington, Capt. Henry Johnson, commander; and Continental Navy cutter Dolphin, Capt. Samuel Nicholson, commander. The British ambassador to France challenged the legitimacy of its capture. NDAR 9: 478–81.
11. Gilmour was a Virginia merchant.
12. Nothing more is known about Mary or its master.
13. This report was false.
15. Probably Baltimore merchant David Stewart.

CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS TO MASSACHUSETTS COUNCIL

Gentlemen

The Navy-board having been directed to keep two Packet-boats ready for your Orders, we now send to your Care very important Dispatches for France, which you are requested to give in Charge to a trusty Captain, to deliver with his own Hand to our Commissioners at Paris. Your Wisdom will dictate pointed Orders for conveying the Packets without Injury, with Secrecy & with Dispatch; but, for sinking them in Case the Vessel should be unfortunately taken. We are respectfully Gentlemen [&c.]

Richard Henry Lee

James Lovell


2. Continental Navy Board of the Eastern Department at Boston.
3. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 5 May, above.
4. The Committee for Foreign Affairs on 19 May sent three packets containing copies of the ratified Franco-American treaties to the Massachusetts Council, which entrusted them to Capt. Corbin Barnes on 9 June. PPAmP, Benjamin Franklin Papers, vol. 53, no. 68.
5. Richard Henry Lee was chairman of the Continental Marine Committee.
6. James Lovell was a member of the Committee for Foreign Affairs.

VICE ADMIRAL VISCOUNT H OWE TO COMMODORE W ILLIAM HOTHAM , R. N.

Private

Philadelphia May the 19th 1778

D° Sir/

The Convoy returning with the Thames, will, I conclude, remove the wants at New-York.

I must confess the cause of discontent which induced Sir William Howe to desire
his recall, with the consequent circumstances, has rendered my Stay abroad very ineligible. I have however, the Satisfaction to think that the part incumbent on me thereupon, will not affect your Situation in the manner you have the goodness to describe.

Hoping to have soon the pleasure of meeting you here, or at New-York, I postpone enlarging further on the Intimations in my public Letters, until I have that opportunity to repeat my assurances of the great regard with wch. I am D's Sir [&c.]

Howe

Maryland Council to Captain John Rogers

Cap't Rogers. In Council Annapolis 19th May 1778.

We have 20 Hhds. of Tobacco which we shall endeavour to send you in our Boats to Pungoteage,1 with that and the Flour which goes down in the Gallies;2 beyond what will compleat the Molly's3 Load, you will load the General Smallwood and proceed with her to the Address of Mr. Harrison at Martinico.4 If we should not be able to send the whole of the 20 Hhds., or if the General Smallwood will take more than the 20 Hhds. and the Surplus of the Flour, we would have you purchase what is deficient of Tobacco or any Thing else, which can be conveniently and speedily got. We expect Mr. Harrison will, if he can, furnish you with a Load of Salt back and, on your Return, we wish you to get into the Bay, but we do not intend to tie you up so, but that you may use your Discretion to make an Inlet, in Case you think attempting the Bay is too hazardous.—

1. On 29 May, the Council ordered that Stephen Steward, Jr., be paid £800 and Stephen Steward, Sr., £500 to purchase tobacco "for the Genl. Smallwood." Governor and Council Proceedings, p. 227. Pungoteague is a creek in Virginia.
2. Probably the Maryland Navy galleys Baltimore and Conqueror.
4. See Maryland Council to Richard Harrison, 18 May, above.

Journal of the Council of the State of Virginia

[Williamsburg] Tuesday May 19th 1778.

The Governor having informed the Board that Mr. John King was not willing that his Vessel1 should wait any longer for the Despatches which are expected from Congress to go by her to France;2 but was very desirous that she should make use of the present opportunity of getting out of the Bay the Enemy’s Ships being all gone—the Board do advise his Excellency to write by her to William Lee Esquire our Agent, to procure the proper Cannon, Mortars, Howitzers with all the Implements and Apparatus necessary for the fortifying of York Town for the protection of the Ships of
War & Merchantmen belonging to our Allies that may have occasion to come to this State. And his Excellency having prepared a Letter accordingly the same was read approved of & ordered to be recorded.


1. Possibly, schooner Fly.

2. On 27 June, President of the Continental Congress Henry Laurens sent Gov. Patrick Henry "several packets for the Ambassadors of the united States at Paris." Henry acknowledged receipt of the packets, adding: "Altho' I have not any particular Conveyance in view at present, I make no Doubt, but in the course of a Week I may find some Vessell going to France; and they shall go by the first opportunity that appears a good one." Patrick Henry to Henry Laurens, 4 July 1778, Official Letters of the Governors of the State of Virginia, vol. 1, Letters of Patrick Henry, July 1, 1776—June 1, 1779, edited by H.R. McIlwaine (Richmond: Virginia State Library, 1926), p. 294.

3. For more on the proposed fortifications at Yorktown and Gloucester, see Journal of the Council of State of Virginia, 25 May, below.

4. The letter to Lee sent via King has not been found, however, Lee had already been sent orders to procure arms and ammunition via Capt. Jacques Le Maire de Gimel, who had sailed for France from Virginia in March, 1778. On Le Maire’s mission, see Benjamin Franklin Papers, 27: 361–63n. Upon receipt of these orders, both Le Maire and Lee had began working independently on obtaining armaments and ammunition for Virginia, including, in Lee’s case, an unsuccessful request for the loan of artillery from France. In a letter to Benjamin Franklin of 27 June 1779, Lee wrote: "The most important part of the supplies that the French ministry are requested to furnish for the State of Virginia are the cannon, howitzers, mortars, ball and shells, none of which have ever been contracted for with any one, and if they should be sent to Boston or Charlestown for Congress, they cannot be of any more use to Virginia while the War continues and the enemy have the superiority in the American seas, than if they were in France." Lee decided to instead focus his efforts on forwarding a supply of "good fusils," which were light flintlock muskets. Letters of William Lee . . . 1766-1783, collected and edited by Worthington Chauncey Ford, 3 vols. (Brooklyn, N.Y.: Historical Printing Club, 1891), 3: 696.

JOURNAL OF H.M. FRIGATE GREYHOUND, CAPTAIN ARCHIBALD DICKSON

May 1778
Tuesday 19th:

Cape Charles N82°W 17 Leags.

at 11 AM the Schooner parts’ Comp saw a sail to the SSE, Tack’d made s’ & gave Chace

D [Cape Charles] West 14 Leags.

D [Fresh Breezes] & haz’y in Chace to the Southwd at 5 fir’d 1 Nine Pound to bring her too. found her to be a Sloop from Virginia for S’ Eustatia wth Tobacco. put on Bd her a Petty Officer & 3 Men & took out of her 5 Prisoners, at 7 Part’d Comp wth the Prize. at 8 PM Tack’d

D, UkLPR, Adm. 51/420, fols. 205–6.

1. Prize schooner Herbert. See Journal of H.M. frigate Greyhound, 18 May, above, for more on this prize and its capture.


JOURNAL OF H.M. FRIGATE ARIEL, CAPTAIN CHARLES PHIPPS

May 1778
Tuesday 19th:

[Cape Hattrass SSE about 3 or 4 Leagues] 1

at 5. AM saw a sail at Anchor on the Weather Bow at 10 in Chace of a Snow in shore which Anchor’d, at Noon saw her Sinking sent
the Pinnace on board her. The Entrance of Roenock\textsuperscript{2} SSW\textsuperscript{a} about 4 or 5 Miles—

Roenock SSW 4 or 5 Miles—

Mod\textsuperscript{w} & Cloudy W\textsuperscript{w} at 1 PM the Pinnace Returned with an account that the Snow was Scuttle’d, sent her back again & she set \textsuperscript{1}v\textsuperscript{w} vessel on fire\textsuperscript{3} \textsuperscript{½} pt\textsuperscript{4} 4 made sail Roenock SW\textsuperscript{w} 4 or 5 Miles Sounded & had from 20 to 17 farrn:

\textsuperscript{1} Last recorded bearing and distance at noon on 16 May.
\textsuperscript{2} That is, Roanoke Inlet.
\textsuperscript{3} Snow "S Jean," French owned, no cargo was saved. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 487–88.

**JOURNAL OF H.M. FRIGATE \textit{ÆOLUS}, CAPTAIN CHRISTOPHER ATKINS**

May 1778

Old Cape Fran\textsuperscript{c} WbN. 4 or 5 Lgs.

**Tuesday 19th**

at 1: AM hand. d\textsuperscript{w} [M\textsuperscript{w} Sail & M’opsail]— at 6 AM gave Chace to a Sail in the NW\textsuperscript{d} with all Sail— \textsuperscript{½} past 8 fir’d Shot & brot her too— a French Ship from Rochford to C. Francois— & rec’d on b\textsuperscript{d} 4 British Subjects, who had been taken by an American Privateer, wore Ship & stood to the S\textsuperscript{d} in Chace of 2 Strange Sail— at 11 bro\textsuperscript{d} too 2 French Ships, one from Bourdeaux, the other from Guinea bound to Port au Prince & Cape Francois—

Old Cape Franc\textsuperscript{c} SEbE 4 or 5 Lgs

Moderate & Cloudy with Rain— at 1 PM. gave Chace to a Sail in the N.E. d\textsuperscript{w} punish’d Th’ Dunavan with 12 Lashes for Drunkenness— at 2 made the private Signal to the Chace, but She not answering it tk’d ship— at 3 fir’d Eleven 12 pdr. at the Chace— at 5 being little Wind, mannd & armd the Boats & sent after her— \textsuperscript{½} past they boarded her— prov’d to be an American Schoon. from Virginia w\textsuperscript{w} Tobacco.\textsuperscript{1}

\textsuperscript{1} The prize was probably schooner \textit{Dolphin} from Virginia to Cape François with a cargo of tobacco. Parker’s Prize List, 21 June 1778, UkLPR, Adm. 1/241. In the prize list, the date of capture is given as 7 June.

**May 20**

**CAPTAIN SIMEON SAMSON, MASSACHUSETTS NAVY, TO MASSACHUSETTS COUNCIL.**

\textit{[Boston, May 20\textsuperscript{th} 1778]}

To the Hon\textsuperscript{blc} the Council of the State of Massachusetts-Bay,—

Simeon Sampson Commander of the Arm’d Brig \textit{Hazard}\textsuperscript{b} begs leave humbly to represent,—

That on his late Cruise against the Enemies of the United States, he fell in with and took the Ship \textit{Live-Oak}, George Forten, Master, which Ship is since happily arrived in this Port;—\textsuperscript{2} That Cap\textsuperscript{f} Forten left America where he has a Family, in the Year 1775, in a Ship for Honduras, from thence to Britain, from whence he took the first opportunity to return to America, & join his Family & Friends lately driven from
Philadelphia, & now residing at Lancaster.— That it appears by several Letters found
on board the Prize, that Cap' Forten had been friendly to our Cause while in Eng-
land, which has been fully confirm’d by his Conduct and Behavior since his Captu-
re;— That Cap' Forten is far advanc’d in Life, and that Confinement on board the
Guard-Ship might, and probably would be fatal;— Therefore your Memorialist would
humbly submit it to your Honors the permitting Cap' Forten to return to his Wife,
and Family in Lancaster, for which he most earnestly solicits, & ardently prays.— &
as in Duty bound, &c.—

Simn° Samson

In Council May 20th. 1778    Read and Ordered that the Prayer of this Petition be
granted and that the Commissary of Prisoners be and he hereby is directed to liber-
ate George Forten late Master of the Ship Live Oak captured by Cap° Sampson &
bro’t into this Port—it appearing that he is a Native of Pensilvania & friendly to the
United States and Said Commissary is hereby directed to permit him to go at large—
read & Accepted

Jn° Avery D° Sec

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

John Brown Esqr
Isaac Phillips Esqr

John Brown Esq'r President, P° T.—

Order’d, That the Com° Gen° deliver Cap° Harren° for the use of the Brig°
Tyranicide, four Cords Wood.—

Order’d, That the Articles deliver Cap° Hinman° for the Ship Alfred, be charg’d
to the Continent.—& that Thomas Cushing Esq° be credited for the same . . am° to
. . £619..18..10—

1. David Devens.
3. Capt. Elisha Hinman, commanding Continental Navy ship Alfred. For more on Alfred's fitting out
   at Boston in June and July 1777, see N DAR9: 254, 298, 862, 941.

WILLIAM VERNON TO JOHN ADAMS

[Extract]

Dear Sir

The preceeding is Copy of my last, via Bilboa.° I have noted, that we have run
out the Warren Cap° Hopkins from Providence,° he happily escaped the vigilance of
the Enemy, received the Fire of Two Ships in the River, as he passed them without
any material damage, several ships follow’d him out from Newport & pursued a day
or Two, he out saild them°— he was ordered to Boston immediately, the severity of
the weather and being badly Man’d, obliged him to run as far to the southward as the Latt: 24°.0. upon his Passage he Captured the ship *Neptune* Cap’t Smallwood from Whitehaven, bound to New York, with salt and dry Goods, great part of wch he took on board his ship. The Ship with Salt, was retaken within Six hours sail of Boston; also a Snow from S’ Eustatia going to Ireland Loaded with Flax-seed & Fustick arrived safe at Bedford; this Vessil was cover’d with fictitious Dutch Papers— The *Warren* anchored safe in Boston Harbour after being at Sea five Weeks— We next dispatched the *Columbus*, with only Twenty five Men on board, leaving all her stores, except just sufficient to run her to New London, she was drove on shore at Point-Judith, by two or Three Frigates, the same Night, the next day the Enemy sat her on Fire under cover of their Ships, who were anno’y’d by a few Troops from the shore, with Three feild Peices, Killed them fourteen Men & wounded Twenty— I think they Paid a high price for the Hull of an Old Ship, as our people strip’t her Sails Rigging &c— The 30th of April we sent down the *Providence* Cap’t Whipple, having on board about 170 Men, who was ordered to the first Port in France he cou’d make, to be under the direction of the Commissioners, where we hope she is safe. Arrived, no dispatches was sent by this Ship, as she was to pass a dangerous passage; however in a brisk Wind & dark Night she got out safe, receiving a heavy fire from the *Lark*, wch was the uppermost ship, who’s Fire she returned with Spirit & good effect, Kill’d a Number & Wounded many Men, much disabled the Ship; The lowermost Ship by this alarm, was prepared to receive the *Providence*, who was obliged to pass her very near, gave her Their Fire, that was returned with good success, but we have not yet heard the particulars as they ever endeavour to conceal their Losse— You find how injudiciouly our Ships have been confined in Providence River at a vast expence, when they might have been employed to good purposes— The Ship *Virginia* is Captured in Chesapeake bay, perhaps imprudently— The *Randolph* Cap’t Biddle was lately blown up to Windward of Barbadoes, in an engagement with the *Yarmouth* a 64 Gun Ship, every Soul perished except four: this is an unfortunate stroke of Providence, wch we must submit too without repining, yet we cannot but regret the loss of so brave an officer and Crew— The loss of the *Alfred* on her passage home from France we lament not so much for the Ship as the gallant & worthy Capt Henman, Officers & Crews being in the hands of a Cruel Enemy, and the shameful cowardly manner in not being supported by The *Rawleigh* Cap’t Thompson, whom he had obliged to sheer off, and a 20 Gun Ship bearing down upon her within Two Mile, wch Two ship he maintain’d the conflict with upwards of a hour, while Cap’t Thompson lay within Two or Three Mile a spectator to the Capture; soon as the *Alfred* struck her Colours, the Enemy gave Chase to the *Rawleigh* who flee’d with all the Sail she cou’d crowd, lightening his Ship by throwing over board, Provisions Cables &c &c, and had certainly parted with his Guns, had not some Passengers interposed; I am verily sorry to say thus much respecting this matter, but they are truths too notorious to pass over in silence— a report prevails that the Enemy have burn’t our Galleys and shiping upon the Delaware that were above the City; its not said the Two Frigates that was sunk are destroy’d— are we not Dear Sir compensated in those Losses by the glorious Treaties of Alliance of Amity & Commerce which were executed the 6th of Feb last at Paris & unanimously ratified by Congress the 4th Instant, I think S’ they are magnanimous founded in our Independency, equality
& reciprocity; upon which I most sincerely congratulate you & our oppressed Coun-
try— . . . Please to make my most respectful compliments acceptable to your Honor-
able Colleges, and believe me truely Your most Obedient Humble Servt
(duplicate)

Copy, MHi, Adams Papers. This duplicate letter was enclosed in William Vernon to John Adams, 26 May, below.
1. William Vernon to John Adams, 9 Mar., a triplicate which was enclosed in Vernon’s letter to Adams, 26 May, below.
3. For accounts of frigate Warren’s, escape on 16 Feb. down Providence River and the Narragansett (or West) Passage of Narragansett Bay, see Memoir of Elias Ware, 16 Feb., Diary of Captain Frederick Mackenzie, 17 Feb., and William Vernon to Continental Navy Board of the Eastern Department, 25 Mar. NDAR 11: 355–56, 362, 786–87.
5. Snow Robert.
8. For an account of the destruction of ship Columbus, see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. NDAR 11: 815–16.
10. For more on the action between frigate Providence and H.M. frigate Lark, Capt. Richard Smith, commander, see Diary of Captain Frederick Mackenzie, 1 May, above.
11. H.M. frigate Juno, Capt. Hugh Dalrymple, commander. See Diary of Captain Frederick Mackenzie, 1 May, above.
13. Continental Navy frigate Randolph, Capt. Nicholas Biddle, commander, was blown up on 7 Mar. in action with H.M.S. Yarmouth. Capt. Nicholas Vincent, commander. For more on this engagement, see Vincent to Vice Admiral James Young, 17 Mar., and President Rawlins Lowndes of South Carolina to President of Congress, 30 Mar. Ibid. 683–84, 837–38.
15. Capt. Thomas Thompson, commanding Continental Navy frigate Raleigh.
18. For more on the capture of ship Alfred, see Journal of H.M. frigate Ariadne, Captain Thomas Pringle, 9 Mar. NDAR 11: 575.

SAMUEL Eliot, JR., TO GOVERNOR Jonathan Trumbull of Connecticut

Hon’l Sir Boston 20th May 1778—

I have the pleasure of congratulating you on the Arrival of the Cyrus of 16 Car-
rriage Guns,1 which (with the Admiral Kepple of 18 Guns2) was taken by the Ships Oliver Cromwell and Defence,3 after a Smart engagement of 3 Glasses— We have met with a loss in the Gallant Capt Day4 who with one man was kill’d, both Ships had some Wounded— the particulars of the engagement, of the Courage & good Conduct of
the respective Captains, Officers and Men, Mr Cohoun\(^5\) (the bearer) an Officer of the Oliver Cromwell, will give to your Excellency— The prize arriv’d safe in Cape Ann last Eve\(^6\), I am taking the necessary steps for her being brou’t up to this port— the Admiral Kepple is not yet arriv’d— I enclose the only schedule of the Cargo of the Cyrus— it appears to me that there must be many valuable Articles on b\(^h\) beside those mention’d, by the account Mr Cahoon gives of her— Your Excellency’s directions shall be strictly conform’d to, by Your dutifull & Obedient Serv’t

Sam Eliot


JOHN MANLEY TO JOSHUA HUNTINGTON

Sir providence May 20. 1778

I have inclos’d you a Recpt for Grape Shott for Mr. Shaw\(^1\) also fifty 12th grape ready made up for the Trumbull\(^2\) which you please to forward to Mr. Shaw Carting is got to be very Difficult I was oblig’d to agree with the Teamster @ Six Shillings a mile w’ch. you’ll please to notice Accordingly. I am in behalf of Daniel Tillinghast\(^3\) Sir [&c.]

John Manley

L, DN, Frigate Trumbull Papers. Addressed on cover: “To/Major Joshua Huntington/at/Norwich.” Docketed: “John Manly/Dupl May 20 1778.” Manley was Deputy Continental Agent for Rhode Island; Maj. Joshua Huntington was superintendent of construction of frigate Trumbull.

1. Nathaniel Shaw, Jr., Continental Agent for Connecticut.
3. Continental Agent for Rhode Island.

AUGUST NEWMAN AND JOSEPH SHERMAN TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

Providence May 20th. 1778.

To his Excellency the Governor.

We the Subscribers request your Excellency to grant a Commission or Letters of Marque and Reprisal to Paul Anderson Cartwright Commander of the Sloop General Arnold of which we are Owners. She is burthened about Eighteen Tons, carries two Carriage Guns two Pounders and Six Swivel Guns and otherwise fitted in a warlike Manner with Small Arms Cutlasses, Pistols, Powder, Ball and other military Stores. She hath on board Four bbls Beef & Pork Five Hundred Weight of Bread &c. We are Sir [&c.]

August Newman
Joseph Sherman

Providence May 20th. 1778.

I acknowledge the above and foregoing to be a true Copy of the Instructions delivered me this Day by his Excellency the Governor, with my Commission or Letters of
Marque and Reprisal as Commander of the Private Sloop of War Genl. Arnold.
Witness. Paul a Cartwright
L, R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 71.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
20th May.— Fine weather. Wind E. Fog at Sea most of the day.

The Kingsfisher¹ came round this day from the Seconnet,² and brought with her the two transports and four Sloops which have been to the Elisabeth Islands for Stock. The Kingsfisher is come round to repair her Foremast, and is replaced in that station by the Sphynx³

Mackenzie, Diary 1: 283.
². Sakonnet Passage.

JOURNAL OF H.M. FRIGATE UNICORN, CAPTAIN JOHN FORD

May 1778
Wednesday 20th Moor’d in Quicks’s Hole. [Mass.]
AM emp⁴ occasionally.
At Anchor in Buzzard’s Bay. Kuttyhunk—SW Quick’s Hole—SEbE.
First and middle parts light Breezes and cloudy, latter part light Airs & thick Fog, at 2 PM unmoor’d and hove short on the B⁵ B⁶ at 3 weigh’d & came to Sail, and run [down] Buzzard’s Bay, at ½ past saw the Haerlem¹ at Anchor on the East Side of Gooseberry Neck, and firing Guns at a Number of the Rebels assembled on the Shore, run down to her, and anchor’d in 4 fms. at ½ past 4 weigh’d & came to Sail, struck Ground in working out, came too with the B⁵ B⁶ and carried a Warp out to the SE, at 10 came too with the B⁵ B⁶ in 10 fms. & veer’d to ¾ of a Cable,

D, UkLPR, Adm. 51/1017, part 6, fols. 242–43.
¹. H.M. armed sloop Haerlem, Lt. John Knight, commander.

CAPTAIN THOMAS ALLON TO NATHANIEL SHAW, JR.

Sir New London [Conn.] 20th May 1778
I rec⁴ yours of the 18th. Ins⁴ & observe the Contents, I am sorry that you disapprove of my going to Bedford,¹ & that you do not order me to some other Port, but I shall do every thing in my Power to get the Ship² Mann’d here. I tried her yesterday & she exceed’d my most sanguine Expectations, I had North Hill on Fishers Island bearing EbN & in Twenty Eight Minutes was abreast of the Light House with an ebb Tide, more then half the way as close hauled as possible, every Body say the distance is Seven Miles; Cap’t Melally² went Yesterday to Stonington I did not spare him any Lanthorn because I think it full as proper that he shou’d go short, as myself, nor has he by his behaviour merited any Thing like Favor from me. I still hope that I shall
have a hundred Men by Sunday next. if I shou’d, I will go to Sea, if you do not give me Orders to the contrary, I shall be very glad to see You before I go, to settle with you for Mr. Rose’s Eighth of the Ship. I have wrote Mr. Tho. Russell to know how much Money he has in his hands, & if there shou’d be any deficiency I will give you a Bill on South Carolina for it, if it is agreeable, I am Sir [&,c.]

Tho. Allon


1. That is, New Bedford, Mass.
5. Thomas Russell was a Charleston, S.C., merchant.

Libels Filed in Connecticut Maritime Court for New London County

NEW-LONDON COUNTY.

TO WHOM IT MAY CONCERN.

KNOW YE that Libels are filed before the Hon. Richard Law, Esq.: Judge of the Maritime Court for said County, in Favour of John Kerr¹ and others, against the Sloops Speedwell, James Holt, late Commander; Betsey, William Robins, late Commander; Polly and Hannah, David Shadder, late Commander; Katherine, John Rutgard, late Commander; Sea-Flower, Isaac Seidmore, late Commander; Schooner Industry, Josiah Buffett, late Commander; and their several Cargoes. Also in Favour of Joseph Dodge,² and others, against the Sloops Morning-star, Peter Woglom, late Commander; Sea-Flower, George Webster, late Commander; and their Cargoes. Also in Favour of Ebenezer Dayton,³ and others, against the Schooners Peggy, Charles Cameron, late Commander; Polly, George Hallock, late Commander; Sloops George, Samuel Tobey, late Commander; Delancy, Thomas Ming, late Commander; and Petty-augre Jacob, James Smith, late Commander; and their several Cargoes. Also in Favour of John Kerr, Ebenezer Dayton, and Jason Chester, against Eight Whale Boats, their Tackle, Apparel and Furniture—Which said Vessels and Whale Boats, with their Cargoes, it’s said were taken on the High Seas, between high and low Water Mark, and brought into the County of New London.

The Court erected for the Trial of all Captures taken and brought into said County will be held at New-London, in the County aforesaid, on Wednesday the 10th Day of June next, for the Trial of the Justice of said Captures, of which all Persons claiming Property in said Vessels, or their Cargoes, are to take due Notice, and govern themselves accordingly.

Per Order,

WINT. SALTONSTALL, Reg’r.


Connecticut Gazette; and the Universal Intelligencer (New London), 22 May 1778. In the advertisement all persons’ names are italicized and all ships’ names are in roman type.

ACT OF THE DELAWARE GENERAL ASSEMBLY

ANNO MILLESIMO SEPTINGENTESIMO SEPTUAGESIMO OCTOVO

An ACT
To prevent the Inhabitants of this State from dealing and furnishing the Enemies thereof with Supplies, and for other Purposes therein mentioned.

Whereas many evil-disposed Persons in this State, regardless of the Duty and Allegiance they owe to the same, frequently furnish the Enemies thereof with Provisions, thereby encouraging and aiding them to continue and carry on a cruel and unjust War against this and the United States of America:

Therefore, to prevent the like wicked Practice, in future, Be it Enacted, the General Assembly of Delaware, and it is hereby Enacted, by the Authority of the same, That all Provisions and Supplies of whatsoever Kind, which shall be shipped, loaden, or put on board any Boat or Vessel, in any Place or Port within this State, or which shall be found laden on any Horse, Cart, or other Carriage, to the Intent or Purpose to be transported, conveyed, or carried to or from the enemy, or such Refugees from this or any of the United States, who adhere to them, together with the Horses, Teams, and Craft conveying the same, which may be taken by any Inhabitants of this State, or those in the Employ of the State; or acting in the Defence thereof, shall, and they are hereby declared to be forfeited, to and for the Use of the Captors; who are hereby directed to secure the same, and to deliver a just and true Account thereof, to some Justice of the Peace in the County where such Capture happens. And the said Justice shall call to his Assistance, one other Justice of the Peace of the County, who together, are hereby impowered and required to enquire into the Circumstances of the Capture of said Articles, in the Presence of the Person or Persons accused or taken with the same, if he or they can be had; and upon such Enquiry to adjudge the said Articles to be forfeited, if, on the Circumstances of the Case, it shall appear to them to be just and consistent with the Intent of this Act, and the said Justices, are hereby directed to issue their Order to the Sheriff of the County, directing him to make public Sale thereof, after giving five Days Notice, by Advertisement of such Sale, and to make Return of his Proceedings to the said Justices, at a Day by them to be appointed for that Purpose; and after Payment of reasonable Fees and Expences, to be ascertained by the said Justices, the Remainder of the Monies arising from such Sales shall be equally divided, among all those employed and engaged in seizing and taking the same. Provided that where any Detachments of the Continental Army, or Troops in the Pay of this State, or any Party of Militia, in actual Service, shall have been employed as aforesaid,
their Part of the Monies aforesaid shall be distributed among them, in Proportion to the Pay of the Officers and Soldiers so employed.

And to prevent any Doubts in future, as to the Property of Vessels and Cargoes therein, belonging to the Subjects of the King of Great-Britain, or others employed in carrying Supplies to the Enemy, which may be deserted by their Crews, or cast on the Shores of this State. Be it Enacted, That all Vessels with their Tackle, Apparel, Furniture, and Cargoes, which may hereafter happen to be deserted by their Crews, on the Sea near to the Shore of this State, or in the River or Bay of Delaware, opposite to the Shore of this State, and taken possession of by any of the Inhabitants thereof, or others, and brought within the State; and also all Vessels with their Tackle, Apparel, Furniture and Cargoes, which may hereafter happen to be cast or stranded on any of the Shores of this State, belonging to any of the Subjects of the King of Great-Britain, or others employed in carrying Supplies to the Fleet and Army of the said King (excepting the Vessels and Cargoes, not contraband, of the Subjects of His Most Christian Majesty the King of France, and all Vessels bringing Settlers, Arms, Ammunition, or warlike Stores, to and for the Use of the United States, or any of them, or any of the Inhabitants thereof; who are Friends to the American Cause, or to such warlike Stores, or to the Effects of such Settlers) shall be forfeited and belong to the State and being libelled and prosecuted in the Court of Admiralty thereof, shall be deemed and adjudged lawful Prize, and after deducting and paying the Wages of the Seamen and Marines on board of such Vessels as are Merchant Ships or Vessels, and all necessary Charges and Expences which may attend the securing the said Vessels and Cargoes, and their Condemnation; the one Moiety thereof may and shall, by Order of the Judge of the Admiralty, be divided among all those actually engaged and employed in taking Possession of and securing the said Prize; and the other Moiety shall be paid to the State Treasurer, for the Use of the State, subject to the Disposition of the General Assembly.

And be it Enacted, by the Authority aforesaid, That if any Person or Persons, who shall be engaged and employed in taking Possession of or securing any Prizes, so as aforesaid brought within this State, or cast or stranded on any of the Shores thereof shall privately convey away, secrete or embezzle any of the Tackle, Apparel, Furniture or Cargoe belonging to the same, he or they shall forfeit the Share, Dividend, or Proportion, which of Right otherwise would have belonged to him or them under this Act, and also shall upon Conviction thereof by any Court of Quarter-Sessions in this State, return the Goods so conveyed away, secreted or embezzled, or pay treble the Value thereof, and the Cost of Prosecution.

Provided always, and be it Enacted, That this Act shall continue in Force so long as the present War between Great-Britain and The United States of America shall continue, and no longer.
Signed, by Order of the House of Assembly,
SAMUEL WEST, Speaker.
Signed, by Order of the Council,
GEORGE READ, Speaker.

Passed May 20, 1778. [Dover, Del.]

Acts of the Delaware General Assembly, April 1778 sitting . . . [Wilmington, 1778].
1. That is, One thousand Seven hundred Seventy Eight.

VICE ADMIRAL VISCOUNT H OWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 63.

Sir,

The Return of the General Sir William Howe to England in the Andromeda, by which Opportunity this Letter is transmitted, succeeding so immediately to the Date of my former Dispatches, whereof the Duplicates are forwarded herewith, no Report could yet be made on the Orders sent for re-assembling the Ships distributed to the different Stations along the Extent of the American Coast, nor any appointment of them be fixed for the several purposes directed in the secret Instructions from the Lords Commissioners of the Admiralty dated the 21st: of March.¹

The farther Progress in the necessary preparations hath therefore been mostly confined to the Transports fitting for the general Evacuation of this Province, which I conceive may possibly be to take place at the same Time, if not necessarily precede the Departure of the separate Armament to be conducted by Commodore Hotham.²

Not having received Advice of the Arrival of the French Squadron on the American Coast, the Preston, Somerset, S' Albans, Isis and Nonsuch (if this last can be made ready in Time) together with the assigned Number of Frigates and the Bomb-Vessels, are meant to compose the Detachment for the Secret Expedition. They will be put immediately in the best State that Circumstances will permit, and proceed upon the intended Service with all possible Expedition.

An adequate Assortment of Naval Stores and Provisions will be prepared for the same Occasion, if the Supplies arrive in sufficient Time from Europe to be taken with the Commodore. The Jersey-Hospital-Ship³ is not in Condition for present Service at Sea: Neither with respect to the State of the Hull, Masts, Rigging, or Stores; All of which, the lower Masts excepted, have been appropriated for fitting the Cruizing Ships, and are not now to be seasonably replaced. But Measures will be taken for providing the best Substitute to the Jersey that can in any suitable Time be procured.

As I could not yet comply with their Lordships' Orders for sending any of the specified Number of Frigates to England, without evident Hazard of Insult to the Posts occupied at the different Ports and perhaps committing the Troops in the several Movements now to take place; I trust their Lordships will not disapprove of the Delay which those Considerations may cause in that part of the prescribed Arrangements.

The Conveyance by which my Letter No. 57 was forwarded being insecure,⁴ I transmit herewith a Triplicate thereof, that their Lordships may not be prevented from being informed of my Proceedings subsequent to the Date of my Dispatches by the Grampus,⁵ by any accident that may happen to the Packet. The original Letters
for the Governors of Cuba and New Orleans, of which Copies accompanied my Letter No. 57, are sent by this Opportunity. I am, with great Consideration, Sir, [&c.]

Howe

2. Howe refers to the planned amphibious expedition to seize French St. Lucia with the naval escort to be commanded by Commo. William Hotham.
4. See Howe to Stephens, 23 Apr., above.

JOHN COX TO JOSEPH BALL

[Extract]

Dre Sir Trenton [N.J.] May 20th 1778

... I suppose you will have orders from M’ Hugg to buy both Rum & Wine aboard the prize—1 The Prise sent in by Capt’ Shaler I suppose must be sold at Vendue2 you want fail to let me know the time— Major Clark Called on me just now by Desire of Col. Wescott3 to know if I w’d choose to be concerned in a Pilot Boat He & others are about fitting out, I desird him to tell the Col. I would willingly hold an Eighth or more if he held more— and that you’d pay him for my share, which you will do— By no means forget the Keg tongues—4 My Comp’t to Mrs.Ball & am [&c.]

John Cox Ass’ Qt M G

PS shall set out for Camp in an hour5

L, Nj, Department of Defense Collection, #4227. Addressed: “To/M’ Joseph Ball/Dep’t’ Quart’ Mast’ Gen’/Batsto.”
1. Col. Joseph Hugg of Gloucester, N.J., was commissary for the New Jersey militia. GW Papers, Rev. War Series, 13:601n. Presumably this was the prize brigantine William, whose condemnation proceedings were advertised in the New Jersey Gazette on 23 Apr. 1778.
2. Capt. Timothy Shaler of the New Jersey boat Chance. According to the bond for Chance, Cox was a part-owner. Nothing more is known about the prize except that the New Jersey Gazette announced on 27 May that “Several” prizes had been recently captured and sent into Little Egg Harbor, N.J.
3. Probably Maj. Thomas Clark of the East New Jersey Militia Artillery. Col. Richard Wescott, whose name is sometimes spelled Westcott or Westcot, was part-owner with Cox of the boat Chance. DNA, PCC, item 196, vol. 2, p. 91 (M247, roll 202).
4. In the extracted portion of this letter, Cox asked Ball to remove a keg of fine “Irish [beef] tongues” from a shipment that would be passing through Batsto and reserve it for Mrs. Esther Bowes Cox.
5. The camp of the Continental Army was at Valley Forge, Pa.

JOURNAL OF H.M.S. BRISTOL, CAPTAIN TOBY CAULFIELD

May 1778

Tuesday 19th. Manite head SEbE Distance 17 Leag6 Fresh breezes & Cloudy W at 1 Brought Too & left of[f] Chace. Manatee Head SEbS at 8 [PM] saw a Ship & a Schooner in the SW. Quarter made sail & gave Chace at 11 Brought too the Ship called the Isabella taken by a privateer2 took the prisoners from on board and sent a Midshipman and 12 men on Board of her to take Charge of her made sail
Wednesday 20th.
Manite Head SE Distance 6 or 7 Leags.
at 4 [AM] saw a Sail Bearing W^W made sail and gave chace at 8
Brought her too a Ship Called the Swift taken from the Convoy
Loaded w^W Rum & Sugar^S took the prisoners out of her & sent a
midshipman & 8 men on Board to take charge of her the two
prizes in Company

May 21

JOURNAL OF H.M. FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLIER

May 1778
D^L [Cape Sambro] Light H^L N^W 25 W^W 30 Leags

Thursday 21. AM at 6 out all Reefs—at Noon the Tender in Comp
Cape Sambro L^L H^L N^W 4 W^W 29 Leags
Light Breeez & thick foggy W^W PM at ½ past 2 saw a Sail to the
S^W w^W—gave Chase—at 3 fir’d sevl Guns at, & bro’ her too, She prov’d
the Schooner Lucy^S fm. Plymouth (New Engl^L) bound to S^C Peters^L
laden w^W Rice, Tar, Flour & live Stock at ½ past 3 PM saw a Sail to the
E^W^W—gave Chase—at10 the Tender fir’d sevl Guns & bro’ her
too—She prov’d the Brig Eagle^L fm. Limerick to St. Johns (New-
foundl^L) with Provisions & Passengers taken by the Montgomery^L
Rebel Privateer 18 days ago—Rec’d Prisoners on b^L

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—
John Brown Esqr
Thomas Walker Esqr

Order’d, That Cap’ Hopkins^L deliver M’ John Cotton for the use of the Brig^L Tyran-
cide^L 3 w^W 2 q^L 27 lb Iron.—

Order’d, That the Com^L Gen^L receive^L from on board the Brig^L Tyranicde & Hazard
all the Bread now remaining on board said Brig^L—and that Cap’ Hopkins deliver
the same return^L the weight.—
JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Honble Gentlemen, Boston 21st May 1778

Your Fav’r of the 20 Ultimo1 reach’d Me last Ev’g. Im pleas’d the Difficulty with M’r Grant2 is like to be accomodated, little of ye Salt remains on hand being obliged to apply great Parts of it to comply with Engagements I had made to sundry Persons for Flax Seed having been disappointed in ye Quantity that was on Board the Industrious Bee,3 that Cargo not turning out near so much as was expected—I’m glad the Case of ye Ship Peggy is soon to be tried—4 yesterday arriv’d here a Ship mounting 18 six Pounders5 the Engagement has done honour to our Captains, she is one of two Captur’d Ships taken by ye Oliver Cromwell6 & Defence7 belonging to Connecticut & fitted out here, another Ship, captur’d at the same time & mounting sixteen 6 Pounders8 is not yet arriv’d—at the Time of Action on Board the Defence were twenty under Innoculation, The late Resolves respecting Frigates assisting each other gives the highest Satisfaction—9 the printers made a mistake in dating the Resolves & went back to ye 6th March but it was soon rectified— I have the Honour to be [&c.]

J B—

1. Letter not found.
2. Thomas Grant. For more on Grant and brig Friendship, see Bradford to Continental Commerce Committee, 15 Apr., above.
3. Brigganty Industrious Bee was refitted and renamed Continental Navy briggante General Gates, Capt. John Skimmer, commander.
4. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 9 May, above. For more on ship Peggy, James Kennedy, master, see NDAR6: 15, 163–64; 7: 137; 11: 653.
6. Connecticut Navy ship Oliver Cromwell, Capt. Timothy Parker, commander. For Parker’s accounts of this engagement, see Captain Timothy Parker to Governor Jonathan Trumbull, 20 Apr., 3 letters, above.
7. Connecticut Navy ship Defence, Capt. Samuel Smedley, commander. For Smedley’s account of this engagement, see Captain Samuel Smedley to Governor Jonathan Trumbull, 20 Apr., above.

DECLARATION AGAINST CAPTAIN PETER POLLARD OF MASSACHUSETTS PRIVATEER SLOOP INDEPENDENCE

[Boston, 21 May 1778]

THIS is to certify, That Capt. Peter Pollard, of Boston, late Commander of the Sloop Independence, now stands guilty of the following atrocious Crimes.— In Cape-Charles, Virginia, he feloniously plundered the effects of a Gentleman of that Place (whose Character as a Friend to America, is indisputable) of the Amount of fifty Pounds, in stealing of Sheep, Bedding, and other Articles, not at present necessary to be delineated. Since when, said Pollard has abused and insulted Mr. Gould,1 First-Lieutenant of said Sloop; and that said Pollard has concerted a Plan with Mr. Blanchard,2 of Boston, Agent to said Sloop, to defraud the Crew of said Independence, with a View to gratify their own Avarice, at the Expence of Virtue, Honor, Integrity, and
every other Requisite necessary to constitute the honest Man and the Gentleman. Many of the poor Fellows were wounded in the Action with the Prize\textsuperscript{3} taken by said Sloop, and now languish and pine under the most excruciating Pains. Can it be possible, that Men, who have the least Notion of Humanity, should behave in such an ungenerous Manner? Yet true it is. Nor can the impartial World view such Men without Contempt. It appears that said Pollard charged some of his Officers with Cowardice: In answer to which, it can easily be made evident, that the said Pollard, was the first Man that quited his Quarters, relinquished his Pretensions to Courage, behaved dastardly, and like a Coward; and must inevitably incur the Displeasure, the Contempt, and the Ridicule of every good, brave, noble, and generous humane Soul.

JAMES GOULD, First-Lieutenant.
THOMAS BURNS, Surgeon.\textsuperscript{4}

\textit{Independent Chronicle, and the Universal Advertiser} (Boston), 21 May 1778.

2. Joshua Blanchard, Jr.
3. Ship \textit{Annapolis}, James Hendrick, master. For more on the capture of ship \textit{Annapolis}, see Libels Filed in Massachusetts Maritime Court of the Middle District, 9 Apr., above.
4. On 4 June both Pollard and Blanchard published strong denials of these charges in the \textit{Independent Chronicle}. In his statement, Pollard noted that after submitting their “declaration,” Gould and Burns “secretly quitted the state.” Blanchard stated, “The only Reasons I can possibly guess at for this violent Abuse, is, a late Dispute with said Gould, or that I did not pay them the whole Amount of the Prize Money, which it was utterly out of my Power to have done, as the Accounts are not settled with the Owners, neither had I received all the Money.”

\textbf{James Warren to William Bingham}

[Extract]

\begin{flushright}
Sir Plymouth N. Engl\textsuperscript{d} May 21. 1778
\end{flushright}

\ldots Your favour by the Brig\textsuperscript{5} \textit{Resistance} with the Inclosures have been received by the Navy Board.\textsuperscript{2} Cap\textsuperscript{t} Thompson is suspended & will be Tried by a Court Martial.\textsuperscript{3} We wish for the return of Cap\textsuperscript{t} Hinman & his Officers.\textsuperscript{4} This is to be handed to you by Cap\textsuperscript{t} Avery,\textsuperscript{5} whose principal Business at Martinico is to Claim, & Obtain possession of the sloop \textit{America} in Behalf of the owners. This Sloop has been Intrusted to the Command of Cap\textsuperscript{t} Coit who after a short Cruise Carried her to Martinico,\textsuperscript{6} & there by his Infamous Conduct lost his own Life & left her in a Situation that has occasioned the owners this Trouble & Expence. Some of my Friends are Concerned in that Vessel; if you can Afford him any Assistance you will do an act of kindness to them. & Oblige me. I am Sir [&c.]

J Warren

\textsuperscript{1} Continental Navy brigantine \textit{Resistance}, Lt. William Leeds, commander.
\textsuperscript{2} Continental Navy Board of the Eastern Department.
\textsuperscript{3} Capt. Thomas Thompson, commanding Continental Navy frigate \textit{Raleigh}.
\textsuperscript{4} Capt. Elisha Hinman and the officers of Continental Navy ship \textit{Alfred}.
\textsuperscript{5} Probably Samuel Avery who was commissioned on 26 May as commander of the Massachusetts privateer sloop \textit{American}, 12 guns, 60 men. It was owned by Samuel Jackson and others, of Boston. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 35, 36. However, in the petition for the letter of marque, its name is given as \textit{America} and the owner as Samuel Jackson of Plymouth. M-Ar, Mass. Archives Collection, vol.168, p. 333. This is probably the same privateer sloop as below.
\textsuperscript{6} Massachusetts privateer sloop \textit{America}, William Coit, commander, 12 guns, 67 men, commissioned on 20 Sept. 1777, owned by Ephraim Spooner and William Watson, of Plymouth. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 9, 12. Nothing more is known about Coit’s “Infamous Conduct” while at Martinique.
JOURNAL OF H.M. armed GALLEY DEPENDENCE, LIEUTENANT JAMES CLARK

May 1778
Thursday 21
at 5 AM Weightd and Came to sail at 7 AM Anchd with the best bower in 11 fathm. Water
Hart Island NbW 2 miles.

Found riding here HM Ships Scorpion Raven & Diligence Brig

Hart Island NBW 2 miles

D° W° [Mod° and fair] these 24 hours at Noon Weighd & Came to Sail at ½ past 6 PM Anchd with the best bower in 3 fathm. Water Veerd to ⅓. of a Cable

Captain Island South 1 Cables Dist

at 7 fir’d 4: 4 Pounders w° round shott at 5 Rebel Whale boats that Where Going within us

D, UkLPR, Adm. 51/4159.

1. Crane Neck is on Long Island, N.Y.
2. Hart Island, N.Y., is now part of the Bronx.
4. That is, Great Captain Island, Conn.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, May 21, 1778

That [on Application of the Commercial Committee] a Warrant issue in their favor on the Treasurer for sixteen thousand Dollars; And another Warrant on Thomas Smith, Esq. Commissioner of the Loan Office of the State of Pennsylvania, for three thousand four hundred eighty six Dollars and 31/90ths, to enable the said Committee to pay Jacob Winey the valuation of his Ship Lord Camden, Chartered and Insured by the Secret Committee, and Captured by the Enemy:1 Also the Balance of said Winey’s Account for Freight of Goods exported in his Ship King of Prussia to Ferrol, in April, 1776, [for which Sums, amounting to19,486 31/90 Dollars, the said Commercial Committee are to be accountable.]

JCC 11: 522. Portions in square brackets were inserted in the manuscript of the journals by Elbridge Gerry, a delegate to Congress from Massachusetts.

1. Ship Lord Camden, George Geddes, master, captured by H.M.S. Prince of Wales, Capt. Samuel Barrington, commander, on 29 June 1777 near Cape Finisterre, Spain. NDAR 9: 444.

JOHN BROWN TO CAPTAIN JOHN BARRY, CONTINENTAL NAVY

Dear Barry

York [Pa.] May 21st 1778.

The Marine Committee having appointed you to the Command of the Frigate Raleigh now in the Port of Boston, you will therefore immediately on receipt of this repair hither to receive the Instructions of the Committee.1 I am Dear sir [&c.]

John Brown


1. Barry replaced Thomas Thompson, who had been suspended from command of Continental Frigate Raleigh. The committee issued Barry formal instructions on 30 May, See note at Continental Marine Committee to Continental Navy Board of the Eastern Dept., 30 May, below.
The *Dolphin & Plater* are to proceed immediately to Baltimore there receive of Capt. Keeports, the Arms Accoutrements &c. ordered from there² and with them to proceed to the Head of Elk and there deliver to Col⁰ Henry Hollingsworth what they may have received at Baltimore. The two field pieces &c. put in the *Plater* here must be delivered to Major Smith at Balt⁻³ as soon as the Arms &c. are delivered these vessels are to return to Annapolis as speedily as possible—

---

2. On 20 May the Council ordered Capt. George P. Keeports to prepare for shipment 500 muskets, cartouche boxes, and canteens, 10,000 cartridges, and 3,000 “good” flints. MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 159, no. 220.
3. There is a list of “Ordnance Ammunition & stores” sent on the *Plater*, dated 21 May, which includes two 3-pounders, 54 rounds of grapeshot, and various other implements needed for artillery. MdAA, Executive Papers, 6636-11-90.
1. The letter from Gen. George Washington to Gov. Thomas Johnson, Jr., was dated 17 May. In it, Washington asked that the states of New Jersey, Pennsylvania, and Maryland provide a force of 5,000 militiamen to protect a magazine of stores at Head of Elk, Md. Maryland’s share of this force was to be 500 men and Washington asked that they be sent to Head of Elk by the “most expeditious way” possible. DLC, George Washington Papers, Series 4.

2. That is, Annapolis County.


4. Col. Charles Rumsey, the county lieutenant of Cecil County, had been named commander of the Maryland militia contingent going to Head of Elk. Maryland Council to Lt. John Davidson, MdAA, Governor and Council Letterbook, 4007, S1075-6.

5. Maryland Navy galleys Baltimore and Conqueror.

6. As seen at Maryland Council to Ephraim Blaine, 15 May, above, Maryland had asked the state of Pennsylvania to send its unemployed galleymen, who had formerly served on the Delaware River, to man the Maryland galleys.

7. On the sending of “Mr. [Joseph] Eastman’s sloop” to retrieve the shad, see Maryland Council to Capt. Thomas Richardson, 18 May, above.

8. That is, the British warships of Capt. Benjamin Caldwell’s squadron that had been blockading Chesapeake Bay.

9. Blaine was the Continental Deputy Commissary of Purchases.

10. See Journal of Maryland Council, this date, above.

CAPTAIN WILLIS WILSON, VIRGINIA NAVY, TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

On board Caswell, Ocracock Bar—

21st. May 1778—

Sir,

Since my station at this place, there has nothing happened worth your Excellencies notice, There now lies at Anchor without the Bar, waiting for a wind to come in a French Ship & Brig; an officer of the former is now onboard the Caswell who came in for a pilot; which I shall endeavour to procure him to morrow, as he has declined going off to night. Several American Vessels have arrived and gone to Edenton and South Quay. This place is not at all infested at present, with British Cruisers, shall exert myself to keep it so, The reason I did not get down so soon as I expected, when I last saw your Excellency was owing to my want of bread and 12 pound ball— all I rec’d from the Virginia Navy Board— for my station at this place, with a full Compliment of men— was twenty barrels— and four hogs heads of bread and flour, and eighteen pound shot, instead of twelve, we very much want a Tender, as it will be impossible for the Ship to keep any considerable time at her station without one—

I received your Excellency’s favor at Edenton from which it seems to be a doubt (with me) whether the present assembly will agree to an order of the last, respecting the additional pay to the Caswell’s Crew- If this is the case, they have brought me in a fine hobble. In consequence of that order (which I rec’d in a letter from your Excellency)I bound myself to every man I shipped to pay them twenty dollars per month, exclusive of the Virginia pay, ’twas also in consequence of that, that I manned the ship, I therefore beg your Excellency with the Honorable the Council, will take it in consideration, and order the payroll (now offered you by Mr Cheshire Master of the Ship) to be settled, if it is not, I know not what to do, at least I can never think of keeping the Crew on board at my expense, to whom I’m already in advance eight hundred pound— out of my own pocket, and have not a single dollar to defray any disbursement for self or Ship, our local situation rendering it impracticable to call on Virginia for every supply, makes it necessary for me to trouble your Excellency at
present on that head, as it has been long since the men were paid off, and have received promises from me, all of which I have not been able to comply with respecting their money, that I believe they begin to think me guilty of chicanery. Should be proud your Excellency would be pleased to send a Captain’s and a Lieutenants Commission for Samuel Gardner and Hance Bond, who have raised a Company of Marines, under that promise. Should be proud to know if allowed for the Horse that died—³ I am Your Excellency’s [&c.]

Willis Wilson.

N.B. having shipped several men since I was at NewBern— have made out another full Roll, with a later date than the one left with your Excellency.

W.W.

Since writing the above, I went ashore to get a pilot to go off to the French Ship, but could not prevail on one to go. The officer is still on board [her?], and under the greatest anxiety for his Ship, which I fear will be cast away or taken, I have not a pilot to the Caswell, or I would compel him to go off—This is not the first instance by many of the rascality of those men, every Merchantman coming to this place, experiences it, and it’s clearly evident to me that they wish every vessel cast away, as they may plunder them. Should be glad your Excellency would make the line of my conduct among them,⁴ Mr Cheshire being sick Mr Bond of the Marine is the Bearer of this, There being no Justice of the Peace at this place, could not get the pay roll proved, but will do it at the Settlement of next. Your Excellencies obedient Servant—

Willis Wilson—


1. The galley Caswell had been loaned by Virginia for service in North Carolina, which had assumed the expenses of the vessel. See Minutes of the North Carolina Senate, 20 Apr., above. That resolution also spells out the proposed rates of pay for Caswell’s crew that Wilson discusses later in this letter.

2. John Cheshire.

3. Caswell replied on 26 May, below.

4. Caswell discussed the situation with the pilots in his reply of 26 May, below.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE (CHARLESTON),
THURSDAY, MAY 21, 1778

CHARLESTOWN. May 21

Last Sunday¹ Captain Jacob Millegan, of the schooner Margery, from Bermuda with salt for this port, came ashore from the letter of mart ship Levant, of 18 guns, John Martin commander, belonging to Bristol, by whom he was taken on the 11th inst. Captain Doven, of a brig taken by the same vessel, Mr. Givins and Miss Polly Snell, who were passengers with Capt. Millegan, came in the boat with him. Capt. Millegan writes to inform the publick of the generous and kind treatment he received from Capt. Martin; but that from his officers, particularly his first Lieutenant, Mr. Matthews, was very different.

Capt. Millegan informs us that there are now cruising on this coast, the Carysfort and Galatea men of war;² the Levant letter of mart; three sloops from Bermuda, 1 of 14 guns commanded by Capt. Goodrich of Virginia,³ 1 of 12 commanded by Capt. Neale of New York,⁴ the other of 10; Bachop’s sloop from St. Augustine of 12;⁵ the brig Tryon, of 16, belonging to New York, and without commission.⁶ He heard of two more brigs, without commissions, were expected from New-York.— Lord Howe, it
appears, has given great offence to the British privateering adventurers, by pressing the crews of some of them, and refusing commissions to others.

1. That is, 17 May.
3. Capt. Bridger Goodrich commanded the Bermuda privateer sloop Hammond.
5. Capt. Peter Bachop commanded the East Florida privateer sloop Tony's Revenge.

JOURNAL OF H.M.S. BRISTOL, CAPTAIN TOBY CAULFIELD

May 1778
Thursday 21st. Mod. breezes & Cloudy The prizes in Company. saw a Schooner in Shore. Calm with her head to the E'ward, D' hoisted two boats out and Sent them manned & armed after the Schooner. Light airs & Cloudy W. Saddle Hill SE Dist. 9 or 10 Leag Little Wind & Variable at 4 PM our boats return'd with the W. Schooner one of our Convoy taken by a Rebel privateer. Light airs Took the Schooner in Toe the four prizes in Company.

May 22

JOURNAL OF NEW HAMPSHIRE HOUSE OF REPRESENTATIVES

[Exeter] In the House of Representatives
Friday May 22d. 1778.
Voted that Major Gains & Cap' Blunt be a Committee to Collect to-gether and make Sale by Auction of all the Masts now in this State and belonging thereto, and Account for the Net proceeds thereof with the Treasurer of this State—

Sent up by M' Ames—

1. George Gains.
2. On 20 May the House of Representatives voted to form a committee to “Consider of the Propriety of Collecting Taking Care of and Disposing of the Masts belonging to this State & to report what measures are best to be taken with them.” Ibid.

PRESIDENT MESHECH WEARE OF NEW HAMPSHIRE TO NAVAL OFFICER COMMANDING AT HALIFAX, NOVA SCOTIA

Sir
Exeter in the State of New Hampshire May 22d. 1778
The Bearer M' Nathaniel Sherburne of Portsmouth in this State waits on you to So-
licit the Release of the Crews of the privateers *Portsmouth*,\(^1\) and *McClary*\(^2\) who lately Sailed from the port of Piscataqua, and whom the fortune of War hath made your Prisoners— The Subjects of the King of Great Britain who have been taken at Sea and brought into this State have from time to time been sat at Liberty or sent to Newport to be exchanged. As it is out of my power at this time to send persons to be Exchanged for them, I hope principles of Generosity, and the feelings of humanity will determine you in releasing from Confinement those unhappy persons, and permit them to return home with Said Sherburne on Condition that an Equal Number of Equal Rank of the Subjects of Great Britain as soon as ever they may become prisoners in this State, or can be procured from the Neighbouring States shall be sent to Newport aforesaid in lieu of them. for the True performance of which Condition the Faith of this State is hereby pledged.

Prest

Df, Nh-Ar, Meshech Weare Papers, vol. V, fol. 25. Addressed below close: “To the Commanding Officer of the Naval Department at Halifax.” Nominally Rear Adm. Marriot Arbuthnot was the commanding officer at Halifax, though he appears to have delegated operational authority to the senior naval officer present. The senior naval officer of the Halifax squadron was Capt. Charles Feilding, R.N., commanding H.M. frigate *Diamond*, though he was at sea at this time.

1. New Hampshire privateer ship *Portsmouth*, Capt. Thomas Roach, was taken on 11 May by H.M.S. *Experiment* off Chedabucto Head, Nova Scotia. See Master’s Journal of H.M.S. *Experiment*, 10 May, above.

2. New Hampshire privateer brigantine *McClary*, Capt. John Gregory, was captured on 6 Feb. by H.M. frigate *Unicorn* off St. Georges Bank and was sent into Newport. See *NDAR* 11: 297 and n.

**DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY**

[Newport. Rhode Island]

22\(^{d}\) May. Fine weather. Wind S.W.

The Rebels are certainly preparing for an attack on this Island; and the General\(^1\) having intelligence of the situation of their boats, is making arrangements for the destruction of them. An expedition against their principal collection of boats near Warren, will shortly be undertaken.\(^2\)

Mackenzie, *Diary* 1: 284.


2. See Diary of Captain Frederick Mackenzie, 25 May, below.
[New London, Conn., 22 May 1778]¹

The Ship *Trumbull*

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1778</td>
<td>To Sum Brought from page 39</td>
<td>£4939..9..9</td>
</tr>
<tr>
<td>Jan ¹</td>
<td>To Cash pd Capt Saltonstall as Rec ²</td>
<td>185..0..0</td>
</tr>
<tr>
<td></td>
<td>To pd John Bolles Bill</td>
<td>4..8..0</td>
</tr>
<tr>
<td></td>
<td>To pd Ichabod Olmsted’s Bill for Beef</td>
<td>369..18..6</td>
</tr>
<tr>
<td></td>
<td>To pd Silas Churches Bill for Vinegar</td>
<td>28.—</td>
</tr>
<tr>
<td>Mar 8</td>
<td>To Cash pd Cap’l Saltonstall as Rec ³</td>
<td>170..0..0</td>
</tr>
<tr>
<td></td>
<td>To 1 bar[rel] pork</td>
<td>15..0..0</td>
</tr>
<tr>
<td></td>
<td>Ships Boat 80/.,-</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>To 1 bar bread 0., 3.13</td>
<td>3..10..0</td>
</tr>
<tr>
<td></td>
<td>To 2 Teirces Rum 96 Gall</td>
<td>230..8..0</td>
</tr>
<tr>
<td></td>
<td>To 1 bar Sugar 2., 1., 2 lb</td>
<td>64..0..0</td>
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<tr>
<td></td>
<td>To 8 bar pork</td>
<td>120..0..0</td>
</tr>
<tr>
<td></td>
<td>To 8 Cask Bread 9.2.21</td>
<td>38..15..0</td>
</tr>
<tr>
<td></td>
<td>To 8 Cask for d°</td>
<td>4..0..0</td>
</tr>
<tr>
<td></td>
<td>To pd Rich’d Spinks Bill of freight</td>
<td>13..0..0</td>
</tr>
<tr>
<td>14</td>
<td>To 1 Bar Old Rum 32 Gall <em>y’</em> Boat</td>
<td>88..0..0</td>
</tr>
<tr>
<td></td>
<td>To 1 barrel for ditto—</td>
<td>0..10..0</td>
</tr>
<tr>
<td></td>
<td>To pd John Braddicks Bill fr¹</td>
<td>3..14..0</td>
</tr>
<tr>
<td></td>
<td>To 456 feet Oars</td>
<td>22..16..0</td>
</tr>
<tr>
<td></td>
<td>To 1 Hand Line</td>
<td>1..0..0</td>
</tr>
<tr>
<td></td>
<td>To 15 lb 20ª Nails</td>
<td>4..10..0</td>
</tr>
<tr>
<td></td>
<td>To 1 keg powder 28lb</td>
<td>16..16..0</td>
</tr>
<tr>
<td>omitt 23</td>
<td>To an Order on John Chanover for 2 Cask Rum</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr ²</td>
<td>To 4 bar[rels] pork  £60— 4 bar beef  £50—</td>
<td>110..0..0</td>
</tr>
<tr>
<td></td>
<td>To 12 G° Bread</td>
<td>48..0..0</td>
</tr>
</tbody>
</table>

¹ The original amount is given in pounds, shillings, and pence. The table converts the amounts to modern currency in 

### Notes

1. The original currency used is the pound sterling (£). The table converts these amounts into modern currency for comparison.
2. Figures in brackets indicate notes or additional information not included in the main text.
3. The table includes items such as rum, bread, pork, and nails, which were common provisions and supplies for ships in the 18th century.
omit

To order on Chanover for
1 Bag Coffee
10 To 1 bar\(^1\) Brandy 27 Gal 48/- 64..16.. 0
To 6 Q\(^\circ\) Cartridge paper 6/ 1..16.. 0
To pd Daniel Hales Bill of fr\(^t\) 2.. 4.. 0
To pd Sam\(^b\) Ingrahams Bill of fr\(^t\) 1..12..—
To pd Jon\(^n\) Douglass for a Rum barrel 0..12.. 0
To pd Tim\(^o\) Green for a Rheem Paper 1..10..—

Car\(^d\) Page 51

Ship *Trumbull*

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 MAY 1778</td>
<td>To pd Jona Setchals Wages as pr order</td>
<td>17..14.. 0</td>
</tr>
<tr>
<td>1778</td>
<td>To pd James Miller ditto</td>
<td>12..18.. 0</td>
</tr>
<tr>
<td>1778</td>
<td>To pd Richard Shoud ditto</td>
<td>15..18.. 0</td>
</tr>
<tr>
<td>1778</td>
<td>To pd Wm. Carver ditto</td>
<td>17..14.. 0</td>
</tr>
<tr>
<td>1778</td>
<td>To pd John Masters ditto</td>
<td>17..14..—</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Apr(^t)</td>
<td>To pd Charles Reed ditto</td>
<td>17.. 2..—</td>
</tr>
<tr>
<td>30</td>
<td>To Cash pd Cap' Saltonstall</td>
<td>45.. 0.. 0</td>
</tr>
<tr>
<td>30</td>
<td>To pd John Tubbs Ballance of his Acco(^t) for Wages</td>
<td>6..11.. 1</td>
</tr>
<tr>
<td>30</td>
<td>To pd Daniel Hendsdales Bill fr(^t)</td>
<td>0..14.. 0</td>
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<table>
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<tr>
<th>Date</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>May 14</td>
<td>To 2 Teirces Bread N(^t) 4..0..0 @ 100/-,</td>
<td>20.. 0.. 0</td>
</tr>
<tr>
<td>22</td>
<td>To paid Roger Robins Ball(^p) of his Acc(^t) for Wages</td>
<td>11.. 11.. 9</td>
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<table>
<thead>
<tr>
<th>Amount</th>
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<tbody>
<tr>
<td>£6790.. 2.. 1</td>
<td>To pd Anth(^a) Robensons Bill</td>
</tr>
<tr>
<td>6.. 7.. 6</td>
<td>To pd John Springer for fr(^t) of 128</td>
</tr>
<tr>
<td>17.. 3.. 3</td>
<td>12lb Grape Shott from Norwich</td>
</tr>
<tr>
<td>17.. 3.. 3</td>
<td>To pd Wm. Presher ballance of Wages</td>
</tr>
<tr>
<td>8..13.. 4</td>
<td>To pd J T Miller ballance of Wages</td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>To pd Nathan Gould ditto</td>
<td>£6845.3.10</td>
</tr>
<tr>
<td>To Commissions 5 p C—</td>
<td>342.5</td>
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<tr>
<td>Carr'd to W. Ship Book 38</td>
<td>£7187.8.10</td>
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<tr>
<td>To pd Wm Taylor ballance of Wages</td>
<td>17.4.0</td>
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<tr>
<td>To pd Samuel Dunham ditto</td>
<td>15.1.1</td>
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<tr>
<td>To pd Samuel Collens ditto</td>
<td>18.2.10</td>
</tr>
<tr>
<td>To pd Richard Goff's ditto</td>
<td>9.19.6</td>
</tr>
<tr>
<td>To pd Ichabod Powers Jun' Bill</td>
<td>6.2.2</td>
</tr>
<tr>
<td>To pd Peter Whitney's Wages as P' Bill</td>
<td>39.0.6</td>
</tr>
<tr>
<td>To pd Tho' Tileys Bill hire of a Sloop</td>
<td>10.0.0</td>
</tr>
<tr>
<td></td>
<td>£115.10.1</td>
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1. This date is determined by the last entry in the account.
3. This account is carried over to page 52 of Ledger Book No. 39.
JOURNAL OF H.M. ARMED GALLEY DEPENDENCE, LIEUTENANT JAMES CLARK

May 1778
Friday 22nd

at 4 [AM] Weighd and Came to Sail at 11 Anch[d] in the E’ passage of Norwalk Isl’d in 3 fath’ms Water Veerd to _ a Cable

Norwalk Town [Conn.] nw 3 Miles

D^n W^n [Mod’t and fair] these 24 hours at 2 PM the Enemy fir’d several Shott [at] us from a Battery the[y] erected to prevent our passing between the Isl’d & the Main at 3 Weigh’d and Came to sail at 5 PM Anch’d w’t the Best bower in 3 fm. Water Veerd to ½ a Cable

Crumpstown N ½ a Mile at ½ past the Rebels Opend a battery on us D’n fir’d 8: 24 Pounders w’t Round and Canester at them. and 10: 4 P with round Shott at them.

D, UkLPR, Adm. 51/4159.

JOURNAL OF H.M. FRIGATE THAMES, CAPTAIN TYRINGHAM HOWE

May 1778

Ditto [At Single Anchor Off Chester]

Friday 22

D^n W^n [Fresh Breezes and cloudy] at 1 PM Fired Several Shot as did the Vulture and Porcupine at the Rebel Light Horse 1 came down and Anch’d Several Sail of Victuallers Made the Signal for all Masters at 11 Weighed and Stood down the River 2


1. H.M. ship-rigged sloop-of-war Vulture, Comdr. James Feattus, commander; H.M. frigate Porcupine, Capt. the Hon. William Clement Finch, commander. Howe reported firing “4 Shot” at a party of “Rebel Light Horse” again on 23 May as he lay off “Margarets Hook.” Ibid. The American dragoons were probably from the command of Brig. Gen. William Smallwood who reported to Gen. George Washington from Wilmington, Del., on 26 May: “I had heard of the Enemies Embarkation, and there were a Number of Ships laying off Chester & Marcus Hook, the Motions of which I have detached a party of horse and foot to discover, who returned about 1 oClock at the time the Ships past by here, informing me they had no troops on board, and that there were no more Ships below the Chavaux du frize except five or six Ships of force.” DLC, George Washington Papers, Series 4.

2. That is, the Delaware River.

MARYLAND COUNCIL TO WILLIAM DUER, THOMAS MCKEAN, AND RICHARD HENRY LEE

Gen’t

In Council Annapolis 22d May 1778.

The Recruits mentioned in the Extract of Parker’s Letter 1 inclosed in yours of the sixteenth are, we believe, those carried off by one Sterling 2 a Deserter from one of our old Independent Companies though the Number exceeds that of which we before had Information A considerable Part of the Recruits were from Sussex and crossed over to Annimessex. 3 Before the Recruits had left the Islands we received Information of what was going forward and immediately gave Orders to our Militia below and Notice by Letter to Col’n Simpson that every Effort might be made to stop them, 4 but their Flight on Board was too quick, nor indeed was it well in the Power of the Militia, for Want of armed Vessels, to have prevented their going off, if our Information had been earlier. There is a perfect Coincidence of Governor Henry’s Sentiments and ours, as to the Utility and Necessity of Manning our Gallies; our Endeavours have been without any great Effect and, we believe, his have not been very successful. We have hoped for Assistance from the Resolve of Congress, 5 but not a
Man has come that we know of: if we could Man our Gallies, they would cut off, or greatly obstruct the Intercourse between the Enemy’s Ships and the Disaffected in this State and Virginia, prevent or punish the Depredations committed by the Tories on the Bay Craft and facilitate the Transportation of the Stores for the Army. Your Endeavours to have us furnished with some of those Men who were employed in the Gallies on Delaware, would be very obliging and, if successful, much assist the general as well as the particular Interest of Virginia and Maryland— We are &ca.


1. The letter, John Lancaster to James Parker, 27 Apr., is above.
3. That is Sussex County, Del., to Annemessex, the name used for land lying between the Great Annemessex River and the Little Annemessex River in Somerset County, Md.
4. The Council sent a letter of notification to Col. Southy Simpson or the Accomac County, Va., Militia in late February. See ibid.
5. On the resolve of Congress mentioned here, see Maryland Council to Ephraim Blaine, 15 May, above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 22nd day of May 1778.—

Present.

Mr Whiting, Mr Travis and Mr Archer.—

Ordered that the Keeper of the public Store, deliver to Captain Richard Taylor four coils of Ratline stuff, four Bunches of Marline, six drum Lines and twelve fish hooks for the use of the ship Taytar.—1

Ordered that the keeper of the public store, deliver to Captain Eliezer Callender four coils of ratline stuff, four Bunches of Marline, six drum Lines and twelve fish hooks for the use of the ship Dragon.—2

Ordered that the keeper of the public store, deliver to Mr Isaac Mercer four pounds of twine, fifteen yards of stuff proper to line his sails for the use of the Boat Nicholson.—3

Ordered that Mr William Holt deliver to Mr Mercer, one coil of two inch cordage, ten pound of spun yarn one hundredweight of Bread, and a Barrel of tar or turpentine for the use of the Boat Nicholson.—

Ordered that a Warrant issue to Mr Foster Webb Junior for one thousand pounds upon account for the purpose of paying the Officers and sailors wages of the Navy of this Commonwealth.—4

Ordered that the Keeper of the public Magazine, deliver to Captain Johannes Watson thirty Muskets with Cartouch Boxes for the use of the Gallies Accomack and Diligence.—5

Ordered that Captain Callender deliver to Captain Watson eighteen Cutlasses for the use of the Gallies Accomack and Diligence.—
Ordered that the Keeper of the public store, deliver to Captain Goodrich Boush, one thousand yards of Canvas sixty pounds of twine and two dozen sail needles for the use of the ship Washington.—

The Commanding Officer of the Page Galley\(^7\) received Instructions to proceed to Fredericksburg, and apply to Mr Hunter for the anchors he was to make for the use of the Gallies on the eastern shore, which he is to take on Board after he has cleaned his vessell and carry them to Onancock, where he is to deliver them, and then he is to return and bring down with him from Rapahanock all the hands Capt. Markham has lately recruited, to Queens Creek.—

Mr Mercer received Instructions to proceed with his boat to the Chickahominy shipyard, and have her properly cleaned and repaired as expeditiously as possible. Then he is to return to his former station bringing with him the Tartar’s iron work that’s at the said yard.—

---

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR HOUND, COMMANDER JOSEPH NUNN

May 1778

Friday 22\(^{\text{nd}}\)

The Perdido\(^1\) bore North 3 or 4 Leagues at 5 AM Weighd & made Sail having a fresh Breeze, Saw two Sail to the SSW Standing to the NW— gave chase and at ½ past 9 came up with & fired two Guns to bring them \([\text{to.}]\) sent our boat on board the Sloop\(^2\) & found that she came out from Mobile with intention to retake the Brig, that had been taken out of Mobile bay \([\text{by}]\) the Rebels which Brig was now in company with her,\(^3\) they having re-taken her Yesterday. at ½ past two made sail in Company with the Brig & Sloop. sent 3 Men on board the Brig &—

Standing off & on near Mobille Bay

Light Breezes & clear weather. The Sloop & Brig in Company at 7 PM an\(^4\) in 5 Fms water about 2 Miles distant from Dauphin Island. The brig & Sloop anchored by us.

---

1. Perdido Bay, in present-day Alabama.
3. Brig Chance with a cargo of staves. It had been captured by American raiders and carried to Ship Island, near Mobile. Minutes of the West Florida Council, 28 May, UkJPR, C.O. 5/635, p. 175. In his entry of the next day, Nunn reported having sent a master and seven men on board Christiana to protect it “from the Rebels who had been seen \([\text{in}]\) the bay last Even.” UkJPR, Adm. 51/463.
JOURNAL OF H.M.S. PORTLAND, CAPTAIN THOMAS DUMARESQ

1778 May 23

Moored in Freemans Bay Antigua

Friday 22nd

Fresh Gales and hard Squalls, carried out ye stream Cable astern at 8 AM1 loosed sails to dry. Our Longboat went to St Johns Came down into the Bay His Majestys Ship Renown.1 Our Tender Tartar2 has carried into St Johns, the Brig Eagle, an American Privateer of Eight carriage Guns & 39 Men, belonging to Boston,3 The Ships Company received their Share of Prize Money for several remnants of Vessels &c before left unsold, and for Ye Victory, Swallow and William Sloops.4

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

2. Sloop tender Tartar.
4. On the capture of sloop Victory, Joseph Smith, master, see The Providence Gazette; and Country Journal, 11 Apr., above; on the capture of sloop Swallow, Joseph Davidson, master, see A List of Vessels taken by the Squadron under Command of Vice Admiral Young at Barbadoes & Leeward Islands, 14 Mar. 1778, NDar 11: 644–45; on the capture of sloop William, Joseph Watson, master, see Journal of H.M.S. Portland, 4 Apr., above.

May 23
**CAPTAIN TOBIAS LEAR’S ACCOUNT FOR SUPERINTENDING CONSTRUCTION OF CONTINENTAL NAVY SHIP HAMPSHIRE**

[Extract] [Portsmouth, N.H., May 23, 1778]

The *HAMPSHIRE*, renamed The *RANGER*.

<table>
<thead>
<tr>
<th>1777</th>
<th>DR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan’y 11</td>
<td>To cash paid the Carpenters for work when building the Continental ship <em>Hamphire</em>, James Roch Esq. Comdr. bldg. at Cor’ll Langdon’s Island</td>
</tr>
<tr>
<td>March 14</td>
<td>To Cash paid Do.</td>
</tr>
<tr>
<td>April 12</td>
<td>To Cash paid do.</td>
</tr>
<tr>
<td>“ “</td>
<td>To Cash pd Sundry men when work’g on the <em>Raleigh</em> when she hall’d on shore</td>
</tr>
<tr>
<td>May 9-10</td>
<td>To Cash paid the Carpenters and caulkers</td>
</tr>
<tr>
<td>“ 10</td>
<td>To my supertend’g the ship <em>Hamphire</em> from Dec. 23, 1776 to May 10, 1777, 114 days, 8s. p day</td>
</tr>
<tr>
<td>“ “</td>
<td>To 19 weeks Board @ 14s</td>
</tr>
<tr>
<td>“ “</td>
<td>To Cash pd Sundry Carpenters for Sunday night Board while in Town @ 12d p Sunday</td>
</tr>
</tbody>
</table>

1778

| May 23 | To Cash to Ballance this Acc’t | 9 | 17 | 7 |

| | | 964 | 2 | 0 |

Contra, CR.
### Captain Tobias Lear's Account for Superintending Construction of New Hampshire Privateer Ship Portsmouth

**[Extract]**

**[Portsmouth, N.H., May 23, 1778]**

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1776</td>
<td>To paying the Carpenters for Building the ship Portsmouth from the 25th of Sept. to the 21st day of Dec. when she was launched³</td>
<td>£ 634.12. 3</td>
</tr>
<tr>
<td>1777</td>
<td>For Cash paid the Carpenters when finishing the ship at town and for lodging of same</td>
<td>£ 141.14.11</td>
</tr>
<tr>
<td>Year</td>
<td>Date</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1777</td>
<td>To my Time from Sept. 25th, 1776, to Dec. 21st, 1777 [1776] 106 days @ 6/6</td>
<td>£ 34. 9. 0</td>
</tr>
<tr>
<td></td>
<td>To 15 Weeks Board @ 14s</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Contra</strong></td>
<td></td>
</tr>
<tr>
<td>1776</td>
<td><strong>Cr.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Oct. 19th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash to pay Carpenters for Building the ship <em>Portsmouth</em></td>
<td>30. 0. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Oct. 25th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>104. 8. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Nov. 9th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>64.16. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Nov. 16th.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>108. 0. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Nov. 19th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>30. 0. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Dec. 6th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>180. 0. 0</td>
</tr>
<tr>
<td></td>
<td><strong>Dec. 23d</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>120. 0. 0</td>
</tr>
<tr>
<td>1777</td>
<td><strong>Mar. 11th</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash for Do.</td>
<td>176. 0. 0</td>
</tr>
<tr>
<td>1778</td>
<td><strong>May 23d</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>By Cash to Ballance this Ac’t</td>
<td>9. 2. 2</td>
</tr>
</tbody>
</table>


1. This date is determined by the last entry in the account.
2. Col. John Langdon was Continental Agent for New Hampshire and colonel in the New Hampshire militia. He owned a shipyard on Langdon’s I., now Badger’s I., Portsmouth, N.H.
3. Privateer *Portsmouth* was built earlier in 1776 and launched on 21 Dec. at Langdon’s Shipyard. Continental Navy ship *Hampshire*, later renamed *Ranger*, was laid down two days later on 23 Dec. 1776 at the same shipyard to a similar draught and dimensions. *Portsmouth* (20 guns) was manned by a crew of 100 seamen while *Ranger* (18 guns) was manned by a crew of 140 seamen.
4. In the printed version, the editor added a note to say that the total should have been £ 813. 4. 0.
MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present, Sam'l Ph'ps Savage Esq'
Issac Phillips Esq'
John Brown Esq'
John Brown Esq'

John Brown Esq'

Isaac Phillips Esq'
Sam'l Ph'ps Savage Esq'
Thomas Walker Esq'
Eleazer Johnson Esq'

Sam'l Ph'ps Savage Esq'
Isaac Phillips Esq'
John Brown Esq'

Order'd, That the Schooner Starks be deliver'd Jos: Henderson Esq' Comm'r of Prisoners for a Cartel Vessel to Halifax,

—P' Order of Court—

Order'd, That Capt Marston for dining Capt de Seneville & his Suit, belongg to his most Christian Majesty's Frigate "la Nymph" be paid as Pr his Bill . . . £13..18..—

Order'd, That the Com'y Gen'l receive all the Provisions return'd from the Brig Hazard & Tyrannicide, he to keep a distinct Account of the same, have them put in Order, & make an imediate return to the Board.—

Order'd, That Capt Hopkins deliver the Com'y Gen'l all the Provisions in his hands return'd by the Brig Tyrannicide & Hazard, taking a Receit for the same.—

HENRY SHIRLEY TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

I sail'd from Bristol the 8th. of February with my Family and some of my Servants in the Admiral Keppel, Abraham Brown commander bound to Jamaica and in company with the Cyrus bound to Nevis and Jamaica; Both Letters of Mark: the 15th. of April we were taken by the Oliver Cromwell Capt'n Parker and the Defence Capt'n Smedley. The 21st. Inst. we arrived at Boston.

Both Capt'n Parker and Capt'n Smedley behaved with great Humanity to the crew, and were remarkably Kind and Civil to my Family and myself. Both the Crews of the Oliver Cromwell and the Defence were a week repairing the Rigging of our Ship, and I must own to your Excellency that during that Time I saw so much Prudence, Good Humour in Capt'n Parker that I have a very great Regard for him.

He put on board the Admiral Keppel the 3rd. Lieut' of his own Ship as prize master, one Mate was from the Defence. The first is a Mr. Tillinghast, the other a Mr. Wasson; We have every Reason to be pleased with the Behaviour of both these Gentlemen during the whole of our Voyage. I am particularly obliged to them for their Attentions to M' Shirley and my Daughter.

I am now with my Family in the house of M' Eliot— I have been so fortunate as to get a Lodging in his Neighbourhood—I need not assure your Excellency that this Gentleman is very civil to us, but I must acknowledge with Gratitude, that Both Himself and M' Eliot are particularly Kind to my Family.
As soon as Mrs. Shirley is easy and recovered from so long a Passage I shall do myself the Honour to wait upon your Excellency. I am in hopes to set out in the beginning of next Week— I have the honor to be [&c.]

H Shirley.

Boston.
May 23d 1778.

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PROVIDENCE, May 23.

We learn that Capt. Allen Brown, late of this Place, died at Rhode-Island a few Days since. He was Prize-Master of a Ship\(^1\) taken by the *Warren* Frigate,\(^2\) and retaken by the Enemy,\(^3\) and carried to Newport, where, from the inhuman Practice of confining the sick and well Prisoners indiscriminately, he took the Small-Pox, which put a Period to his Life. He was several Years Sheriff for the County of Providence, the Duties of which Office he discharged with Ability and Integrity; and his acknowledged Worth, as a very useful Member of Society, renders his Death a real Loss to the Public.

On Tuesday, last Week, a Schooner from Antigua, bound to Newport, with 80 Pipes of Wine, and 30 Puncheons of Rum, was taken by two Whaleboats off Point-Judith, and carried into Connecticut River.

The Thursday following, a Brig, laden with Salt, was taken off Block-Island by two Whaleboats, and carried to New-London.

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RECEIPT FOR GRAPE SHOT FOR CONTINENTAL NAVY FRIGATE *TRUMBULL*.

[Norwich, Conn., May 23, 1778]

Rece\(^d\) Norwich May 23\(^{rd}\) 1778 of Dan'l Tillinghast\(^1\) Hand of Joshua Huntington\(^2\) One Hund\(^d\) & twenty Eight twelve Pound Grape Shott for use of Ship *Trumbull* also one Hund\(^d\) & Six pounds of 4\(^{th}\) Grape & fifteen Hund\(^d\) & Sixty three of 9\(^{th}\) Grape Shott for acc\(^d\) of Nath Shaw Jr\(^3\) all which I promise to Carry to N London & Deliver to M' Shaw he paying freight for Same P\(^c\) me—

John Springer

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DS, DN, Frigate *Trumbull* Papers.
1. Tillinghast was Continental Agent for Rhode Island.
2. Huntington was supervisor of construction of frigate *Trumbull*.
CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN RAYNOR, R.N.

Sir

Emerald In Delaware River 23d May 1778.

From your representation of the Isis,1 I sent the Master (Mr. Ballardie) of this Ship, to sound about her, and find a Channal to move her,2 and in whom I have reason to have the greatest Confidence. He is of opinion, he can move the Ship with safety; and I send him to take Charge accordingly, from the Pilot, until she is brought into the Channal, between the Brandywine and Brown,3 then your Pilot to resume his Charge.4 I am [&c.]

B.C.

ROBERT MORRIS TO JOHN BROWN

[Extract]

Dear Sir

Manheim [Pa.] May 23d 1778

. . . I find Cap' Brown of the Henrietta arrived in Boston was 43 hours in possession of the Enemy which occasioned his throwing all his dispatches overboard. M' Ross had this Ship sold in Hamburg and by that Means obtained Hamburg papers & clearances for Hispaniola which has saved her & 600 Bales of Goods she has on board.1 My Comp to the Committee tell them this Circumstance and they will find good Management prevail in all affairs under that Gentlns care. I am Dr sir [&c.]

Rob' Morris

PS advise me the amo of what you receive for Ceronio’s bill to M' Babcocke as I have forgot the Sum & M' Griffin dont mention.2

JAMES SEARLE TO ROBERT MORRIS

My Dear Sir

York town [Pa.] 23d May 1778

I have a thousand reasons to know that you take great pleasure in being useful to your friends whenever you have an opportunity. It will probably be in your power in a little time to Gratify me exceedingly, & I need not I think do more than point out the manner to you.

When our friend Nixon declined his appointment as one of the Navy board he was succeeded in the appointment by M' Smith of Baltimore who I am told by a member of Congress it is probable will not Act;1 if so as I know myself better calcu-
lated to be useful to my Country in that line than in any other & know also my being appointed woud be pleasing to the other two Gentlemen, I coud wish to be thought off, & no doubt if you woud do me the kindness to put a hand to it the thing woud take place.

An appointment at that board has long been my wish & as I have made Ships of War a kind of Study for a long time & take great delight in them I think myself not the less qualified.

I was applyd to on this very matter by a Member of Congress who at same time told me that it was very probable if M’ Smith did accept the appointment, that in a little time there woud be a vacancy as Congress had it in contemplation to remove M’ Hopkinson to a place he would like better.²

I will trouble you no more about it but only say that if you see no impropriety in the appointment when a Vacancy happens I shoud be much obligd by your attention to it & woud gladly owe it to your Friendship.³ I am very truly [&c.]

James Searle

1. L. DLC, Papers of Robert Morris. Searle was a Philadelphia merchant and an early and active advocate of American rights. At the opening of the war, he became a lieutenant colonel in the Pennsylvania militia and in 1776 was elected one of the managers of the United States lottery. DAB.


3. Searle and Capt. Nathaniel Falconer were appointed to the Continental Navy Board of the Middle Department on 19 Aug. JCC 11: 813.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg]

Saturday May 23d 1778

Present

His Excellency,¹

(N.B. Ja’ Madison Esq’ Sick)

Dudley Digges Thomas Walker & David Jameson Esquires

A Commission was issued appointing John Archer Master of the Boat Molly,² employed in the Trade of this State.


1. That is, Gov. Patrick Henry.


JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 23rd day of May 1778.—

Present

Mr Whiting, Mr Travis, and Mr Archer.—

Ordered that the keeper of the public store, deliver to Lieutenant Jn² Thomas one seven inch cable sixty yards of Bunting ten gallons of spirits, and three pound of twine, for the use of the Protector Galley.—
Ordered that the keeper of the public store, deliver to Captain Taylor\(^1\) eighty yards of Bunting for the use of the ship \textit{Tartar}.—

Ordered that the Keeper of the public store, deliver to Captain Callender,\(^2\) one hundred and sixty yards of Bunting for the use of the ship \textit{Dragon}.—

\(\text{DS, Vi, Navy Board Journal, p. 402.}\)

\textbf{THOMAS SMITH TO CAPTAIN JOHN ARCHER}

\textit{Williamsburg, Va.} 23\textsuperscript{rd} May 1778

Dear Sir

With the Schooner Boat \textit{Molly} now Loaded \& under your Command\(^1\) you must embrace the first favourable Opportunity, of proceeding down the River, \& going to Sea, You are bound to S’Eustatia, on your arrivall at that place wait on Jn\(^o\) Ball Esq\(^2\) and deliver him your dispatches, who will furnish you with a return Cargoe, When you have got all on Board, and made the necessary arrangements at Port, use your best endeavours to return to Virginia, prefer comming into Cape Charles if possible, next Chingoteague, Matomvpkin, Matchapungo Land Shoal, Matchapreague,\(^3\) or any of the most safe \& Convenient inlets on the Sea Side of the Eastern shore of Virginia, and let me recommend to you to avoid Carratuck \& Ocracock, if posible consistant with prudence \& safety for the many reasons, that your own knowledge of the disagreeable \& dangerous Situations of those places will readily suggest, but particular circumstances must influence your Conduct, And I have no doubt but the Zeal, Your Industry \& Good Wishes to this Your Native Country, will sufficiently stimulate you to make use of such endeavours, as will crown your Voyage with Success,\(^4\) which is the Eminent Wish of Sir Yours & & &c

T Smith AS\(^5\)

1. See Journal of the Council of the State of Virginia, this date, above. \textit{Molly} had laded a cargo at South Quay, Va. Smith to William Cooper, 1 May, Ibid., p. 41.
2. Ball was the Virginia State Agent at St. Eustatius.
3. That is, Chincoteague, Metompkin, Ship Shoal, Matchapungo, and Wachapreague inlets.
4. On 23 May, William Aylett, the Continental Deputy Commissary of Purchases, wrote Ball: M’Abraham Vanbibber \{the former Virginia State agent at St. Eustatius\} was lately here \& expressed much concern at being informed that you had heard he had spoken disrespectfully of you to me, I can assure you he spoke of you as a Gentleman, \& Man of Honour, but signified that he was satisfied you would not be concerned in shipping Arms \& Warlike Stores to the Continent, and that you were one of those who could visit the English Islands, when you pleased, \& that he did not think you were a firm Friend of American Independance, You now have an Opportunity of clearing up this point, by lending the Agent [\textit{Thomas Smith}] your Aid, in shipping a number of Arms purchased by Messrs Vanbibber \& Harrison. . . Ibid., p. 55.
5. That is, Agent of the State.

\textbf{May 24 (Sunday)}

\textbf{JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR \textit{HOPE}, LIEUTENANT WILLIAM HANCOCK KELLY}

\begin{tabular}{l}
May 1778 \hspace{1cm} white Point\(^1\) WBS 3 mile \\
Sunday 24\textsuperscript{th}. \hspace{1cm} at 8 AM saw a Sail \hspace{1cm} chased her \hspace{1cm} Came up with the Chase \hspace{1cm} fird
\end{tabular}
some shot to Make her strick  She provd the Bunkers hill Privatar\textsuperscript{2} from Boston of 7 Guns 25 men out 6 days  Exchang’d the Prisoners at 11 the Buckeram\textsuperscript{3} join’d Company

White head N 3 or 4 Leag\textsuperscript{2}

Very fine Pleasant w\textsuperscript{2} Bore up for Canso at 4 PM Anchor’d in D\textsuperscript{o} with the S\textsuperscript{m} B\textsuperscript{2} in 13 f\textsuperscript{m} Veer’d to ¾ of a Cable  found Riding here

His Majestys Brig Cabbot with the Convoy for Quebec

D, UkLPR, Adm. 51/4220. The journal was kept by Lt. William Hancock Kelly.

1. That is Whitehead, Nova Scotia.
2. Massachusetts privateer schooner Bunker Hill, Capt. Isaac Cobb, was commissioned on 4 and 5 May 1778 and was owned by James Lowell, Silas Atkins, and others, all of Boston. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 90, 93; Mass. Archives Collection, vol. 139, p. 170; vol.168, p. 279.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

[Extract]

Hon’d Sir  Boston 24\textsuperscript{th} May 1778

. . . I am desir’d to mention M’ Shirley’s request of having a Flag to Convey him his Lady and family to Jamaica, (and) if granted to know what would be expected on his part— M’ Shirley reputation is so high with those who have had the pleasure of an acquaintance with him heretofore that any security would be given for the punctual performance of His part—if that could not be granted, whether he might have liberty to return by the way of Newport—I have retain’d all the Seamen who came in the Sirues,\textsuperscript{1} M’ Shirley recommended them for good men they fully answer’d their expectation, they did all in their power to bring the Vessells in Safe, it would now be hard upon them to thro them into prison, as they fulfill’d their part of the agreement; I have declin’d doing anything respecting them untill I have your Excellencys direction—

This prize is by farr the richest that has been taken by the States Vessells, I know nothing more of the Cargo than the schedule transmitted to your Excellency by M’ Cahoon—\textsuperscript{2} As soon as the Vessells are unloaded, I will take care of the States Moiety, and will (as I suppose be order’d to Your State) have them in as great readiness as possible— I send forward packets sent by the Captains Smedley & Parker,\textsuperscript{3} I will only add that the greatest attention shall be paid to the Interest of the State— I remain

[&c.]

Sam Eliot


1. That is, Cyrus, Capt. Christopher Deake.

MASTER’S LOG OF H.M.S. RAISONABLE, CAPTAIN THOMAS FITZHERBERT

May 1778  Cape Codd WBS 7 Leagues or 8

Sunday 24\textsuperscript{th}  [AM] ½ Past [12] TK\textsuperscript{d} Ship  at 1 the Diamond\textsuperscript{d} SW ¾ of a mile. Do hauld down the Main Top mast staysail & hauld up the fore Sail at 2 the Diamond SWBW ¾ of a mile  [at] 5 D\textsuperscript{o} W\textsuperscript{2} [moderate & hazy] with lightning & some rain  [at] ¾ Past Saw a Sail to the SE. Made Sail & gave Chace At 7 hoisted out the Barge mannd & Armd
her & Sent her in Chace [as] did the Diamond at ½ Past 8 light Airs & Cloudy [at] 9 the boats brought the Chace too Proved to Be a Schooner from Newberry to Virgiana In Ballast. the Diamond took her along Side Cape Codd W½N o 5 or 6 Leagues Lattd Obsd 42..10 N° [PM] [at] 1 Calm & Cloudy the Diamond set fire to the Schooner Prize [at] 4 Light Airs & hazy W° [at] 7 Filld M° Top Sail & Set fore Sail in 1st & 2d reefs fore & Main Top Sails. Cape Codd W½N o 7 Leagues Punished Benj° Goddard Peter Malone H G Crosby Jn° Eaton Robt Wills Seaman with 12 lashes each for neglect of duty & Robt Sparing with 12 Do for mutinous Expressions at 8 Modt & Cloudy with rain & lightning to the NE

D, UkLPR, Adm. 52/1938, fol. 151.

NATHANIEL SHAW, JR., & CO. TO CAPTAIN THOMAS ALLON

New London [Conn.] May 24. 1778

Sir

You are now Commander of the Privat[eer] Ship of Warr General Putnam, fitted & Man’d for a Cruize of Six Months against the Enemies of the United States, & now lying at Anchor in this Port, and our Orders to you are, That you Sail on a Cruize the first fair wind (after your Men are on board) and Cruize where you think it will best Answere the desirable purpose viz. to take as many British Merchantmen Ships as you can Man, and send into the most convenient Port of the United States in America, should prefer New London, but if they fall into Bedford1 let the Prize Master apply to Joseph Russell Junr., if to the Eastward of that Port to Col Josiah Waters at Boston If to the Westward, Newbern to John W. Stanley,2 to the Westward of that to such Gentlemen as you think are Men of Honesty & Interest & that you can recomend as Such, & desire them to write me immediately, & dispose of Vessels & Cargo & let me know to what Am° the prizes may have sold for, that we may draw on them for that sum We wish you a Good Cruize and Safe Return to your Friends & Owners

Nathel. Shaw Junr & C°

A True Copy of the Original

Tho° Allon

1. That is, New Bedford, Mass.
2. John Wright Stanley, merchant at New Bern, N.C.

JOURNAL OF H.M. FRIGATE APOLLO, CAPTAIN PHILEMON POWNOLL

May 1778
d° [Nantucket Shoal] NW½N. 31 Leag°
Sunday 24 ½ past 7 [AM] TK° fired a Gun and brought too the Chace the Triton Victualler from Portsmouth bound to New Yk, part of Ad° Gambiers Convoy,1 saw a Sail to the Eastward, set small & Studd° Sails & gave Chace Maidstone in Sight to the Southward, at noon coming up
With the Chace.


Mod & Clear 6 PM fired a Gun and brought too the Patrick & Mary Brig from Martiniq, to Boston, sent a Petty Officer & 6 Men on board, and took out her People.

D, UkJPR, Adm. 51/52, part 2, fol. 15.

1. When Rear Adm. James Gambier arrived at New York on 27 May, he noted on his “List of Ships and Vessels under Convoy of His Majesty’s Ship the Ardent” that the victualler Triton had parted company the evening of 29 Mar. Triton, Job. Keyburn, master, was described as being 200tons burthen, mounting 4 guns, and having a crew of 10. UkJPR, Adm. 1/489, fol. 18.

2. Brig Patrick and Mary does not appear on Howe’s Prize List of 30 Oct. 1778; however, it was libeled in the Vice Admiralty Court of New York on 6 June. Its prize papers are in UkJPR, H.C.A. 32/418/7, where the master is identified as Richard Weeden.

FRANCIS BRICE TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

[Extract]

Sir, Wilmington May 24th.1778—

On the 7th Inst. I shipp’d Ninety Barrels of the public Pork, on board of a small Sloop1 (of which I was part owner,) for the South Quay, and had fortune smiled on this first Trip, I intended to have sent her a second time had I not got another vessel before her return— but my intention is set aside, as Goodrich2 has laid hands on her, & sent her to New-York— by which the public as well as myself will be considerable loosers— Without further orders from your Excellency, I dont think it will be prudent in me to ship any more, as we are well assured three small privateers are constantly cruising off Beaufort and the risk must undoubtedly be great—. . . .

I am your Excellency’s [&c.]

Francis Brice


2. Bridger Goodrich, captain of the Bermudian privateer sloop Hammond.

COLONEL CHARLES COTESWORTH PINCKNEY, CONTINENTAL ARMY, TO BRIGADIER GENERAL WILLIAM MOUTHRIE, CONTINENTAL ARMY

[Extract]

DEAR GEN. CAMP AT FORT HOWE ON ALATAMAHA, [GA.] MAY 24, ’78

Here we are still detained by the confounded delay of the South-Carolina galley,1 and provision schooner, who are not yet come round to this river; and the reasonable and candid gentry of the this state are throwing a thousand reflections on the general2 and the army for not marching to attack the enemy, and storm Lines, without provisions and without ammunition. The whole army, except a very small garrison to take care of our sick, and secure our retreat, will however march from hence to Reid’s bluff, three miles lower down, and on the other side of the river,3 to-morrow afternoon, or next day at farthest; and as by that time our ammunition and provision will have come round to this river, we shall proceed with all possible expedition for St. Mary’s, where we shall have some amusement by the attack of Fort Tonyn,4 notwithstanding any reflections which may be cast on the propriety of the present
expedition at this season; it is now incontrovertable, that the movements in Carolina, the capture of the *Hinchenbrook* and the other vessels,⁵ and the proposed expedition, have proved the salvation of the state of Georgia . . . having thus freely given you my sentiments concerning the articles we are in want of, I own I could wish, and the Gen. requested me to desire you to send round in a boat, or small schooner, 500 canteens, 100 camp-kettles, and 35 or 40 tents, I am sure they cannot be better employed, even if the state should lose them all; but I apprehend that cannot be the case, as they ought to be a continental charge . . . I am this moment informed, that the governor of this state,⁶ has ordered from us, to the militia, two-hundred barrels of rice: he likewise ordered the gallies 30 miles higher up the river than this place;⁷ when, on account of the shallowness of the water, they cannot come within 10 miles as high up as we are now: excellent generalship! . . . if you send a boat, the general would mean that the boat should come to Sunberry,⁸ where they will receive orders: we are very badly supplied with medicines: these articles not being sent, will not prevent our going on, but it will occasion the sickness of many, and render us less useful than we should otherwise be. I am, &c.

Charles C. Pinckney.


3. Altamaha River.
4. British forces abandoned and burned Fort Tonyn before the American forces arrived there on 28 June.
5. On the capture of H.M. armed brig *Hinchenbrook*, East Florida armed sloop *Rebecca*, and an unidentified watering brig by American forces, see Col. Samuel Elbert to Howe, 19 Apr., above.
6. Gov. John Houstoun was en route to join the American expeditionary force with a force of some 400 Georgia militiamen.
7. These are undoubtedly the armed galleys of the Georgia Navy.
8. That is, Sunbury, Ga.

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

May it please your Excellency [New Orleans, May 24, 1778]

It is with the utmost mortification I inform your Excellency that the sudden and unexpected appearance of the enemy in the Lakes has in a great measure frustrated my Intentions. I expected to have had possession of Manchac it is now Ten days since; but the unsettled state of my Mens Accounts, and the discontent which it occasion’d prevented my moving as expeditiously as I could have wish’d. However I have the honour to inform you that every thing is ready, and myself as well as my Officers should be sorry to see the Enemy Fortify themselves so advantageously, could they by any means prevent it. C’ Rumsey Esqr¹ reports to me, that he conceives a party may yet get up time enough to open the Levy, drown the Country fell some Trees in the Baiu¹ and by Burning and destroying the Buildings and other materials, put a stop to their Operations untill such Time as sickness or ye arrival of a Reinforcement might effectually prevent their fixing themselves solidly However I submit the whole to your Excellencys Superior Judgement fully convinc’d that you have the Honour & Interest of the States (my Masters) Service as much at Heart as him Who has the
Honour to Subscribe himself with all Respect Your Excellencys

Ja\(^{e}\) Willing
Cap\(^{e}\) in the service of the
Indep\(^{e}\) United States of America


1. That is, bayou.
2. As seen in Willing’s letter to the Continental Marine Committee of 14 Apr., above, Capt. James Rumsey was a former British army officer and engineer. He was also a business associate of Continental agent Oliver Pollock. James A. James, Oliver Pollock; The Life and Times of an Unknown Patriot (New York: D. Appleton-Century Co., 1937), p. 250.
3. Gálvez’s reply has not been found, but the expedition outlined here was never undertaken.

WILLIAM AND GODFREY HUTCHINSON TO THE PRESIDENT OF MASSACHUSETTS BOARD OF WAR

Sir,

St. Pierre M/Que 24\(^{th}\) May 1778

The foregoing is copy of ours \# Cap\(^{e}\) Coffin— The independance of the united states was proclaim’d here ye 21\(^{st}\) ins\(^{t}\), & we are in hourly expectation of some further acco\(^{e}\) from france—\(^{1}\)

The last of the tyrannicide’s\(^{s}\) people are now out of the hospital, & as they are still invalids, we are oblig’d to be at Some expence in giving them fresh meat to make their soop every day, as have Likewise furnish’d them with some necessaries for their voyage of which you have acco\(^{e}\) inclosed— Likewise Joseph Bowden’s Rec\(^{e}\) for Some money we were obliged to give him, as he had lost his cloaths, & was quite naked when he came out of the hospital— We have put them on board Cap\(^{e}\) Waters by whom this is intended— We are, with respect, Sir, [&c.]

Wm. & G Hutchinson

/Copy/

[Enclosures]

M\(^{c}\) Godfree Hutchinson for Brig\(^{e}\) Tyrannicide’s People—

1778.

To Dinner for 3 Sailors @4/6 £..13. 6.
23. To Cash for D\(^{e}\) D\(^{e}\) ........................ 8. 3.
24. To 7 Lb Beef @25\(^{e}\) ........................ 8. 9.
25 To 1 fowl ................................. 3. 9.
To Supplying your Sailors with } bee\p{23 Days @2/6. P\(^{e}\) Day 2..17. 6.

Ent\(^{d}\) £4 ..11. 9

Acco\(^{e}\) of sundrys furnish’d for three men belonging to the Brig Tyrannicide Deliv’d to the care of Cap\(^{e}\) Waters—

\(2^{\text{cwt}}\) bread ..................... @ 75\(^{g}\) . .150\(^{e}\).. —
Am\(^{e}\) of Dumont & Hassell’s acco\(^{e}\) ............. 91.15—
2 water Casks demanded by Cap\(^{e}\) }
Waters /he not hav\(^{e}\) sufficient/ .................. £132. —
£373.15—
May 25

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present, Boston, May 25th 1778—
Sam'l Ph'ps Savage Esqr Isaac Phillips Esq'
John Brown Esq'
Eleazer Johnson Esq'
Thomas Walker Esq'

Sam'l Ph'ps Savage Esq' President—

Order'd, That Robert Gardner on Account repairing the Brig' Tyrannicide 1. . . be paid. . . £39..—..—
Order'd, That Joseph Hayter for himself & others Riggers on Board the Brig' Hazard 2. . be paid . . . £19.. 4..—
Order'd, That Cap' Hopkins 3 deliver from the Cargo of Schooner Starks, for Brig' Hazard, half a Barrel of Tar—
Order'd, That the Com' Gen' 4 deliver Cap' Harreden for the Brig' Tyrannicide, the following Provisions viz:—

30 Barrels Beef
20 dº Pork—
7 cwt. 0 qr. 0 lb Brown Sugar—
1 Cask Rice—
8 Barrels Flour—
80 Gallons Vinegar—
150 lb Coffee—
200 lb Candles—
25 Bushels Peas—
8,000 Gal. Bread—

Order'd, That M' Isaac Peirce deliver Cap' Harreden for the Brig' Tyrannicide. 500 Gallon N E Rum—

4. David Devens.

JOHN BRADFORD TO ROBERT MORRIS

[Extract]

Dear Sir, Boston May 25th 1778

Agreeable to your Desire I have seen M' Moore with Cap' Prince who was a partner in the Vessell 1 that took the Brig, 2 the latter tells Me he saw the Register which was taken out at St Augustine on her Condemnation there, When she was capturd
she was loaded with Tar and Skins bound to England, all the Papers are lodged with ye: Register of the Marine Court, who is now on ye Southern Circuit; on his Return will thoroughly inform Myself of the Matter & let you know.

By Desire of Capt’ Brown’s Mate I have agreed with four of his Seamen which he highly recommended to proceed on ye Voyage which the Ship might be order’d to perform at 40 Dollars pr Month; it prevents the necessity of hiring Day Men to overhaul ye Rigging, and we shall have but three to Ship besides a Captain when Orders for her sailing arrive, I have so often mention’d the Difficulty of getting Seamen that it appears rather troublesome. We have now in Harbour 2 fine Ships mounting 20 Guns each, fitted out at an enormous Expence—after being five Months fitting them they have dismantled & hauld them up only because they could not mann them, this is ye Case with sundry Merchant Vessells, but I hope better things of the Continental Ships— Cap’ Skimmer we suppose, sailed from Marblehead yesterday with a 104 Men on Board, if his Courage is tried I’m sure he will honour the American Colours—in addition to our naval Losses I’m not without my Fears the Boston may be added to ye Number, She had saild from hence 48 Days when the Three Friends left Nantz, but no Account of her Arrival, and what makes it more probable is the york Papers saying that ye Boston Frigate was taken & carried into Plimouth mentioning the Time, Place, & Ship, if its so, I hope Mr Adams will have an Interview with some of our american Friends in Parliament, unhappy it is, our naval affairs wear so gloomy an Aspect, pray God Brighten it, . . . yours &c

J B

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of Massachusetts-Bay, Middle District. To all whom it may concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and Cargoes, viz.— In Behalf of Robert Richardson, Commander of the armed Brigantine Terrible-Creature, and all concerned therein, against the Schooner Connection, of about 90 Tons burthen, Michael Doran, late Master: In Behalf of Simeon Sampson, Commander of the armed Brigantine Hazard, and all concerned therein, against the Ship Live Oak, of about 200 Tons burthen, George Forten, late Master: In Behalf of John Fletcher, Commander of the armed Brigantine Wexford, and all concerned therein, against the Brigantine Sally, George Innes, late Master: In Behalf of the Owners, Captain, Marines and Mariners, of the private armed Ship Cumberland, against the Ship Layton, of 200 Tons burthen, Robert Johnson late Master: In Behalf of the Commander, Marines and Mariners, and all concerned therein, against the Schooner Friendship, 50 Tons burthen, Philip Moore and Capt. Job Prince, Boston merchants and part-owners of the Massachusetts privateer ship General Mifflin, Capt. William Day, commander.

3. Probably two Massachusetts privateers.
5. Continental Navy frigate Boston was not captured by the British. It arrived in the Gironde River, France, on 30 Mar. 1778 and anchored off Paullac that afternoon. NDAR 11: 1139, 1141.
6. That is, New York newspapers.
7. John Adams, American Commissioner in France.
burthen, —— ——, late Master: In Behalf of —— Cunningham, Commander of the armed Ship Revenge, and all concerned therein, against the Brigantine Peace and Harmony, 70 tons burthen, George Kennedy, late Master: In Behalf of Nathan Browne, commander of the private armed Brigantine, named the Montgomery, and all concerned therein, against the Brigantine Defiance, her Cargo, &c. of about 80 Tons burthen, Edward Ahier, late Master. All which Vessels, and their Cargoes, so libelled, are said to have been taken and bro’t into the Middle District aforesaid; and for the Trial of Justice of said Captures, the Maritime Court, for the said District, will be held at Boston, on Wednesday the 10th of June, 1778, at 10 o’Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.


2. Ship Live Oak, George Forten, master. For more on its capture, see The Boston-Gazette, and Country Journal, 18 May, above.


5. Brigantine Sally, George Innis, master, 170 tons burthen, built in Scotland in 1773, owned by A. Anderson. Lloyd’s Register of Ships, 1777–1778.


7. Ship Layton, Robert Johnson, master. For more on the capture of this ship, see The Independent Chronicle, and Universal Advertiser, 7 May, above.


11. Brigantine Defiance, Edward Ahier, master, 70 tons burthen, built in America, owned by P. Lys & Co., from Jersey bound to Quebec. Lloyd’s Register of Ships, 1777–1778.

ADVERTISEMENT FOR CANNON SHOT

CANNON SHOT

Of various Sorts and Sizes, may be had at JOSEPH CALLENDER’s SHOT STORE, at the lower End of STATE STREET, adjoining the Long-Wharf; where Agents and others may be supplied with the sorts they want, by giving timely Notice.— Cash given at said Store for refuge1 Cannon Shot, and all Sorts old Cast-Iron, and Wrought-Iron, to such only as come by it honestly.

N. B. Left in said Callender’s Hands for Sale, sundry Privateer Stores, consisting partly of 4 and 3 pound Cannon, with Carriages, Tackles, Ladles and Spunges, three Pair of Swivel’s mounted, Small-Arms, Cutlasses, &c.

Boston, May 25, 1778.

Independent Chronicle, and the Universal Advertiser (Boston), 11 June 1778.

1. Obsolete variant of refuse. OED.

JOURNAL OF H.M. FRIGATE VENUS, CAPTAIN WILLIAM P. WILLIAMS


Sunday 24
[Monday 25] 1 at 1 AM 2 weighed & made s 3 in C 4 wth 5 the Flora [6 & the] Boats wth 6 the Land Forces 7 from Rhode Isl 8 d 3 at 3 came too wth 9 the S 10 B 11 in 11 f 12 water off Bristol Northernm 13 P 14 of Prudence [Island] NW Popple Squash 4 NbW & the Battrey on Bristol Ferry NE 2 E Landed the Forces set fire to the Town of Bristol destroyed a Number of Flat Boats took a Galley 8 wth 15 Prisoners at 11 Troops embarked wth out any Loss

[off Bristol Ferry and northern point of Island of Rhode Island]

Moderate Gales & Cloudy

D, UkLPR, Adm. 51/1033, part 5, fols. 4–5.

1. Venus’s journal was one day behind. The date of the expedition was 25 May. See Journal of H.M. frigate Flora, 25 May, above.

2. On 24 May the Journal notes: "PM came on bd. 5 Flat Boats f 8 diff. Ships on a Secret expedition by order of Comd 6 Griffiths unmoored & hove in to 3 of the sm 7 B 8 " On the same date, Capt. John Brisbane of H.M. frigate Flora noted in his Journal that "PM at 4 a Pilot came on board, hove into 5 of a Cable at 7 Sent the flat boat & pinnace man’d & arm’d on board the Venus." UkLPR, Adm. 51/360, fol. 156.

3. That is, Newport on Rhode, present-day Aquidneck Island.

4. Popasquash Point.

5. Rhode Island Navy galley Spitfire, Capt. Joseph Brandall, commander. See Diary of Captain Frederick Mackenzie, this date, below.

JOURNAL OF H.M. FRIGATE FLORA, CAPTAIN JOHN BRISBANE

May 1778

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
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<tbody>
<tr>
<td>Mondy 25</td>
<td>East Popasquash N 7 W &amp; Gold Isle 1 SW 8 South</td>
<td>At Single Anchor as before Arnold Point NEbE ½</td>
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at 12 [midnight] Weighd & made sail in C 4 a Num 9 of flat Boats at 2 AM past Popasquash point, at day light the Rebels fir’d sev 1 Shot at us from Popasquash & their Alarm Guns at Warwick Neck, saw the flat Boats near Warren, at 8 it falling little Wind, & Tide done, dropt the sm 1 Bower, run out the Kedge & began to warp tow 8 the Boats, saw a Num 9 of houses on fire & a g 8 Explosion at Warren, at 10 saw a red Flag on Shore & our Troops march 8 towards Bristol, ans 8 it & made Sail to the S 8 w 9 in C 4 the flat Boats at ½ p 11 saw several houses & a Church at Bristol on Fire

[off Popasquash Point and Hog I.]

Mod 7 Winds & fair W 9 PM at 1 saw our Troops in possession of y 9 Batteries on Bristol Ferry, at 2 came too w 9 the sm 1 Bower, Veer’d ½ Cable w 9 a spring on it to cover the Embarkation of the Troops, at 3 they embarked, the Rebels then fired sev 1 Shot from the Heights w 9 past thro our sails, the Channel being very narrow run out the Kedge, Weighd the Bower, slipt the Kedge & one hawser, made sail at 4 came too w 9 the sm 1 Bower of[f] Providence 2 in 11 f 9 water, during this Transaction the Venus 3 advanced to our Station—

D, UkLPR, Adm. 51/360, fol. 157.

1. Gould I., R.I.

2. That is, Prudence I., R.I.

3. See Journal of H.M. frigate Venus, this date, below.
[Newport, Rhode Island] 25th May. Fine weather clear. Wind N.E.

The *Spitfire* Galley\(^1\) did not get into the harbour this day ‘till one o’Clock, notwithstanding every effort. Some whaleboats from Point Judith, taking her for an unarmed vessel, came off to attack her, but when within Gunshot they met with such an unexpected reception, that they with difficulty got off; and it was supposed with some loss.

The 22d Regiment, the flank Companies of the 54th, Captain Noltenius’s\(^2\) Company of Hessian Chasseurs, Some Artillery men and Guides, amounting in the whole to about 500 men, and under the Command of Lieu’Colonel Campbell\(^3\) of the 22d Regiment, marched from Newport at 8 o’Clock last night to Arnold’s point, on the West side of the Island near Windmill hill, where they arrived at 11 o’Clock. It began to rain at the time the troops marched from town, and continued, with some intermissions till near 12. As the troops had no blankets, and waited near an hour on the beach for the boats, they were all thoroughly wetted. The boats arrived at the place of embarkation about 12 o’Clock, and consisted of 13 flat boats, and four or 5 barges and Whaleboats, under the direction of Captain Clayton of The *Strombolo*,\(^4\) assisted by Lieu’Knowles,\(^5\) Agent of Transports, and some other officers of the Navy. The whole of the troops were embarked and put off from the shore about \(\frac{1}{2}\) past 12. They immediately proceeded to The *Flora*,\(^6\) which lay opposite, and from thence up the Bay, and round Papasquash point\(^7\) to the mouth of the Warren River, where they landed, undiscovered about half past 3 this Morning; one mile from Bristol and 3 miles from Warren. As soon as formed they proceeded to Warren (where the Company of Chasseurs were posted to observe The Neck, the road leading to Providence, and the Ferries over Warren River) and from thence to Kickemuit bridge,\(^8\) on the other side of which the Light Infantry of the 54th was posted to observe the roads that way. Here they found 125 boats, most of them large flat batteaux, capable of carrying 40 men each; a Galley mounting 2. 18; 4. 12; and 6. 4 pounders, besides Swivels;\(^9\) a Sloop loaded with Military Stores; a quantity of materials for building and repairing boats, a Store house, and Corn mill; all of which, together with some houses, the Bridge, and some Gun Carriages, were burnt and totally destroyed. Many Cannon were found here, which were spiked, the trunnions knocked off, and otherwise destroyed. The troops then returned to Warren, where they set fire to a new Privateer Sloop of 16. 4 pounders complete:—A considerable Magazine of Powder and other Military Stores, was discovered in a house at Warren, which was set fire to; by which means the Church and many houses were burnt. A Park of Artillery, consisting of 2. 18; 2. 12; and 1. 9 pounder, on travelling Carriages, with side boxes for ammunition, Complete, was found at the entrance of Warren.\(^10\) The Guns were spiked, the Trunnions knocked off, and the Carriages burnt.

After this service was completed, the troops returned by the way of Bristol, and, as the alarm had by this time become general and many of the Rebels had assembled, they were continually fired upon during their march, from behind Walls, trees, and houses by about 300 Rebels, with 2, 3 pounders; notwithstanding which they entered Bristol, where a small Magazine of Stores, the Church, and about 20 of the principle houses were burnt, and several Guns destroyed; after which the Detachment proceeded to the height above Bristol ferry, where they took post ‘till the boats came round from Papasquash point.
On the landing of the troops in the morning above Bristol, Captain Seix\textsuperscript{11} with 30 of the 22\textsuperscript{d} Reg't was sent in a flat boat to take possession of the Enemy's Battery of 1. 18 pounder on that point, and which had fired on the Flora when she went round it to cover the Boats. This service they effected without any loss, made a Captain and 9 men prisoners, and destroyed the Gun, Platform, Carriage, &c. &c. The flat boats, after the destruction of this gun, assembled at the point, and waited for a Signal from Bristol ferry for their removal there to re-embark the Troops. The Signal being made about half after 10 o'clock, they proceeded thence, with the Flora, up the Channel between Hog Island and Rhode-Island. The Flora anchored between the Islands, and the Boats proceeded to the Ferry, at which place the troops began to embark about \( \frac{1}{2} \) past 11. The Embarkation was completed about 12, under cover of The Flora, and the Pigot Galley.\textsuperscript{12} The Rebels continued an irregular fire upon the advanced parties of the Troops until they began to embark, but did not attempt making any attack during that time or when the last were embarking. When the last boats were putting off from the ferry, a few straggling fellows fired from behind some Rocks, and soon after they brought forward one of their Field pieces and fired a few shots from it, but without any effect. From the time our troops quitted the hill above the Ferry until they were out of reach of Cannon shot, Our battery at Bristol ferry Redoubt, and the Pigot Galley, kept a smart fire on the Rebels, which deterred them from appearing in numbers. The Flora also fired a few shot at them. 69 Prisoners were brought over from Bristol point to Windmill hill, and were marched from thence to Newport. The troops returned in the boats to Newport, where they landed about 4 in the afternoon.

The whole of our loss on this occasion was Lieut Hamilton\textsuperscript{13} and 4 privates of the 22\textsuperscript{d} [,] 1 Grenadier, & one Light Infantry of the 54\textsuperscript{th}, and 4 Hessian Chasseurs, Wounded. Two Drummers of the 22\textsuperscript{d} who after landing were sent back to the boats for some combustibles, were taken prisoners by the Inhabitants. The loss of the Rebels could not be ascertained, nor could it have been considerable, as they never shewed themselves openly, or came very near.

During the Expedition about 40 pieces of Cannon, including those belonging to The Galley and the Privateer, were spiked or otherwise destroyed.

At the time The Flora and the boats were proceeding up the bay, the Pigot Galley and 6 armed boats, under the Command of Captain Reeves\textsuperscript{14} of the Nonsuch, passed undiscovered through Bristol ferry into Mount Hope Bay;—The Pigot came to an anchor at the mouth of Taunton River, while the boats proceeded to Fall River, where a Rebel Galley called the Spitfire,\textsuperscript{15} lay at anchor. They surprized, boarded, & took her without the smallest opposition, and immediately towed her down to The Pigot. She mounted 2. 24 pounders in her bow, 2. 12 pounders in her Stern, and 6. 4 pounders in her waist, with 8 Swivels, and had when taken, the Captain\textsuperscript{16} and 15 men on board. Having secured the prisoners and got everything in order, and the wind about 9 o'clock having sprung up from the N.E., the two Gallies and the 6 boats got under way to repass through the ferry. The Rebels had at that time 2. 18 pounders in their lower Battery, and as soon as they came within reach began to fire on them with both round and grape shot; but they passed without any other damage than one Seaman slightly wounded by a Grape shot. Captain Brady\textsuperscript{17} of The Royal artillery, who was in our Redoubt at Bristol ferry, kept so brisk a fire on the Rebel Battery that they had not time to fire many shot. The Gallies anchored ahead of the Venus,\textsuperscript{18} off Arnold's point, (The
Venus having replaced the Flora when she went above Papasquash point with the boats) where they remained till they were ordered up to cover the embarkation of the Troops. The Prize Galley however could not work up in time.

About 2 o’Clock this Morning the Guard house which the Rebels had on the N. point of Fogland, was burnt by some boats from the Armed vessels in the Seconnet passage, without any loss, although the Enemy had a Guard in it, and fired some Cannon shot from their Battery on the S. point.

These different attacks caused a general alarm throughout the Country: Signal guns were fired at Warwick point, at Providence, and other places; but it did not appear that the Rebels turned out or assembled with much alacrity, as the numbers opposed to our Detachment did not increase much towards the close of the Expedition, altho they were near Eight hours on shore, and the burning boats at Kickemuit River, and the explosion of the Magazine at Warren sufficiently pointed out where our people were. The General knew, before the Expedition was undertaken, that Colonel Crary’s Regiment, consisting of about 250 men, was quartered at Bristol.

The destruction of the Armed vessels and so many boats, must undoubtedly prevent the Rebels from making any attempt on this Island for a considerable time. Unfortunately for the Rebels, almost all the boats which they had at Howland’s ferry, were sent over to Kickemuit the Morning of the 24th, to be repaired, and consequently were destroyed with the others.

The Expedition was well planned, and executed. The troops underwent much fatigue during the continuance of it, but they supported it, and behaved with their usual spirit. The Flank Companies of the 54th acquired great credit for their address and conduct in flanking, and covering the march of the Main body.


5. Lt. John Knowles, R.N.
7. Popasquash Point.
8. Bridge over Kickemuit River.
10. Pigot reports that the artillery park consisted of two 24-pounders, two 18-pounders, and two 9-pounders.
14. Capt. Samuel Reeve, R.N.
15. Rhode Island Navy galley *Spitfire*.
17. Capt.-Lt. Thomas Brady, Royal Artillery.
19. Fogland Point.
20. Sakonnet Passage.
23. In his report, Pigot wrote that it was the “prevailing opinion” that the Americans under Maj. Gen. John Sullivan were planning an attack on the British garrison at Newport, which prompted Pigot and Capt. Walter Griffith to order the raid. He also wrote that he believed the operation would convince the “Rebels” that it was “in the Power of this Garrison to annoy, lay waste, and distress their Persons and Property” whenever “inclined to do so.” Pigot to Clinton, 27 May 1778, UkLPR, C.O. 5/96, fols. 50–53.

**THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, MAY 25, 1778**

NEW YORK, May 25

The armed Sloop, *George and Elizabeth*, Capt. Neal, arrived here from a Cruise last Tuesday, in which he took three Prizes, one of them arrived last Week, the other two, viz. the Sloop *Canasta*, Law, Master, with Rum, Salt, Medicines, &c. and the Brig *Abigail*, from Boston for Edenton, in North-Carolina, are not yet arrived.  

Capt. Neal, during his Cruise, drove six of the Enemy’s Vessels on Shore at different periods, and on the 12th Inst. spoke with the Brig *Tryon*, of this Port, Capt. Sibles, off Cape Hatteras, who informed him, that the Day before he had drove a Privateer Sloop of 10 Guns ashore belonging to the Enemy.

We hear 4 more Whale Boats have again made their appearance in Blue Point Bay, and intend to prevent any Boats resorting thither: They lay on the Beach and get Necessaries from the Inhabitants in that Neighbourhood.

A Ship of 350 Tons, from Newcastle for this Port, is taken and carried into Boston, by the *Cumberland* Privateer, of 20 Guns. She had some Dry Goods on board, besides Coals.

*Prizes sent in since our last, are,*

The Sloop *Betsey*, from Virginia, for St. Eustatia; and Schooner *Herbert*, from Virginia for the West-Indies, both with Tobacco; Sloop *Fame*, from James’s River, in Virginia, for Martinico, with 60 Hogsheads of Tobacco, by his Majesty’s Frigate *Greyhound*, Capt. Dixon.  

The Schooner *Three Friends*, by his Majesty’s Frigate *Ariel*, commanded by the Honourable Capt. Phipps.  

The *Ariel* chased on Shore a French Polaque, on North-Carolina; the Crew scuttled her, after taking out three Boats full of her Lading, but the *Ariel’s* People got some of her Goods before she was totally destroyed.

Two Prizes from Ocracock, by the *Daphne*.  

The Sloop *Greyhound*, Robert Cauldfield, Master, from Chincoteague for Bordeaux, with 86 Hogsheads of Tobacco, and 1200 Staves; and the Sloop *Friendship*, Daniel Munro, Master, from Charlestown for Amsterdam, by the Letter of Marque Brig *Loyal Subject*, Andrew Syme, Commander.  

Brig *Bourdeaux*, Capt. Jeroud, from France for Virginia, Salt and Bale Goods; and the Sloop *Rising Sun*, Roan, Master, from Baltimore for ’Statia, with Tobacco, by the Tenders belonging to his Majesty’s Ships *Solebay* and *Preston*, taken the 12th Instant.  

The above Schooner on her Passage hither, off Cape Henry, was boarded by a French Frigate, of 22 Guns, and 240 Men, that the Night before had been chased by the *Ariel*; but the Frenchman having been three Months on her Passage from Europe, knew nothing of the Hostile Preparations of the King his Master.

The Schooner *Potowmack*, Yallet, Master, from Baltimore, with Tobacco, and a
Sloop by Captain Goodridge, in the armed Sloop Hammond. Besides which he took and destroyed the following Vessels, viz.

Schooner Polly, from New-London for Surinam, with Boards, Horses, and Onions:— Sloop Lilly, from South Quay, with Tobacco:— Schooner Fish-Hawk, from Boston, with Lumber:— Schooner Nancy, from Boston, Ballast:— Sloop Jenny, from Boston, Ballast:— Sloop Elizabeth, from Boston, Ballast— Sloop Success, from France, with Dry Goods, Cordage and Gun Flints:— Schooner Esther, from South-Quay, with Tobacco:— Schooner Nancy, from Boston, Ballast:— Sloop Jenny, from Cape-Fear, with Pork:— Brig Jenny, with Salt, burnt at Carolina.

The Ship La Dedegeaure, Jean Caree, Master, from Bourdeaux, for Virginia, of 22 Guns, and 140 Men, by his Majesty’s Frigate the Greyhound, Capt. Dickson, laden with Salt, Dry Goods, Wine, Soldier’s Cloathing, &c. The Ship is quite new, and 6 others of the same Force, Construction, &c. were soon to sail from Bourdeaux for Virginia. This is the same Ship that ordered the Master of a Prize Schooner on board his Vessel a few Days since off the Capes of Virginia.

1. A list of New York privateers prepared in November 1778 lists sloop George and Elizabeth as having 10 guns, 8 swivels, and a crew of 60. The commander is given as James Ridley, but one of the owners is listed as Pendock Neal. UkLPR, C.O. 5/1109, fol. 109.

2. There is no record that either Canasta or Abigail was condemned in the New York Court of Vice Admiralty.


4. Blue Point is on Long Island, N.Y.

5. Ship Layton, Robert Johnson, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 25 May, above.


8. Schooner Herbert, Thomas Herbert, master, from Virginia, owned by J. Herbert. According to the prize papers, it was on a voyage to France when captured on 18 May 1778. Howe’s Prize list, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84; H.C.A. 32/352/7. See also, Journal of H.M. frigate Greyhound, 18 May, above.


10. H.M. frigate Greyhound, Capt. Archibald Dickson, commander.

11. Schooner Three Friends, Jonathan Coffin, master. For more on the vessel and its capture, see Journal of H.M. frigate Ariel, 14 May, above.

12. H.M. frigate Ariel, Capt. the Hon. Charles Phipps, commander.

13. The vessels were: brig Litchfield, Elphalret Riley, master, a Massachusetts vessel captured on 8 May while on a voyage from Connecticut to North Carolina to Amsterdam; and ship Peggy, Elisha Lathrop, master, a New York vessel owned by W. Hubbard & Co., captured on 9 May on a voyage from Virginia to New York. Howe’s Prize list, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84; H.C.A. 32/390/8; 32/419/1. See also, Journal of H.M. frigate Daphne, 8 May and 9 May, both above.


15. In the prize papers, the master’s name is given as Robert Caulfield. UkLPR, H.C.A. 32/345/6.


20. The “above Schooner” may have referred to the tender of Solebay.


**Extract from the Minutes of the Pennsylvania General Assembly**

In General Assembly of Pennsylvania

May 25th. 1778. [Lancaster, Pa.]

The Representation from the officers of the State Navy was read a second Time, and being considered, it was thereupon

Resolved unanimously, that the said Officers be continued in the pay of the State under the Direction of the Honorable the Council, until the next Sitting of Assembly.

Extract from the Minutes

John Morris Jr
Clk of Gen. Ass:

D, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed: “Resolve of the General As/sembly of the 25. May 1778/delivered to Council May 26./for continuing in pay the Officers of/the fleet untill the next sitting/of Genl Assembly.” In another hand, someone has written over part of the docketing “1778” and below the docketing, “42.”


2. The “guard at Lancaster” was a large American prisoner-of-war compound at Lancaster, Pa.

**Pennsylvania Supreme Executive Council to Colonel Bartrem Galbraith, Pennsylvania Militia**

In Council

Lancaster 25th May 1778.

The remains of the Crews of the Gallies lately employed on the Delaware are just come to this Burrough. It was in contemplation to employ them on the ChESApeak Bay; Congress at least asked for them. But now it is hoped, that they may be soon re-established in their Vessels in guarding the River; for the Gallies are yet in being, & may, perhaps be refitted.

In the mean time as they, are in the Town at present here & must be paid & victualled, it will relieve you from the necessity of employing so many Militia, as was desired some days since, should you count on 130 of these boatmen towards the guard at Lancaster. I dare say , the people of the County will have no objection that these people folk under take their duty for a few weeks. I am Sir, [&c.]
CONTINENTAL MARINE COMMITTEE TO RICHARD ELLIS

Sir [York, Pa.] May 25th 1778

We are now to acknowledge the receipt of yours of the 27th of April last. The receipt of yours of the 2d March we have already acknowledged and fully answered, and refer you to that answer.1

We are exceedingly glad to hear of the arrival of the Raleigh’s Prize loaded with salt at Beaufort.2 The Continent as we informed you in our last are entitled to one half only of such Prizes as may be Captured by Continental Vessels of War. We would have you purchase the half of the salt belonging to the Captors at the lowest rate you can and remove to and store the same together with the Continental half at Newbern until farther Orders as this salt may be much wanted in the fall to pickle meat for the use of the Army. We have delivered your Oath of Allegiance and Oath of Office to the Secretary and you will take care not to sell anything belonging to the Continent that may come in your hands without first consulting us, unless the same should be of a perishable nature.3 We are sir [&c.]


1. See the Continental Marine Committee to Ellis, 22 Apr., above.
2. Probably the brig Sally captured by Continental Frigate Raleigh, Capt. Thomas Thompson, commander, and Continental ship Alfred, Capt. Elisha Hinman, commander, on 28 September 1777.NDAR 10: 875, 946–47. The North-Carolina Gazette reported on 15 May that this prize had been captured while anchored at Topsail Inlet by a loyalist privateer captained by Bridger Goodrich. Unable to carry off the vessel, Goodrich set it on fire. The 1,200 bushels of salt on board, which had “just been condemned by the court of admiralty and sold,” were saved; the prize, however, was “ruined.”
3. Ellis’s oath of allegiance is in DNA, PCC, item 195, p.183 (M247, roll 201).

SAMUEL ADAMS TO JAMES WARREN

[Extract]

My dear sir York-Town [Pa.] May 25 1778

Your favor1 by Capt Coltor2 overtook me on the Road; agreeably to your Request I immediately on my arrival here mentioned to a Gentleman of the Marine Committee the Necessity and Importance of keeping your Board3 duly supplyd with Cash to enable you effectually to do the duty of your Department, and was told that 50.m of Dollars had been lately remitted to you.4 I will not fail to do what in me lies to forward that Service, as our Navy has always lain near my Heart. . . .


1. See Warren to Adams, 8 May, above.
3. Continental Navy Board of the Eastern Department.
4. On 23 May, Congress ordered that $50,000 be sent to the Continental Navy Board of the Eastern Department. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 26 May, below.

NOTICE PUBLISHED BY AUTHORITY OF THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

NAVY-OFFICE, Baltimore, May 25, 1778.

NOTICE IS HEREBY GIVEN, That the Commissioners of the Navy for the Middle District, are now sitting at Baltimore, for the Despatch of Public Business. It is
expected that all Officers belonging to the Navy of the United States, who have not taken the Oaths of Allegiance and Office, as prescribed by the Resolve of Congress of the 3d of February last, 1 will attend at this Board as soon as possible for that Purpose. And those, who on Account of Distance, cannot conveniently comply with this Order, are directed to take the said Oaths before the Judge or Justice of the Place where they reside, and forward their Certificates to this Office without further Delay.

The Maryland Journal, and Baltimore Advertiser, 2 June 1778.


MARYLAND COUNCIL TO THOMAS CLAGETT

Sir.

In Council Annapolis 25th. May 1778.

We send you by your Brother 1 the four thousand Dollars as you desire. We have great Difficulties in procuring Craft for the Transportation of Provisions, the first we can command on that Service, we shall send round to Potowmack, 2 with Orders to take what you have on that River: What lies convenient to Patuxent, had best be sent to convenient Landings there but, if you have an Opportunity, we wish you in the mean Time to hire a Vessel and send forward the Provisions, inclusive of the Pork from Potowmack, addressed to Col. 3 Henry Hollingsworth at the Head of Elk. 3 If we should send a Vessel round at the same Time, there would be no great Disappointment, as she may carry Fish or other Provisions from above or below you.— We are &ca.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 167, no. 236. Addressed at the foot: “Mr. Thomas Clagett/Piscataway.”

1. William Clagett who, like Thomas Clagett, was a purchasing agent for the state.
2. See Gov. Thomas Johnson, Jr., to Capt. George Ross, 27 May, below.
3. Hollingsworth was Continental deputy quartermaster general in Maryland.

MARYLAND COUNCIL TO COLONEL GEORGE DASHIELL, MARYLAND MILITIA


... We are surprised that Capt. Winder 1 should refuse to receive the Substitutes; it was certainly his Duty to have forwarded them; to make the best of it, we request you will send them to Cambridge, in char[g]e of some trusty Militia Officer, who must be paid for his Trouble: we shall send a Galley there in a few Days 2 for some continental Tents and other Matters, and she may take the Men immediately to the Head of the Bay, which will be a great Ease to them. We request the Men may be marched to Cambridge immediately, that the Galley may not be delayed. If they get there before her they may if inconvenient to the officer you send to stay, be left in the Care of any of our Continental Officers, who may be there or if none there, in the Care of John Chalmers. We inclose you a Copy of an Act passed the last Session; 3 if there should be Occasion, you are by Virtue thereof and this Order, to call out such of the Militia as you think necessary and most proper, advising us immediately of it. We are &ca.


1. Capt. Levin Winder of the First Maryland Continental Regiment.
2. As seen at Council to Lt. John Hanson, 26 May, below, the Maryland Navy galley Independence was sent.

3. "A number of the Inhabitants of the Upper Part of Queen Annes County having represented their being in great Danger from Parties of Tories Commanded by Cheney Clows the said Cheney Clows and his Parties having lately committed several Roberies and taken some of the inhabitants out of their Houses and have therefore requested a small party of Militia to scout in those Parts which is thought necessary and is therefore recommended by the [County] Lieut of Queen Annes County immediately order out any Number of the Militia he may judge proper not exceeding Forty under proper Officers nor for a longer Time than one Month to serve as a scouting Party for the Protection and Defence of the inhabitants in the upper Part of Queen Annes County and the Neighbourhood thereof with Power if necessary to act in the State of Delaware" D, MdAA, Governor and Council Proceedings, 3842, S1071-23.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg]

Monday May 25th 1778.
Present
His Excellency,\(^1\)
John Page Dudley Digges Thomas Walker
Nathaniel Harrison David Jameson & James Madison \(^2\)

Esquires

. . . Report being made by the Assistant Engineer\(^2\) respecting the Situation of York & the additional Fortifications necessary for that place as a protection to our Allies; and the Board taking the same under their consideration do advise the Governor to direct Colonel Marshall\(^3\) to consult with Captain Fournur the Assistant Engineer & take the proper Steps for extending the Works at that place & for fortifying the Gloster Shore so as to cooperate with York, and to encrease the number of Labourers for the purpose upon the best Terms possible. And the Governor is also advised to desire the Navy Board to direct that two Gun Boats be immediately built according to a Plan to be furnished by Captain Fournur.\(^4\)


1. That is, Gov. Patrick Henry.
2. Assistant Engineer Joseph Feliz Fournier (Fourneer/Fournur). For more on this report, see *Journal of the Council of the State of Virginia*, 13 May, above.
4. These gunboats were never built.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES Phipps

May 1778

Monday 25 at 10 AM made Sail & Stood to the South Ward—

[Cape Hattrass WSW\(^1\)/\(^1\)W\(^1\) distance about 4 League]\(^3\)

Mod\(^5\) & Cloudy W\(^6\) at 5 PM saw a Sail ahead, made Sail & gave Chace, it being inclinable to Calms got the Boats out & sent them after the Chace, hoisted Signal lights & made false fires to the boats \(\frac{3}{4}\)\(^4\) p\(^9\) the boats & Prize Join’d Company which proved to be Schooner *Gen’l Scott* from Virginia for Nantz laden with Tobacco\(^2\)

D, UkLPR, Adm. 51/61, part 1.
1. Last recorded bearing and distance at noon on 20 May.

GOVERNOR PETER CLAUSEN OF THE DANISH WEST INDIES TO GOVERNOR WILLIAM MATTHEW BURT OF THE BRITISH LEeward ISLANDS

Sir

The Reason why I have not before now answered your Excellency's most honored of the 26th of March last, which came the 5th of April to Hand, is because I would in Consequence of your Complaint against Abraham Keyler and one Daniel at S' Thomas make the strictest Enquiry, and which I ordered the 12th of same month at the Court of S' Thomas, and having a few days ago received the Proceedings: I can now with the more Certainty acquaint your Excellency, that it realy grieves me to assure your Excellency, that notwithstanding as good the foundations your Informations relative to the privateers fitted out at S' Thomas, are built upon, is yet [as] my Letter of the 30th of January last1 and the Assertions therein laid down concerning the Weakness of the Informations given you [are] an undeniable Truth, and which is founded upon Depositions and Declarations given under Oath before a public Court.—

The first viz Keyler, relative to his being Part Owner with L'Abadie, has proved his entire Innocence before the Court, and the Custom House Officers have also declared under Oath, that neither he nor any Inhabitant to their Knowledge was nor are interested.—2

And as to the other Daniel, there is not such a Man at S' Thomas of that Name.—

It may be possible, that Provisions have been landed at Bochen Island3 near to S' Thomas, and from thence brought in for Sale, which no Custom house Officer can see from the Harbour, but I am convinced of, that it never was entered as a Prize, besides having no Prize Master on Board, who can judge whether it is a Prize or not? when they enter from one or other Island.—

I would wish your Excellency had sent me the mentioned Depositions, that I might have produced them under the Examination for the better Elucidation of the Court, who had no other Guide but my Orders; which were founded solely on your Excellency’s Declaration.—

This I can assure your Excellency as I have done before; that no American Privateer coming in to any of the Danish Ports here with a Prize, shall get permission to sell the same.—

Should Mollineux with his Crew happen to arrive in my Government;4 I shall then by Evidences before the Court convince him of Threats against me: as the Laws of my Sovereign doth not permit in Actions of Injury to impose on any Man by Depositions under Oath, but the accused Person shall be present at the Examination of the Evidences to defend himself.—

The danish Laws also dictates Punishment for those who menaces with threats, and consequently I can not be of Opinion with your Excellency: that the Privateers should first attempt illegal Acts or carry threats into Execution, before they are punished and meet with their Deserts—

It would be a very poor Satisfaction to me after such desperate People either had hanged or abused me that they afterwards lossed their Lives.—
The mentioned Execrations thrown out & Vengeance declared against your Excellency in my Government, I must declare that I never heard of: and even if so: I can positively assure your Excellency, that your Person should be very safe here, but such a certain Assurance can your Excellency not give me on the Seas under such desperate and wild Privateers, who’s Conduct has, hitherto proved that Imposition is exercised without Law or Reason.—

The Roman Emperors Reply to a Sycophant I have known many Years ago and consequently long before your Excellency was invested with his Government, also the moral your Excellency has been pleased to allude, that a Governor stands charged with nothing more than his own Misconduct; which has been strictly observed by me since the year 1751 when I was appointed Governor.—

Concerning what your Excellency has been pleased to mention; that it seems I did not regard the Complaints relative to Ledlar and his Crew, nor reflect on the Informations or Depositions you receive from the English and transmite to me: I must animadvert: that it is strange, that your Excellency will have me to believe such Depositions, which hitherto have not bore the Shadow of Truth, and which I can prove by all the Inhabitants of this Island.

The same was Mr. Potters Information relative to one of Ledlar’s Crew who was dead in Confinement. The Deposition transmitted to your Excellency by me regarding the threats which a Privateer without Name had uttered against some of our Inhabitants here, was not sent with that Intention to have Satisfaction, as your Excellency self acknowledges, that no English Man can be punished before he carries his threats into Execution, whereby no Man can be satisfied; but it was only to shew the illegal and Insolent Behaviour of the Tortolian Privateers even contrary to their them given Instructions, also that they do not mind the Orders of their Commanders.

I would realy wish that your Excellency would not listen more to the Information of low People than I do, and I would then not be troubled with so many wrong and erroneous Accusations against the Danish Inhabitants within my Government.—

In my Letter to your Excellency of the 3d. of February last I have already mentioned that I had nothing against Ledlar’s Crew, whereby it was plain: that they after being examined would be immediately set on free foot, which also is done long ago: and regarding the Reason why they were arrested, I think my self not to be responsible but to my King.—

Your Excellency’s uttered Surprise would hardly have taken Place, if you had considered, that I had no armed Vessel at that time when Ledlar was to an Anchor at Bochen Island, which could take him up and bring him in, and a Man who commits Hostilities will hardly be taken by one whom he is Master of.—

I have before mentioned that I no where can find in my Sovereign’s Law, that the Rebels of foreign Powers are forbid Justice, and which besides is a thing that doth not concern me, as here are appointed Judges who must decide agreeable to Law and are answerable for their Actions to their Upper Judges.—

Lastly I am of the same Sentiments with your Excellency that I am answerable to my King for all my Transactions when called upon.— I am with sincere Regard [&c.] P. Clausen

S’ Croix
May 25th 1778
May 26

LOG OF RHODE ISLAND PRIVATEER SHIP MARLBOROUGH, CAPTAIN GEORGE W AIT BABCOCK

[off Nova Scotia]

Remarks for Tuesday May 26th 1778

att 3 AM hove Short a Peak, att 4 weighd our Anchor, & the Ship *John* with us Stood through those Islands about. S.B'W the Wind att NW. att 7 hawld our wind to the westward. att 8 Saw 3 Small Sail under the Land. Lieut Eldred went in the Barge towards them. att 11 they appeared Standing towards Us, as 3 Schooners with Contin
tinal Colours Up from whom we hope to gett Intellegence—

[in Spry Harbour, Nova Scotia]
The first part fresh Breezes. the wind att NW. the Schooners run along Side. the Captains Came on Board us. When to our Sorrow they Informed us that we Where 20 Leagues to the Eastward of Hallefax. the wind being againstt us we Determind to make a harbour, took a pilot from one of the Schooners, of Which they was all armd Privateers mounting 8 Suivels & 25 Men 6 Weeks from Salem. the Pilot Came on Board. and att 3 P.M Anchord us in Taylors harbour, which is a very fine one, opening to the SE: it is Nova Scotia the Captain thinking we had not Provission Sufficient to gett home with. we began to get Some out of the Ship *John*.

D, NjMoHP, Lloyd W. Smith Collection, “Journal of A Voyage in the Good Ship Marlborough George W Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island Kept by John Linscom Boss. Capt™ Clerk.—”

1. Prize ship *John*, James Ogilvie, master.
3. Probably, Spry Harbour, Nova Scotia, with Taylor Head at its entrance.

PETITION OF SAMUEL THWING AND WILLIAM SHATTUCK TO MASSACHUSETTS COUNCIL

To the Honble: the Council of the State of Massachusetts Bay.

The Petition of Samuel Thwing Agent for the Brigantine *Washington* and William Shattuck part Owner of said Brigantine burthen about 120 Tons Mount8 12 Carr8 Guns, 80 Men, 1200. w4 Powder & Shott in proportion, Provisions & Stores for four months, Nath1 Wardell Commander Robert Crage first L1 John Williams second D<1 Rob< Jervis Master—

Humbly Shew

That they have at a very great Expence fitted out the said Brigantine1 as a Priva-
teer to Cruise against the Enemies of the United States of America, That she is now Compleatly fitted for her Cruise being Victualled and fully Manned, but by some means or other they have been so misfortunate as not to be Able to procure a Commission for Nathl Wardell the Commander of said Brigantine, And your Petitioners to their great Mortification are informed that there are no Commissions at present to be had within this State. That if your Honors would be pleased to Authorise Your Secretary to Alter an Old Commission and Insert the Name of the said Brigantine and Commander, they humbly apprehend it would Answer their purpose, And prevent the Cruise from being broke up.—

They therefore humbly pray your Honors would be pleased to Authorise and impower the Secretary of this State to Alter an Old Commission that it may Answer for the said Brig & Commander—And as in duty bound shall pray &c.

Samuel Thwing
William Shattuck
Boston May 19th. 1778

In Council May 26th. 1778 Read & Ordered that a Commission be issued out to Nathl. Wardell as Commander of the within mentioned Vessel—he complying with the Resolves of Congress—

Jn. Avery D° Sec'y

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—
Sam'l Ph'ps Savage Esq'
John Brown Esq'
Thomas Walker Esq'

Sam'l Ph'ps Savage Esq' President—

Order'd, That the Com' Gen' deliver Thomas Powell for the Brig' Hazard, as much Shroud Hawser as he may want ret's the weight—

Order'd, That the Com' Gen' deliver Samuel Hartley for the Sick Men landed by Cap' Harreden on Rainsford Island, & for Men sent there by Col' Crafts—one Cord Wood—

Order'd, That the Com' Gen' deliver D' Edward Kitchen Turner for Sick Men landed at Rainsford Island, belonging to the Brig' Tyranicide—the following Articles, viz:—

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<td>20th Brown Bread,</td>
<td>—</td>
</tr>
<tr>
<td>7th Rice,</td>
<td>—</td>
</tr>
<tr>
<td>7th Sugar,</td>
<td>—</td>
</tr>
<tr>
<td>14th Flour,</td>
<td>—</td>
</tr>
</tbody>
</table>


1. David Devens.


**WILLIAM VERNON TO JOHN ADAMS**

Dear sir

Boston May 26th, 1778.

The Two foregoing Letters are Copys,¹ thinking it necessary to transmit at least Three Copys these precarious Times, wch. I shall think no trouble in transcribing, if a single line thereof gives you the least satisfaction.—The building the 74 Gun Ships are order’d to be stoped for the present, I suppose it to be in consequence I [of?] what You requested me to write M’ Ellery upon the subject⁵—nothing New in the Naval department since my last—

The Enemy from Newport made an excursion upon the Main Yesterday morning, they Landed about 700 Men at Warren at Day light, under the command of Co¹ Cambell³ they burn’t a number of boats that was collected there the last Winter, sat Fire to the Baptist Meeting House wch with three or four other buildings were consumed, the Militia collecting to the number of 120 they retreated towards Bristol made a stand, Two or Three Mile from that Town, while a number Rob’d & plundered the Inhabitants destroy’d furniture &c &c, sat Fire to the Episcopal Church and 22 of the best dwelling houses in the Town, retreated hastily down to the Ferry landing—opposite to Rhode Island,⁴ where a Frigate an Arm’d Brig.⁵ & several Cutter was ready to receive them on board under cover of their Guns wch. constantly Fir’d upon our People who pursued & harassed them in their retreat & embarkation, although not a fourth part of their number. Co¹ Barton⁶ (who took Prescott)⁷ was Wounded with one private we made three Prisoners, and its very probabl Kill’d some and Wounded many, as much blood appeared upon the Hill where they made a stand & several were seen to fall. Thus ended this burning thieving Expedition in six hours from their Landing after retreating 8 Mile & stealing Twenty respectable Inhabitants out of their beds, whom they took away, we suppose to Starve & Murder on board their Prison ships, as they have done with some Thousands before—I forgot to tell you Ten days past they sent a party into the Eastward sound⁸ and Rob’d the Elizabeth Islands of 1500 sheep & 100 Cattle, burn’t some buildings &c. they did not Land at the Vineyard. return’d to Newport with their booty.

We are impatient to hear of your safe arrival. I am [&c.]

Wm Vernon

1. The recipient’s copy begins in the middle of page 3 and continues to the middle of page 4, being preceded by a triplicate of the letter dated 9 Mar. and a duplicate of the letter dated 20 May.
2. On 20 Nov. 1776 the Continental Congress authorized the building of three 74-gun ships of the line: one at Portsmouth, N.H., one at Boston and one at Philadelphia. It is not known what John Adams asked Vernon to write William Ellery, a member of the Continental Marine Committee in Feb. 1778. Ellery wrote Vernon on 16 Mar. that “these huge ships are too costly and unwieldy” and should be completed as large frigates. On 6 Apr. the Continental Marine Committee, in response to letters from William Vernon and William Whipple, ordered the Continental Navy Board of the Eastern Dept. to halt construction of the ship of the line at Portsmouth. Congress on 29 May concurred and directed that it be completed as a ship mounting 56 guns on two decks.
4. That is, the Island of Rhode Island.
5. According to British accounts of the raid, the evacuation of troops from Bristol Ferry was covered by H.M. frigate *Flora*, Capt. John Brisbane, R.N., commander, H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander, and the newly-captured armed galley *Spitfire*.


8. That is, Vineyard Sound.

**MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY, TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS**

Providence [R.I.] May 26th 1778

I beg Leave to inform Congress That on the night of the 24th Instant about Six or Seven hundred of the British & Hessian Troops at Rhode Island Embarked on Board two Ships of War Two Tenders & about Thirty Flat Bottomed Boats & pass’d up the River & Landed before Day between Warren & Poppasquash Point at the appearance of Day Light they marched in Two Bodies one for Warren & the other for The Head of Kickemuet River where were about Seventy Flat Bottomed Boats & one of The State Galley They Burned all the Boats but Twelve & Set fire to the Galley which was afterward Extinguished without having Done Much Injury They Then Set fire to the Meeting House at Warren & to Seven Dwelling Houses and Retreated toward Bristol where their Ships had Fallen Down with the Flat Bottomed Boats to Receive them They Burnt in Bristol Twenty Two Houses among which was is Governor Bradfords in their Tour Every Species of Cruelty was Displayed twenty of The Inhabitants were taken & Carried off: almost Every House was Plundered They made no Distinction between their Friends & Foes Some women who had been Long noted as their faithful friends were Compelled by the Bayonet to Stand while Their Buckles were taken from their Shoes their Rings from their Fingers Their Handkerchiefs from their Necks and I received Intelligence of the Enemys Landing about Eight of Clock The Country was immediately notified The Troops from this place put in motion & Lest an attempt might be intended upon This place or upon the Western Shore Some part of the Militia was called in to guard the Western Shore & This Place the Residue were ordered to march on Toward the Enemy all Those from the Massachusetts were ordered there to meet & oppose them. They assembled with great alacrity & marched with much Expedition. Colo Barton was Sent on to muster what force he Could on the Road to assist Colo Careys Regiment which was Stationed at Bristol & had got into the Enemies Rear Colo Barton with what Careys Reg & what force he had Collected amounting to near Two hundred & a Large Body of Militia were about two Miles in the Road coming on, many of which had marched near twenty Miles in Less than four hours. when I came upon the ground Their Rear had Embarked & had been off near an hour. I know nothing of their Loss we had two or Three Killed Several wounded & five taken. I am Sorry to Inform Congress that Notwithstanding my Repeated Solicitations There is not a hundred men Sent here from Mass but Eighty from New Hampshire & not a man from Connecticut. The whole force here is Less than five hundred to Defend a Shore of near a hundred
Miles in Extent. While we Remain in this weak Situation They Enemy will have it in their power to Destroy the Towns upon the Shore one after another & Retreat before any force can be Collected to oppose them Successfully. I have Repeatedly urged this to the States but without Success I am Informed that the Continental Bounty being So high for Soldiers to Join the Grand Army There priviledge of Drawing Cloathing at a Reasonable Rate & Those in this Department having So Small a Bounty Compared to the other & having no Certainty that they can Draw Cloathing but at an Extravagant Price They prefer going into the grand Army.— I have again wrote by Express to the Several New England States informing them of our Situation & of the advantage the Enemy have taken of it. hope it may have a good Effect.—

I cannot help observing that The place for Laying up the Boats was very injudiciously Chosen. I was about to move them when I first Came to this Port but upon Examination found not one of them would Swim: I Employed a Number of Carpenters to Repair them with a view of moving them up Taunton River where they would have been Safe but before this could be Effected they were destroyed one of the State Galleys9 manned with Thirteen Men was taken yesterday morning at Gardners Neck by one of the Enemies Galleys10 which Rowed up to her in the Night. Sir I have the Honor to be [&c.]

Jno Sullivan


1. British accounts list only two Navy vessels accompanying the raiders: H.M. frigate Flora and H.M. armed galley Pigot, the former schooner tender Lady Parker.
2. Popasquash Point.
5. Deputy Governor William Bradford. The Providence Gazette; and Country Journal on 30 May reported that the British burned eighteen “of the most elegant Dwelling Houses” in Bristol “not sparing the Episcopal Church, a large Edifice near the Centre of the Town.”
8. In its report of 30 May, the Providence Gazette stated the attack of Barton’s force prevented the British from “taking off any live stock, although a Number of Cattle was collected near the Shore.”

GOVERNOR WILLIAM GREENE OF RHODE ISLAND TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

State of Rhode Island and Providence Plantations.} Council Chamber

Providence May 26th. 1778.

Sir

This is to inform you That a party of the Enemy supposed to be about Seven Hundred, landed upon the Eastern part of this State, the Night before last towards break of Day, and burnt about Thirty Houses and Stores in the Towns of Bristol and
Warren, as also our Flat bottom’d Boats, to the Number of about Seventy or Eighty which lay at a Place called Kekamuit,¹ which has greatly alarmed the Inhabitants of this State, especially as we have been for a considerable Time past intirely neglected by our Sister States, not assisting with their Quota of Troops according to the Agreement entered into by the Convention at Springfield,² and unless we can be better furnished for the future I see nothing to hinder immediate Destruction from taking place, for unless the major Part of our Militia are continually upon Duty, the Shores cannot be properly guarded, and in that Case we shall very soon be deprived of the Necessaries of Life, that considering our unhappy Situation and how distressing the Scene has now opened I am convinced I need not use any further Arguments to Convince you of the Necessity of your States sending forward their Quota of Troops with the utmost Dispatch. I am with great Respect Sir [&c.]

W. Greene

P.S. Our Magazine at Warren is also blown up and a considerable Quantity of military Stores been destroyed.

¹. Kickamuit River, R.I.
². This refers to the convention which met at Springfield, Mass., on 1 to 6 August 1777 and included representatives from New Hampshire, Massachusetts, Rhode Island, Connecticut and New York.

LIBEL FILED IN CONNECTICUT MARITIME COURT FOR HARTFORD COUNTY

HARTFORD COUNTY, May 26, 1778.
PUBLIC notice is hereby given to all whom it doth or may concern, that a libel is filed before the Hon. Jabez Hamlin, Esq: Judge of the County Court in the County of Hartford against the Brigantine Britania, burthen 150 tons, Edward Hooper late master her tackling, apparel and cargo, in favor of David Brooks, commander of the armed schooner called the Chatham and his associates the captors and setters forth of the said schooner, who took her upon the high seas, and sent her into the county of Hartford: and for the trial of the justice of said capture, the maritame court for the county of Hartford will be held at Hartford in said county on 23d day of June, A.D. 1778, at which time all persons claiming property may appear, and shew reason if any they have, why the said brigantine Britania with her apparel and cargo, should not be adjudged as lawful prize to the captors and setters forth agreeable to the prayer of the libellants.

By order of the Judge,

GEORGE WYLLYS, Register.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 2 June 1778.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
26th May. Fine weather. Wind S.
The *Haerlem* Sloop, coming into the harbour this morning from the Seconnet,\(^1\) was taken for an unarmed vessel by some Rebel boats from point Judith, who put off to attack her;\(^2\) but a Signal being made by the Commodore\(^3\) for the *Pigot* and *Spitfire* Galleys\(^4\) to go out, and they being followed by some armed boats, the Rebels were afraid of being intercepted, and retreated precipitately.

Mackenzie, *Diary* 1: 288.
\(^1\) That is, Sakonnet Passage.
\(^2\) See Master’s Journal of H.M. armed sloop *Haerlem*, below.
\(^3\) Capt. Walter Griffith, R.N, acting commodore at Newport.

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**JOHN POTTER TO WILLIAM VERNON**


I receiv’d Your Letter of the 22d: Inst: wherein You Requested me to inform the Navy Bord at Boston whither I wou’d take up with the Terms You Mentioned in said Letter.— Respecting the Pigg Iron Ballist, and wrought Iron, I together with Co\(^5\) Sands\(^1\) have therefore concluded to take up with the Terms You Mentioned in said Letter And shall take the first Opportunity in forwarding said Pigg & wrought Iron to Maj’ Joshua Huntington in Norwich agreeable to Your directions—\(^2\)

Sr. You will Please to Inform the Navy Bord at Boston with the same— I am with great respect Sr.\[&c.\]

John Potter

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**MASTER’S JOURNAL OF H.M. ARMED SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT**

May 1778  
Secunnet\(^1\) N\(^o\) 3 Miles  

Tuesday 26th. (AM) at 4 Rhode Isl\(^d\) L’house\(^2\) NNW 3 or 4 Leag\(^e\) work\(^g\) up for d\(^f\) at 10 fired 6 four P\(^h\) at 4 Rebel whale Boats join’d us 2 Galley’s\(^j\) from Newport at Noon Light house NBE 1 Mile [Rhode Island Light house NBE 1 Mile]  

D\(^c\) [Light airs and Calm] w\(^b\) rain PM anch\(^d\) in Rhode Isl\(^d\) Harb\(^r\) in 7 fm\(^s\) of/[f] Scapgoat Isl\(^d\)\(^5\) found here H: M: Ship *Nonsuch* & *Strumbolo* fireShip\(^9\)

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\(^1\) That is, Sakonnet Passage.
\(^2\) Lt. Col. Ray Sands, Rhode Island Militia.
\(^3\) H.M. armed galleys *Pigot* and *Spitfire*. See Diary of Capt. Frederick Mackenzie, 26 May, above.
\(^4\) That is, Newport harbor.
\(^5\) That is, Goat I.
CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gentlemen [York, Pa.] May 26th 1778

We now transmit you by the hands of Mr. Norton Brailsford an Express the sum of fifty thousand Dollars agreeably to the inclosed receipt which you will receive and appropriate to the use of the Navy in your Department crediting this Committee for the same. We hope this sum with the Monies which you will have received for the Warrants on the Loan Offices formerly transmitted will enable you to go on with vigor in your business, and it is our desire that your utmost endeavours be exerted to have all the Continental Vessels of war in your District speedily prepared for the sea & that you send them out to Cruize against the enemy according to the plan proposed in your letter of the 9th of March last. We are Gentlemen [&c.]


1. Congress had approved the advance in a resolution of 23 May. JCC 11: 529.
2. The letter of the Continental Navy Board of the Eastern Dept. has not been found.

BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY, TO GENERAL GEORGE WASHINGTON

[Extract]
Wilmington [Del.] 26th May 1778

... but as I had heard of the Enemies Embarkation, and there were a Number of Ships laying off Chester & Marcus Hook, the Motions of which I had detached a party of horse and foot to discover, who returned about 1 oClock at the time the Ships past by here, informing me they had no troops on board, and that there were no more Ships below the Chavaux du frize except five or six Ships of force, I judged it most prudent to remain here with the Troops ’till the Tents were brought down, & the remainder of the Quarter Masters & Commissaries Stores, (the latter of which we had just recieved a Supply of five days) could be removed; as I thought there could be no danger of Surprise and that those troops would not cross the Schuykill ’till those Ships with the Troops embarked had passed below the Chavaux du frize, a Constant look out for which I have had in view, as also their Troops crossing the Schuykill, and I have parties & Persons now in that Quarter to give me Immediate Intelligence should any such Motion take place.

... Cap’t Walbeof of the York Sloop of war Mr. Robinson Purser of the Swift a 20 Gun Ship with Sundry prisoners were sent up here last Night by Col° Pope, a Captain Cook and his Mate of a Fourteen Gun Schooner lye wounded below and could not be brought up; Walbeof & the Purser seem very Anxious to be admitted on Parole to go up to Philad° to effect an Exchange before the fleet goes off. Walbeof for Cap’t Robinson & the Purser for any person of ours that maybe thought proper I have kept them Confined to a house and Lot from which they could make no discoveries and shall move them under guard remote from the troops; I do not know in what light Cap’t Robinson Stands, whether as a prisoner of War, or unjustly Captured and detained; but if the Former, and you should incline Or think it Prudent to give them this Indulgence, you will please Signify, as from some Circumstances, I think they might be trusted, and if Consistant with good Policy & Justice, I could wish for Robin-
sons Exchange, as he is an old Acquaintance of Mine, and I believe a Brave and good Officer—\(^3\) I have the Honor to Remain [&c.]

W. Smallwood


1. On 22–23 May, Washington wrote Smallwood that he had received intelligence that a “considerable detachment” of enemy troops had been embarked “which they give out as intended for New York; but which may be destined against you.” DLC, George Washington Papers, Series 4.


3. Washington replied on 30 May, below.

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**MARYLAND COUNCIL TO LIEUTENANT JOHN HANSON, MARYLAND NAVY**

L\(^1\) Hanson. In Council [Annapolis] 26\(^{th}\) May 1778.

You are to proceed to Cambridge, in the Galley *Independence* and to apply to Col\(^6\) Harrison for the Goods lodged there belonging to the Congress, which you will receive and deliver to Col\(^6\) Henry Hollingsworth, at the Head of Elk.\(^1\) The Blankets, we are informed, belong to Virginia of which acquaint Col\(^6\) Hollingsworth, that he may dispose of them accordingly. A Number of Recruits are Expected at Cambridge, from Somerset County; you are to carry them to the Head of Elk;\(^2\) if the Recruits should not be at Cambridge sooner, you will wait two Days for them, but not longer. M\(^r\) Thomas\(^3\) takes this Opportunity of going over the Bay, you’ll set him on Shore at Oxford, or where else he pleases.—


1. Col. Robert Harrison commanded the “Lower Battalion of Militia in Dorchester County,” Md. *Journal and Correspondence of the Council of Maryland, April 1, 1778 through October 26, 1779*, vol. 21:97. Henry Hollingsworth was a Continental deputy quartermaster general in Maryland.

2. For more on these recruits, see Maryland Council to Col. George Dashiell, 25 May, above.

3. Probably, Nicholas Thomas, Speaker of the Maryland House of Delegates.

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**JOURNAL OF THE VIRGINIA NAVY BOARD**

[Williamsburg] Tuesday the 26 day of May 1778.—

Present,

Mr Travis and Mr Archer.

Ordered that the Keeper of the public store, deliver to Lieutenant Jones\(^1\) two bolts thin Canvas. six pound of twine, six palm irons, twenty four needles sixty yards of Bunting, and a bottle of sweet Oil for the use of the *Lewis* Galley.—

Ordered that Mr Page\(^2\) deliver to Lieutenant Jones three kegs of yellow paint and three gallons of Lint seed Oil for the use of the Chickahominy shipyard.—

Ordered, that Mr Taliaferro, deliver to Captain Taylor,\(^3\) a cable he has in his possession for the use of the Navy of this Commonwealth.—

DS, Vi, Navy Board Journal, p. 403.
1. Lt. Lewis Jones appears to have transferred from Virginia Navy galley “Protector” to take command of Virginia Navy galley “Lewis” upon the resignation of Lt. Stafford Lightburne on 12 May.

2. Probably, merchant and shipbuilder Mann Page.

3. Charles Taliaferro; Capt. Richard Taylor, commander of Virginia Navy ship “Tartar.”

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO CAPTAIN WILLIS WILSON, VIRGINIA NAVY

Sir, Newbern 26th May 1778—

I had your letter of the 21st Inst., and am very much concerned at the account you give me of the rascally behaviour of Pilots, at present I do not know that it is in my power to do any thing with them, if I find it is they shall be treated as they deserve. Mr. Bond has promised to give me a list of them. The Assembly directed a Tender to be purchased by Capt Easton at Beaufort. He advised me had made the purchase, and is fitting the Sloop for your purpose, the sooner you can send for her I think the better—Shot, Bread & flour is to be had here, I think you had best appoint an Agent, at this place to provide necessary’s for the Ship and Crew, who shall meet with every assistance I can give. The Ship is to be taken into the service of this State as the property of the State (by Resolve of the Assembly) arrears to be paid up, agreeable to a former Resolve, to the 20th. April, last, and from that time forward the pay be as follows. viz. the Commander per day 3½ dollars—Lieut 2½ dollars—Master 2 dollars, Doctor 2½ dollars—Captain of Marines 2½ dollars. Lieut Marines 2 dollars—Master mate 1½ dollars—Midshipman 1½ dollars—Boatswain 1½ dollars—Common Sailors 35 dollars per month. I have appointed Capt Easton paymaster to whom (if he accepts which you may know by writing to him) you will do well to send your account made up to the 20th of April, and from that time a monthly pay Roll according to the above establishments. I expect a considerable sum of money from Congress in two or three weeks so soon as it arrives I shall advise Capt Easton. Enclosed you have a Captains and Lieutenants Commission for the Officers of Marines—An allowance was made by the Assembly for the Horse. I will endeavour to get a certificate and send you the money when that is sent to pay off your Crew. I am, Sir, [&c.]

R. Caswell


1. The letter from Wilson, dated 21 May, is above.


3. On 30 April, the North Carolina legislature passed a resolution directing John Easton to purchase “a small fast sailing vessel and rig and fit her to serve as a tender to the Ship Caswell.” NCSR 12: 636-37, 642, 646.

4. Wilson asked New Bern merchant Richard Ellis to be Caswell’s agent, who agreed to take the position. Wilson to Caswell, 26 June, Nc-AR, Governor’s Papers; Caswell to Wilson, 30 June, Governor’s Papers, State Series 111, Richard Caswell, 3, April 20–October 17, G.P. 3, p. 112.

5. On 20 April, a committee of the North Carolina General Assembly submitted the following resolution, which was approved:

   Whereas, the terms agreed upon between the Commissioners of this State and the Assembly of Virginia, respecting a naval armament to be kept up for the Defence of Ocracock, have not been complied with by this State, insomuch that the Frigates which were stipulated by the said commissioners to act on the part thereof in concert with two row galleys to be built by the Commonwealth of Virginia, have been sold or otherwise employed; and whereas, the protection of Ocracock is essentially necessary to the trade of this State; Resolved, therefore, that this State will
take one of the said gallies, to-wit: The Caswell at the original cost thereof, and pay and victual the officers and men thereto belonging from this date forward.

The remainder of the resolution set out the wages of the officers and crew, as Caswell detailed them in the remainder of this sentence and directed that a tender be purchased to serve Caswell. NCSR 12: 574-75.

6. Wilson had requested the commissions in his letter to Caswell of 20 May, above.


May 27

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

May 1778

D° [Lying in Canso Harbour] [Nova Scotia]

Tuesday 26

at 2 AM Saw 2 Sail pass through the Gutt Slipt & went after them the Tender in Com°1 fired Several Guns the Tender Coming up with Chace fired Several Guns Retook one Brig°2 and burnt Another°3 Gave chace to the Reble privateer—

Lying in the Gutt of Canso

Light Breezes and Clear at 1 PM Saw a Sail to the Southard Giving Chace to the Brig we had Retook from the privateer left off[/] Chace and Gave chace to the Other She having Engaged the Tender fired Several Broad Sides but Could Not bring her too She Being a Schooner of 8 or ten Guns light airs out Sweeps and fired 20 Shot at 6 A Small Breeze Sprung up at 7 D° Got Within Gun Shot and Got the Broad Side to bear, and fired 21 guns fell Calm She Got off with Rowing Joined the tender and prize Hauld our Wind to the Noward at 12 TKd

Wednesday 27th

at 4 AM Saw a Sail to the SW gave Chace fell little Wind the Chace Rowing off at Merid° Thick fogg—

Canso NW Dist° 6 Leag°

light Airs & hazy [PM] lost Sight of the Chace TKd and Stood for the land Saw a Sail to the SE° at 8 D° Made the Signal for the prize to go into Canso—

D, UkLPR, Adm. 52/1636, part 3, fols. 46–47.

1. As seen at the notes at Cabot’s journal entry of 18-19 May, above, the tender was the recently-captured Massachusetts privateer sloop General Montgomery.


3. Brig Fortune, master unknown, 180 tons burthen, mounting 2 guns and manned by 14 seamen. Ibid.

4. On 28 May Cabot “spoke the chace” and found it to be a snow from Grenada bound for Halifax. UkLPR, Adm. 52/1636, part 3, fol. 47.

WILLIAM PICKMAN TO TIMOTHY PICKERING, JR.

[Extract]

D° Sir

Your Favors of 10th & 29th April I have receiv’d . . . .
The Brutal Behaviour of Our Enemies one would think would excite such a spirit of revenge as to lead thousands into the field. But the Misfortune is few who experience their Diabolical treatment survive their Cruelty. The Sloop Rover with 50 Men was carried to York last Winter ⅞ths of the Crew are already dead—The Schon' Warren John Ravel with 40 men was taken (as appears by A York Paper) by the Ship Tom John White from Liverpool who stript them of every necessary & left them to perish on the Seas. tis supposed they froze or Starved to Death as their Misfortune beset them in February & they have never since been heard of. If we ever make a Certainty of this Matter We shall lay it before Congress for Address in the meantime our earnest Prayer is that the Ship Tom may be brought to this Port. for: “Oh Revenge is Sweet, & Cap' White would severely feel the Resentment of this Town Cap' Ross came to town yesterday. He has been 8 months in a prison ship at York & has seen during the Winter many of Our Unhappy Countrymen who were too weak to help themselves rot on b'd Guard Ships many have frozen up to their Knees & the flesh all come of[f] their Legs before Death. This he was an Eye Witness of. Heaven, We trust will hear the Cry of the Prisoners . . .

You Speak with some warmth on Our Naval Affairs thro Mismanagement of Which is Obvious to everyone. while the Sobriety of One. the Stubborn Pride of A Second & the thirst for Gain in A third Remains.— Congress may think themselves happy in the return of any one Vessell. does not America boast A Second Biddle? or are the Frigates built to Gratify the Pride of Individuals— Jn' Fisk would regain some of our lost Honor or Perish in the Attempt but He has no Freind in Court. the new Ship Hancock is as fine A Frigate as can be built. what A Pity to give her to some Und[ser]ving Booby & yet this will be the Case—

Your Brother will write of Matters at Court, I will confine myself to Privateers. & should it be agreeable to you transmit an Account of every Prize taken & by whom— at Present our list Stands nearly thus

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Captain</th>
<th>Prize Money (pounds)</th>
<th>Fate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brig. Terrible Creature</td>
<td>Richardson</td>
<td>16.6</td>
<td>out cruising</td>
</tr>
<tr>
<td>D° Franklin</td>
<td>Conolly</td>
<td>18</td>
<td>D° Sail in 10 days</td>
</tr>
<tr>
<td>D° Lyon</td>
<td>Carnes</td>
<td>16</td>
<td>out cruising</td>
</tr>
<tr>
<td>D° Mary</td>
<td>Cape Cod Captain</td>
<td>10.3</td>
<td>Sail in 10 days</td>
</tr>
<tr>
<td>D° Montgomery</td>
<td>Brown</td>
<td>14.4</td>
<td>out cruising</td>
</tr>
<tr>
<td>D° Pluto</td>
<td></td>
<td>10.4</td>
<td>Sail in 10 days</td>
</tr>
<tr>
<td>Ship Bunker Hill</td>
<td>Roland</td>
<td>20.6</td>
<td>Sail 20 days</td>
</tr>
<tr>
<td>D° Black Prince</td>
<td>Smith</td>
<td>18.7</td>
<td>D° 30 days</td>
</tr>
<tr>
<td>Ship. Building</td>
<td></td>
<td>16.9</td>
<td>the Cabots Owners</td>
</tr>
</tbody>
</table>

15 Sail Small Vessells Cruising off York & Halifax & others fixing every day— the Above Privateers will take 1200 Men ⅞ths of whom must be from Salem Marbleh Cape Ann & Beverly if you should like A list of Prizes write me in your next I have much Business on hand at present. & therefore cannot Correct this; Your Candor will be necessary. & I trust near at hand Betsey Joins in Love &c.— with your sincere

W.P.

Salem [Mass.] 27th. May 1778

1. Massachusetts privateer sloop Rover, Capt. John Mitchell, commander, was taken on 1 Dec. 1777 by H.M. frigate Sphynx and was scuttled on 3 Dec. For more on its capture, see NDAR 10: 644, 644n, 780.

2. That is, New York City.


6. Possibly Capt. William Ross, of Salem, who later commanded Massachusetts privateer snow Rival.


9. That is the Massachusetts General Court.

10. The Continental Navy frigate of 36 guns, building at Salisbury, Mass., was initially named Hancock, but its name was changed to Alliance in June or July 1778 to celebrate the alliance with France. See Independent Chronicle, and the Universal Advertiser, 7 May, above.

11. John Pickering, recently elected speaker of the Massachusetts House of Representatives.


14. Massachusetts privateer brigantine Lyon, Capt. John Carnes, commander, mounting 16 carriage guns, a crew of 100 seamen, owned by Jonathan Peele, and others, of Salem, was commissioned on 9 June 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 184, 185; Mass. Archives Collection, vol. 168, fol. 360.


**JOHN BRADFORD TO CAPTAIN JOHN PECK RATHBUN, CONTINENTAL NAVY**

Sir, Boston May 27th 1778

My Attorney Lowell informs Me that ye Mary and her Cargo are half condemned to ye Continent & that an Appeal is gone to Congress, as it’s my Duty to take Care of ye Continental Interest I now request you to send Me a Schedule of ye Cargo & where it’s deposited, the Melasses I understand was all remov’d from Bedford & to ye Hianes & as it’s a wasting Article, I request you to give Orders to Cap’ Gorham to deliver Me one half of ye Whole, and to send it up to Boston.
with all possible Expedition, as the Navy greatly want it. You may depend on my Promise that in Case the Judgment should be reversed by Congress, the Money shall be paid by Me on Demand for what Melasses I receive, if you see proper, to send the Whole of it, I will dispose of it to ye very best Advantage for your Acc̀ & pay the Money to your Order, its very certain the Sooner the Melasses is disposed of it will be more for ye Interest of ye Public, & also ye Captors, as ye Casks are in bad Order and is always leaking, pray be particular in mentioning what Part of Cargo lays at the Hiannes & what Part at Bedford, an Answer will be acceptable to yours &c—

J B


2. Ship Mary, Henry Johnson, master, was a prize of Continental Navy sloop Providence, Capt. John Peck Rathbun, commander. For more on its capture at Nassau, Bahamas, see NDAR 11: 247, 400, 444.
3. On 19 May the Massachusetts Maritime Court for the Southern District at Plymouth decreed that the prize ship Mary be divided equally between the Congress and the crew of sloop Providence. Acting as prize agent for the crew, Marine Capt. John Trevett claimed the whole of the proceeds from the prize and appealed the verdict to the Continental Congress in June 1778.
4. That is, New Bedford, Mass.
5. That is, Hyannis, Mass.

MASTER’S LOG OF H.M.S. RAISONABLE, CAPTAIN THOMAS FITZHERBERT

May 1778

Cape Codd S’75W Dis’ 34 Leagues

Wednesday 27th

[AM] [at] 2 Hoisted the T Sails Set fore Sail ¾ Past Out all reefs & Set M’st T M’st Staysail [at] 4 Saw a Sail in the NW Qu’ D’ TKd Set Royals & Gave Chace at 6 fired a Shot at the Chace [at] 8 Modrt & fair fired another Shot at the Chace ¾ past fired another ¾ past 10 fired another D’ She bore down toward us D’ shortned Sail & sent her [the cutter] on board with an officer D’ the Cutter returned Proved to be a Brig from Newberry to Bilbao¹ sent a Midshn & 7 men to take Charge of her as a Prize D’ Saw a Sail to the SW made Sail & Gave Chace the Diamond Experiment² & Prize in Company

Cape Codd S’83W Dis’ 38 Leagues

[PM] [at] 1 Modr & rain Still in Chace [at] 4 D’ W’ the Chace ESSB³ [blank] Miles [at] 7 Diamond NWBW 2 Miles Set the royals [at] 8 Fresh Breezes & hazey with rain the Chace E¾N [at] 9 the Diamond WNW 2 [miles] the Diamond WNW 6 Miles Experiment NE¾East [at] 10 Lost sight of the Chace shortned sail & brought too M’st T Sail to the Mast Sounded 130 fm no ground ½ Past Bore away for the Diamond ½ Past 11 brought too

D, UkLPR, Adm. 52/1938, fols. 152–53.

3. Possibly an inversion for SEBS.
THE NEW-JERSEY GAZETTE, WEDNESDAY, MAY 27, 1778

TRENTON, May 27.

Friday last a prize vessel, laden with Irish beef and pork, bound to New-York, was taken by Capt. Anderson and 16 men, in an armed boat, and brought into Tom’s River.1 Several other prizes have also been lately sent into Little Egg-Harbour. Their cargoes are taken proper care of— one of which consisted of a considerable quantity of salt.

1. Sloop Hazard, R. Le Coq, master, 50 tons burthen, built in Britain, and owned by the Captain & Co. Lloyd’s Register of Ships, 1777–78.

VOLUNTEER AIDE-DE-CAMP JOHN LAURENS, CONTINENTAL ARMY, TO CAPTAIN ALLEN McLANE, CONTINENTAL ARMY

Sir,

Head Quarters [Valley Forge, Pa.] 27th May 1778.—

I have received your Letter and communicated its contents to his Excellency— intelligence become every moment more interesting The Grand fact of the Enemy’s design to evacuate the City being ascertained, no pains should be spared to discover if possible the precise moment when the event is to take place and the rout which their Army will persue— Whether they mean to cross the Delaware and march thro’ Jersey, or cross the Schuykill and march down to Chester to embark there on account of the tedious navigation thro’ the Chevaux de Frize and because they may cover their real march, by a pretended attempt on this Army endeavour to discover the number of Transports their situation in the River, as well as that of the Ships of War— Whether the Horses that have been embarked were really Dragoon Horses, or only those that are superfluous, as their heavy artillery and Baggage is embarked and they would march as light as possible, thro’ Jersey provided they go that way— What are the bridge Boats that you speak of, Do you mean those that may be put together for Facilitating the embarkation on board the Transports. His excellency desires that if you have sufficient ground of Suspecting M. & N.2 of what you mentioned in your Letter that you will immediately secure them and send them to Camp— I will endeavour to come and pay you a visit, meantime I remain [&c.]

John Laurence Aide Camp—

Copy, De-AR, Allen McLane Papers, pp. 203–4. Laurens was a volunteer aide-de-camp to Gen. George Washington; McLane was a captain in Patton’s Delaware Continental Regiment.

2. A draft of this letter in the Washington Papers has these names as: “Morris’s and Nice.” DLC, Washington Papers, Series 4.

GENERAL GEORGE WASHINGTON TO GENERAL SIR WILLIAM HOWE, BRITISH ARMY

Sir

Head Qrs [Valley Forge, Pa.] May 27th 1778

Much time having elapsed since I wrote you on the 22d of March,1 upon the subject of Captains Robertson and Galt,2 without receiving an Answer or their being restored to their liberty, I esteem it my duty to transmit you an Extract from the copy of that Letter; so far as it relates to them, and to call your attention again to the requisitions contained in it.3 I am, Sir, [&c.]

G“ Washington
**Journal of the Continental Congress**

*York, Pa.*] Wednesday, May 27, 1778

Resolved, That Mr. [Josiah] Bartlett, for New Hampshire, Mr. S[amuel] Adams, for Massachusetts Bay, in the room of Mr. [Francis] Dana, Mr. G[ouverneur] Morris, for New York, in the room of Mr. [Philip] Livingston, Mr. [William Henry] Drayton, for South Carolina, in the room of Mr. [Henry] Laurens, be appointed members of the Marine Committee.

JCC 11: 537. The material in square brackets is in the JCC.

**Governor Thomas Johnson, Jr., of Maryland to Captain George Ross**

Cap’ Ross.

Annapolis 27th May 1778.

You are to proceed with your Schooner1 to Patowmack Creek in Virginia and there apply for and lade as much of the Continental Pork as your vessel will carry. I do not know whose Care the Pork is under, or I would write to him. You are to take a Memorandum of the Quantity, signed by the Person who delivers it to you; with it you are to proceed to the Head of Elk, deliver it to Colº Henry Hollingsworth or his Agent2 and take his Receipt. If you should be disappointed in getting the Pork at Patº Creek, in your Way down, call on Mrº Bernard O’Neal on Wiccomico, Sº Mary’s County and take in the Provisions he has, or any other Public Stores, so as to make a Load or as near a Load as you can, taking Accºs and delivering them as above.—

T. J.

1. Probably, the schooner St. Louis. See The Maryland Journal, and Baltimore Advertiser, 14 July.
2. Hollingsworth was a Continental deputy quartermaster general in Maryland.

**Journal of the Virginia Navy Board**

[Williamsburg] Wednesday the 27th day of May 1778.—

Present

Mr Whiting, Mr Travis, and Mr Archer.—

Ordered that the Keeper of the public store deliver to Lieutenant Jones1 two pad Locks, for the use of the Lewis Galley.—

Ordered that the Keeper of the public store, deliver to Lieutenant Jones two hundred weight of Steel, and twelve Bags for the use of the Chickahominy shipyard.—

Ordered that the keeper of the public store, deliver to Captain Barret such Articles
as his people may want on his paying for the same.—

Ordered that the Keeper of the public store, deliver to Captain Goodrich Boush one thousand nails for the use of the ship Washington.—

Ordered that the commanding Officer of the Henry Galley\(^3\) turn over Robert Hall and Spence Hall, to Captain Richard Taylor of the Ship Tartar.—

Ordered that the keeper of the public store, deliver to Captain Callender,\(^4\) five yards of red Baize, four yards of green ditto, ten sheets of tin, and twelve panes of horn for the use of the ship Dragon.—

Ordered that the Keeper of the public Magazine, deliver to Captain Taylor eight powder horns and eight Cartouch Boxes for the use of the Ship Tartar.—

Ordered that John Wilson, Jn\(^o\) Cluvieres, Philip Brumley, William Jarvis, William Piper, and sailors on board the Henry Galley be discharged from the same, they having complied with the terms of their Enlistment.—

Ordered that Stephen Wilkinson a sailor on board the Henry Galley, be discharged from the same, he being weak and infirm.—

Lieutenant Jn\(^o\) Thomas received Orders to proceed with the Galley under his command\(^5\) to Wicocomico, and there have her properly cleaned and repaired. After which he is to return to his former station in Mobjack Bay there to remain until further Orders.—

Lieutenant Joshua Singleton received Orders to proceed with the Galley under his command to Holts Creek on James River, and upon his Arrival there to wait on the Board for further Orders.—


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1. Lt. Lewis Jones, commanding the Virginia Navy galley Lewis.
2. Capt. John Barret commanded the Virginia Navy galley Hero.
3. Lt. Joshua Singleton was the officer then commanding the Virginia Navy galley Henry.
5. Virginia Navy galley Protector.

May 28

HENRY SHIRLEY TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir Boston August May\(^1\) 28\(^{th}\), 1778.

There is another subject that in Honor I am bound to mention to Your Excellency.

When our two Ships\(^2\) were taken by Capt\(^a\) Parker and Capt\(^a\) Smedley,\(^3\) the small Number of Seamen that Capt\(^a\) Parker had on board his own Ship putting it out of
his Power to send to the Keppel such a Crew as was necessary to navigate the Ship, he applied to me and desired me to chuse such a Number of good Seamen, and Sober quiet Lads, as I thought would answer the Purport. I gave him the inclosed List: and these poor Fellows, rather than leave me in Distress came on board, losing by this means the chance they had of Being put on Shore in any of the neutral Islands, which step Captª Parker must necessarily take should his Cruize prove successfull, for fear of being encumbered with too great a Number of Prisoners.

Lieutª Tillinghast5 who was our Prize Master, and whom I beg leave, though a Prisoner, to mention to your Excellency as an Excellent Officer, and who has done more than could be expected in the difficult situation he was in, will and does assert that they behaved to the utmost of his Expectations, and that they fully answered the character I had given of them to Captª Parker.

Such being the situation of these honest and unfortunate Seamen, I hope Your Excellency will not think I presume Too much in recommending their Case to Your Consideration. If I might be permitted to purchase a Vessel, they might be put on board to navigate the said Vessel.—

I should previously, by obtaining your Excellency’s Permission to go to Rhode Island, endeavour to get them exchanged for an equal Number of your own Seamen that may be prisoners at Rhode Island. I have the Honour to be [&c.]

Henry Shirley

1. “May” is inserted in Trumbull’s secretary’s hand above “August.”
4. Not found.
5. Lt. John Tillinghast, third lieutenant of Oliver Cromwell.

May 1778

D° [Cape Cod] West. 106 Miles]

Thursday 28th

AM at 1 fresh Gales with Rainy W°; at 3 Close Reefed the Topsails down Jibb & maintopmast Stay sail at 5 Handed the Topsails at 7 down Top Gallant Yards ½ p° saw a sail Bearing WbS° Gave Chace at 10 hove too and Spoke the Chace the Wexford Brig a Reble Privateer of 16 guns & 105 Men she hove her Guns over Board wile we ware in Chace of her.—1

Do: WbS: 125 Miles]

Little Wind with much Swell. PM Emp° getting the prisoners on-board found 15 British Subjects onb° that had been taken by the privateer sent a Midshipman and Men onb° the prize. At 7 the prize parted Company Close Reefed the Topsails,

1. In a deposition sworn before the Vice Admiralty Court of New York, John Fletcher, captain of the Wexford, stated that the brigantine of “about” 180 tons and a crew of 88, “Officers included,” was taken “near Cape Sable” while on a “Cruize.” Wexford, which was built in and operated out of Newburyport, Mass., was owned by Nathaniel Tracy. Deposition of John Fletcher, 2 July 1778, UkLPR, H.C.A.32/489/2, no. 7. Wexford mounted 16 guns, was manned by a crew of 105 seamen and was captured in latitude 43°
**Master’s Log of H.M.S. Raisonable, Captain Thomas Fitzherbert**

May 1778

Cape Codd So 83 West Dis’ 38 Leagues

Thursday 28th

[AM] set fore sail at 1 the Diamond NE NEB N ½ a mile at 2 In 1st & 3rd reef Tsails the Diamond NE ½ a mile hauld up the fore sail at 3 the Diamond NE NE ½ a mile at 4 D° W° [fresh gales and thick rainy weather] [at] ½ Past 5 wore as did the Diamond [at] ½ Past 6 down TG Yards [at] 7 handed Mizzen Tsail Close reed fore & M° Tsail [at] 8 Strong gales & thick Squally W° with rain [at] 10 the Diamond SW ½ a mile Soundd 85 fm’ no Ground opened a Cask of Pork N° 4 Content 308 Short 18 Pieces [at] 11 no ground 95 fm’ the Diamond SSW ½ a mile [at] 12 Cleard up Saw 2 Sail in the SW Qua’ D° Wore as Did the Diamond Made Sail & gave Chace Fresh gales & fair W°

Cape Codd So 71 West Dist 47 Leagues

[PM] Fresh gales & Cloudy Still in Chace Up TG Yards Sett TG Sails & Handed D° unbent the Fore TG Sail & brought another too [at] ½ Past 2 Saw another sail to the Eastward bore away out reefs gave her Chace at 3 Sprung the Jibb boom about 3 Feet without the Cap D° rigged the Boom in 3 Feet & a half & reedf It found the sail to be a Brig lying too M° Tsail to the mast Supposed her to be our Prize we had lost sight of in Chace Yesterday D° hauld on the Starboard tack at 4 the Diamond SW [at] ½ past 5 the Diamond & Chace hove too. D° In TG sails hauld down middle & TG Staysails at 6 Fresh gales & ½ Past Came up with the Diamond D° Shortened sail & In 2° & 3° reefs D° brought too Mn Tsail to the mast the Chace Proved to be the Jonathan a Ship from Boston bound to Charlestown South Carolina. Do Rec’d on board 11 Prisoners sent a Midr & 4 men on board the Prize at 8 Sounded 48 fm fine Sand Modr & Cloudy W° at 9 the Prize Parted Company at 10 made sail D° Set the Courses & fore & M° Tmast Staysails 52 fm’ brown sand at 11 the Diamond SSW ½ a mile

D, Uklpr, Adm. 52/1938, fol. 153.


2. Brig Sally.

JAMES LOCKWOOD TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen, Wethersfield [Conn.] May 28th: 1778.—

This will be handed you by my Brother. I mentioned him to Mr. Cushing at Hartford. He is a thorough Seaman has Sailed several Voyages Mate of a Brig but since the war has been a Lieut. in the Continental Service but has left it to try his fortune as a privateering, & now goes to Boston with three or four Young fellows for that purpose— The General Hancock I suppose still wants men, I shall be much obliged to you if you help my Brother to such Birth as you think him qualified— he has resolution sufficient for any thing.1 I am Gentlemen [&c.]

Jas: Lockwood

1. Probable, Samuel Lockwood, who served as a second lieutenant in the Fifth Connecticut Continental Regiment from Jan. 1777 until he resigned on 13 Jan. 1778. His name, however, does not appear in the Articles of Agreement for Massachusetts Privateer Ship General Hancock, Capt. Ishmael Hardy, commander, NjP, Andre de Coppet Collection, John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship General Hancock.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island] 28th May—Very fine weather. Wind S.W.

The Sphynx came into the harbour from the Seconet passage.1 The Ships of War in this Bay2 and harbour, are now stationed as follows,—

- The Orpheus ................. Off Warwick point.
- The Juno ..................... In the Narraganset passage.
- The Flora .................... Off Papasquash point.3
- The Venus ..................... Above Dyer’s Island.
- The Unicorn
- The Alarm & Spifire
- The Nonsuch
- The Sphynx
- The Kingsfisher
- The Pigot, &
- The Prize4

Gallies. In the Seconnet passage.
Gallies. In the harbour.

Mackenzie, Diary 1: 288.
1. That is, Sakonnet Passage.
2. Narragansett Bay.
3. That is, Popasquash Point.
4. Former Rhode Island Navy galley Spifire.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, May 28, 1778

Ordered, That 16,000 dollars be advanced to the Marine Committee, to be by them paid to William Smith, Esq. of Baltimore, on account of flour and iron he has
purchased for the use of the navy in the eastern department; the said Committee to be accountable.¹

. . . Congress being informed, that cloathing and other articles imported into Massachusetts bay, on account of the United States, have been delivered partly to the navy board in the eastern district, partly to the board of war of that State, and partly to the continental agent there,² and that parcels thereof have been issued by the said navy board without the order of Congress, Committee of Commerce, or of the Board of War, from all which great confusion, misapplication, and waste may ensue;³ therefore,

Ordered, That for the future, all such importations, where not otherwise directed, be delivered into the hands of the continental agent, or his order, only; and the said agent is hereby strictly forbidden to deliver out any part thereof, without the special order of Congress, the Board of War and Ordnance, or the Committee of Commerce.

JCC 11: 546, 548–49.
¹ For background on this order, see Continental Marine Committee to William Smith, 24 Feb. 1778.
² John Bradford.
³ On the appropriation by the Continental Navy Board of the Eastern Dept. of clothing, blankets, and cloth that had been imported from Bilbao, Spain, on Continental account, see James Warren to William Vernon, 14 Apr., above.

CONTINENTAL COMMERCE COMMITTEE TO AMERICAN COMMISSIONERS IN FRANCE

Committee of Commerce

Gentn

York in Pennsylvania May 28th, 1778.

You will receive this by Thomas Read Esqr who was Captain of the Frigate Washington but is now commander of the Armed Brigantine Baltimore. This Brigantine was intended for A dispatch Vessel, but now hath A Cargo on board of Forty nine hhds. of Tobacco which was all she could take in and accommodate her men. We have addressed her to John Dan¹ Schweighauser Merch¹ in Nantes, and have directed him to dispose of the net proceeds of her Cargo, and also a balance which he hath in his hands belonging to these States according to your order.¹ We have order’d Captain Read to wait for and pursue your directions, and have desired M² Schweighauser to Ship such Goods on board the Baltimore, belonging to these States, as Captain Read can receive consistantly with your directions.

We have the pleasure to inform you that the Frigate Dean Captain Nicholson, the Queen of France Captain Green and the Henrietta Captain Brown are safely arrived at Boston² and our Agent there in A Letter of the 13th May advises us that “they had another valuable Arrival from France Yesterday” which we hope is the Duke de Choiseul.³ We are with the greatest respect [&c.]

William Ellery
Richd. Hutson.
Tho⁶ Adams

last part of the docketing is clearly an error. The docketer, John Adams, apparently mistook this letter for one of those that arrived at Nantes on 3 July on board the letter of marque brigantine Saratoga, Capt. Alexander Murray, which had come from Baltimore.

1. On 27 July the commissioners wrote Jean-Daniel Schweighauser that they had “long since enter’d into a Contract with the Farmers General for Tobacco” and therefore wanted the forty-nine hogsheads delivered to the agent for that agency. Benjamin Franklin Papers 27: 159.


3. As seen in John Bradford to Robert Morris, 13 May, above, the “valuable Arrival” was the ship Trois Amis (Three Friends), which had arrived on 12 May from Rochefort. As seen in the Journal of H.M. frigate Blonde, 24 Apr., above, the ship Duc de Choiseul, Jean Heraud, master, was forced to “run on Shore in Liverpool Bay,” Nova Scotia.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 28 May 1778.

Commissions of Lre of Marque & Reprisal issued to William Skillirn Master of the Schooner called the Willey & Minta mounting four Carriage Guns navigated with 7 Men belonging to Vanbibber1 & others of Baltimore also to William Yardsley Master of the Schooner called the Johnson mounting five swivels and six Muskets navigated with eight Men belonging to Daniel Bowley and others of Baltimore

D, MdAA, Governor and Council (Proceedings), 3842, S107123, p. 226.

1. Either Abraham or his brother Isaac Van Bibber, both of whom were Baltimore merchants.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 28th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer and Mr Lewis.—

Ordered that William Dunford, master of the Henry Galley, and Ambrose Ornands gunner thereof, be discharged, from the same, they having complied with the terms of their Enlistment.—

Ordered that the keeper of the public store, deliver to Mr Steele3 eighty yards of Bunting and four quire of paper for the use of the Ship Tempest.—

Ordered that Mr Blasingham, deliver to Mr Steele the old Cable he has in his possession for the use of the ship Tempest.—

Ordered that a Warrant issue to Captain Jn Barret2 for thirty pounds on accompt for the use of Mr Jonathan Barret for the purpose of furnishing necessaries for the use of his family.—

Mr William Goodson being appointed keeper of the Naval store in this City, this day appeared and entered into Bond with security for his faithful performance &c In consideration of which service this Board have agreed to give him seventy five pounds annually; and a further sum of fifty pounds annually for the rent of his store, to be computed from the first of April last.—
Ordered that the Keeper of the public store, deliver to Captain Taylor one piece of red Bunting and fifteen yards of thin stuff for the use of the ship Tartar.—

Captain Taylor having received the sum of One hundred and twenty pounds from the Board by virtue of a Warrant on the Treasury for recruiting men for the navy of this State, this day appeared and satisfied the Board that he had faithfully applied the same. Ordered that the Bond entered into by him for that purpose, be cancelled.—

Ordered that a Warrant issue to Captain Richard Taylor for forty pounds on accompt for the purpose of furnishing necessaries for the use of the ship Tartar.—

Ordered that the Keeper of the public store, deliver to Captain Barret six quire of Cartridge paper, one pound of Brimstone, one dozen sail needles, eight fishing Lines twelve hooks, six hundred nails, one piece of Canvas, three paint Brushes one pound of saltspeter, two scrubbing Brushes, two yards of coarse cloth, one lead Line and six quire of paper for the use of the Hero Galley.—

Ordered that the Keeper of the public Magazine, deliver to Captain Barret one hundred weight of lead or musket Balls and fifty weight of sheet Lead, for the use of the Hero Galley.—

Ordered that Mr Holt deliver to Captain Barret one coil of twelve thread Ratline, one coil of three inch Rope, half coil of three inch bolt rope, three barrels of pork, six hundred weight of Bacon, three barrel of flour, four ditto of Bread, and a box of Langrel for the use of the Hero Galley.—


2. Capt. John Barret commanded the Virginia Navy galley Hero.
4. Variant spelling of langrage, which was case-shot loaded with pieces of iron of irregular shape used to damage rigging and sails. OED

GOVERNOR PATRICK HENRY OF VIRGINIA TO RICHARD HENRY LEE


Give me leave now to mention another Frenchman, Cap’l Cotteneau. He seems to possess discernment and enterprize. I like much his scheme of attacking our foes in Africa. Tis very plausible and bids fair for success. Remember how Goree was taken, I think a 20 gun ship of this state might aid the attempt. Will it not distract their attention profitably?

I long for something of the eclat that would attend success in such an enterprize. However, listen to the Cap’y yourself and judge. While I am writing this a 50 gun ship is arrived in James, 49 days from Rochford (I know not if she is royal property) and a brigg with a large quantity of goods No news as yet come from them. The English are at length departed with all their ships. They went 10 days ago. I had a fine sailing boat to carry the dispatches you told me of; but she would not miss the fine opportunity offered for her departure. Another or two will be ready in a week. When shall
I receive the letters? Tell me what is to be done with Cap' Young if they dont come.\(^5\) The intelligence of 100 drafts from the Eastern shore going to the English is false. Our Assembly are voting 350 horse and 2000 infantry for the grand army. I doubt their being got. No attempt, (I regret it) to restore public credit.

Pray try to get us six or eight heavy canon for a Fort to protect the ships of our allys.\(^6\) Such a one is much wanted here. Adieu my dear friend. Yours ever,

P. HENRY


1. Capt. Denis-Nicholas Cottineau de Kerloguen of the French armed ship *Ferdinand* was seeking a commission in the Continental Navy, See President of the Continental Congress Henry Laurens to Gov. Richard Caswell of North Carolina, 23 July, Nc-AR.

2. The Island of Gorée, a French possession off the coast of Africa, was captured in 1758 by a small British expeditionary force consisting of five ships of the line and 700 soldiers commanded by Acting Commo. Augustus Keppel. At war’s end, Gorée was returned to French control. For a discussion of the taking of Gorée, see A. J. Marsh, “The Taking of Goree, 1758,” *The Mariner’s Mirror*, LI (May, 1965), 117–30.

3. The *Fier Rodericque*, de Montault, master, was the former French Navy ship *Hippopotame*. The identity of the brig has not been established, but *The Virginia Gazette* of 29 May reported the arrival in the James River of “A French 50 gunship, and two merchant vessels laden with arms and dry goods” from Rochefort, France.

4. On the departure of the vessel that was to carry the dispatches and more on the contents of those dispatches, see Journal of the Council of the State of Virginia, 19 May, above.


6. For more on the planned fort mentioned here, see Journal of the Council of the State of Virginia, 19 May, above.

**PAYROLL OF THE VIRGINIA STATE TRADING Schooner Mayflower**

A payroll of the Schooner *Mayflower* from ye. 28\(^{th}\) of Jan\(^{st}\) 1778 to ye. 28\(^{th}\) of May 1778

<table>
<thead>
<tr>
<th>Mens Names</th>
<th>Qullitty</th>
<th>When Ship(^{c})</th>
<th>when. Disch(^{b})</th>
<th>Deserted.</th>
<th>Wages p(^{e}) Month</th>
<th>Wages Due</th>
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<tbody>
<tr>
<td>John Young</td>
<td>Master</td>
<td>Jan 28(^{th}).</td>
<td>May ye 29(^{th})</td>
<td>—</td>
<td>£15. ..</td>
<td>£60. ..</td>
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<tr>
<td>Robert Witchel</td>
<td>Mate</td>
<td>Jan 28(^{th}).</td>
<td>May 29(^{th})</td>
<td>—</td>
<td>12. ..</td>
<td>48- ..</td>
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<tr>
<td>Joseph Kemp</td>
<td>Seaman</td>
<td>Jan 28(^{th}).</td>
<td>May 29(^{th})</td>
<td>—</td>
<td>6. ..</td>
<td>24 ...</td>
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<tr>
<td>John More</td>
<td>Do</td>
<td>Jan 28(^{th}).</td>
<td>May 29(^{th})</td>
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<td>6. ..</td>
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<tr>
<td>Lewis</td>
<td>Do</td>
<td>Feb(^{c}) 6(^{th}).</td>
<td>—</td>
<td>March 15(^{th})</td>
<td>6. ..</td>
<td>7..8.</td>
</tr>
<tr>
<td>Tho(^s) Gary</td>
<td>half seaman</td>
<td>Jan 28(^{th}).</td>
<td>May 29(^{th})</td>
<td>—</td>
<td>4..10</td>
<td>18..</td>
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<tr>
<td>George</td>
<td>Seaman</td>
<td>March 16(^{th}).</td>
<td>May 29(^{th})</td>
<td>—</td>
<td>6..—</td>
<td>24..8.</td>
</tr>
</tbody>
</table>
Governor Patrick Henry of Virginia
D. Vi, Papers of Various Ships, 1776-1782. Papers of Schooner Mayflower, 1776-1778. Docketed on separate sheet: “May 28th. 1778/Payroll & Disbursments/agt the Schooner May Flower/settled & paid to the above/Date.”

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE (CHARLESTON), THURSDAY, MAY 28, 1778

This day Capt. William Hall, in the State Brig Notre Dame, returned from a cruise. In company with Capt. Anthony of the Brig Polly, he took a snow loaded with provisions, from Corke for Barbados, since lost on Georgetown bar; three shallop; the ship Swift, formerly belonging to this port, with upwards of 300 hogsheads of rum and sugar, out of a port in Jamaica to the leeward of Cape Antonio; a schooner, and a sloop. The Notre Dame parted with the Polly at the Isle of Pines, since which the former fell in with the Jamaica homeward bound fleet, one of which falling astern in the night, Capt. Hall early next morning gave chase to her, when she crowded sail, as if desirous to get away; but on the Notre Dame coming within gunshot, the enemy hove about and stood for her, who escaped, after having three shot fired at her, and being chased six hours: Capt. Hall since learned she was the Æolus frigate of 32 guns. He afterwards fell in with and took a ship of 4 nine and 5 four pounders, commanded by Capt. Henderson, and two brigs, all bound from the Mississippi for Jamaica with lumber and tar; and a sloop belonging to the Jamaica fleet: The two brigs and sloop arrived with the Notre Dame.

Capt. Hall informs us, that being at St. Domingo, he received every mark of civility and attention from the Spanish Governour and principal inhabitants; had his vessel cleaned, a supply of provisions, and every thing else he stood in need of.

2. H.M. frigate Æolus, Capt. Christopher Atkins, commander.
3. José Solano y Bote.

May 29

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War

Present—

Sam' Ph'ps Savage Esq'

Boston May 29th. 1778—

James Prescott Esq'
John Brown Esq'
Thomas Walker Esq'
George Williams Esq'
Sam'l Ph'ps Savage Esq' President
Isaac Phillips Esq'
Eleazer Johnson Esq'


Order'd, That Cap' Sam'l Stebbins for Pilotage & Attendance of his Most Christian Majestys Frigate "*la Nymphè*,"² as pt' Account . . be paid . . .£31...—. —.

Order'd, That Dan'l Dana for Sundry Provision supplied the Frigate "*la Nymphè*" belonging to his most Christian Majesty, be paid as Pt' Account . . .£162.. 8.. 2—.

Voted, That Cap' Williams, Cap' Phillips & Cap' Johnson³ be a Committee to view the Schooner *Hannah*,⁴ & make report to the Board of the repairs necessary to be made to her—

Order'd, That M' Field⁵ Armourer at the Laboratory receive all the small Arms from the Brigt *Hazard*, and repair them immediately—


4. Massachusetts State trading schooner *Hannah*.
5. Ebenezer Field/Fields.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen Hartford May 29th.1778-

This will be handed to you by Cap' Robert Niles (Commandr of the Schooner *Spy* own'd by this State) and has in Charge Dispatches from the Honble. Continent¹ Congress, which I was desir'd to forward Imediately to you,¹ hope he may have a Good Passage and Arive Safe—² The Article of Lead is much wanted in this State and would desire that you would putt as much on Board, the *Spy* as Capt. Niles shall Judge Suffecient to take on Board, to putt her in Trim for Sailing³ and Supply him with Cash Suffecient for his Disbursments during his Stay in France— and One hundred and Twenty Four pounds Lawfull Money, which I have Agreed to advance for Cap' Niles and his Mate, also as much more as will pay Each of his Seamen One Months pay, the Amount must Refer you to Cap' Niles. I am, with great Esteem and Consideration Gentlemen [&c.]

Jonth; Trumbull


1. On the dispatches carried in *Spy*, see Continental Marine Committee to Trumbull, 5 May, above.
2. The *Spy* arrived in France on 3 July after, as noted in the docketing to this letter, a passage of twenty-two days.
3. On 22 July, the commissioners ordered Jean-Daniel Schweighauser, the Continental Agent in France, to supply Niles with fourteen or fifteen tons of lead. DNA, PCC, item 84, vol. 1, p. 162 (M247, roll 111). The lead did not reach America as a Jersey letter of marque *Bazely Briggs*, Capt. Noah Gautier, captured *Spy* on 29 Aug. 1778, one day after it sailed from Nantes. Niles to Benjamin Franklin, 27 Oct.1778, PPAmP; UkLPR, H.C.A. 26/62/85.
A memorial from William Tisdale, Esq. judge of the court of admiralty in and for the port of Beaufort, in the State of North Carolina, and John Cooke, Esq. proctor and advocate in the said court, in behalf of John Cochran, Cornelius Anible, Isaac M’Key, and Nathaniel Moore,1 who brought into the said port, and libelled in the said court of admiralty, a sloop called the Tryal, which was condemned in the said court, and two-thirds of the net proceeds adjudged to the use of the United States, and the other third to the use of the said libellants, was read, praying, for sundry special reasons therein set forth, that the two-thirds adjudged to the use of the United States, may be given up to the use of the said libellants:

Resolved, That the prayer of the said memorial be granted.

. . . The Marine Committee report, that they have conversed with Captain Landais, an experienced sea officer, and skilled in the construction of ships of war, and that he has demonstrated to their satisfaction, that the seventy-four gun ship now on the stocks at Portsmouth, in New Hampshire, may be more profitably for the public, constructed a two-decker, carrying twenty eight 24 pounders upon her lower battery, and twenty eight 18 pounders on the upper deck; in the whole 56 guns: Whereupon,

Resolved, That the said ship heretofore intended for one of 74 guns, be constructed to carry 56 guns only, upon two batteries, that is to say, twenty eight 24 pounders upon the lower deck, and twenty eight 18 pounders upon the upper deck.2

Resolved, That the new continental frigate built at Salisbury, in the State of Massachusetts bay, and lately launched, be called, “The Alliance.”3


1. See Cooke to Cornelius Harnett, 11 May, above.
2. For more on Capt. Pierre Landais, see Journal of the Continental Congress, 9 May, above. The Continental Marine Committee conveyed Congress’s order to John Langdon, who was overseeing construction of the ship, and to the Continental Navy Board of the Eastern Dept. in letters of 30 May, both below.
3. This 36-gun frigate, originally named Hancock, had been launched on 28 Apr. 1778. On 19 June, Congress named Capt. Pierre Landais commander of Alliance. JCC 11: 625.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 29th day of May 1778.—

Present.

Mr Whiting. Mr Archer and Mr Lewis.—

Ordered that Mr Isaac Mercer, have leave of Absence from the duty of the Navy for ten days.—1

Ordered that the keeper of the public Magazine, deliver to Captain Barret eleven Muskets for the use of the Hero Galley.—

Captain Westcott received Orders to save all the Articles that are now in the Norfolk Revenge Galley which is sunk in Nansemond River,2 which with those already saved he is to put on Board the Peace & plenty3 together with his men, and proceed to James
Town, and on his arrival there, to wait on the Board for further Orders.—

Captain Barret received Orders to proceed with the Galley under his command to Portsmouth, and have her properly cleaned and repaired as expeditiously as possible. And then to return to his former station.4

Ordered that Mr William Frazier5 deliver to Captain Westcott or Order six three pounders with their Apparatus he has in his possession for the use of the Henry Galley.—

Ordered that a Warrant issue to Captain Jno6 Barret for one hundred pounds on account for the purpose of furnishing necessaries for the use of the Hero Galley.—

2. Capt. Wright Westcott, Virginia Navy, commanded the Virginia Navy galley Norfolk Revenge.
5. William Frazier was an agent/contractor on the York River for the Virginia Navy. NDAR 5: 1220n.

WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE

Honble Gent

S’ Pierre M/que May 29th 1778

I have done myself the Honor of writing several Letters to Congress upon the Subject of Remittances, for Debts I have contracted in this place on public Account; in some of which I requested Liberty to draw upon you Gentlemen for the Amount, as being the most Sure & eligible Plan of procuring Payment; I have not as yet received any Answers to my Letters, but expect them with great Impatience1

Should they not arrive, & Remittances fail me, I shall live under the Necessity of drawing upon you for the Sum of Liv’ 100,000 Tournois, to preserve my Credit, & enable me to pay due honor to the Engagements I have entered into, on the Public Account.

Nothing but the most pressing Demand for this Sum, & the fullest Assurance of my Drafts being punctually honoured, could induce me to take this Liberty, without having first obtained yours & Congress’s Permission; But I am fully confident that it cannot be the Intention of Congress that their Agents should be reduced to Difficulties, or their Credit suffer, by a failure in their Payments.

The Congress is indebted to me a much larger Sum, & should I receive Remittances from America in Produce, I should find the greatest Difficulty in disposing of it, for mercantile operations are almost suspended here, from the appearance of an approaching War—

Besides, Several French Vessels have lately been taken, & carried into English Ports, for no other Reason than their having American Produce on board, which has made the Owners of Vessels very cautious of receiving it on Freight untill War is openly declared.

It gives me Pain to impart to you the disagreeable News of the Loss of the Randolph & Alfred Frigates; The Circumstances that attended the Capture of the Alfred, greatly aggravate the Misfortune; She fell a Sacrifice to the Cowardice of Capt Thompson Commander of the Raleigh, who declined giving her any assistance, dur-
ing her Engagement with the *Ceres* & *Ariadne* Sloops of War, the one of 18 & the other of 22 Guns; I have transmitted to Congress a full & circumstantial Account of this unfortunate Event, & I hope the base & infamous Conduct of Capt Thompson will meet with a proper & con dign Punishment.

The Stroke of Misfortune that befell the *Randolph* proceeded from a very different Cause, from an intemperate & indiscreet Courage; Capt Biddle had the Confidence to attack the *Yarmouth* a 64 Gun Ship & was Sunk in the Engagement Out of 305 Persons of which the Crew consisted, but four were Saved—

A Captain of a Vessel that was taken & carried into Domenica informs me that the Day before he sailed from Boston Mr. Deane arrived there from France.

A Captain of a Vessel that was taken & carried into Domenica informs me that the Day before he sailed from Boston Mr. Deane arrived there from France.

May 30 (Sunday)

LOG OF RHODE ISLAND PRIVATEER SHIP MARLBOROUGH, CAPTAIN GEORGE WAIT BABCOCK

Remarks for Saturday May 30th 1778.

Taylor Harbour bore NE\(1/2\)N 3 Leagues Distance
Latt\(^d\) by Obs. ; Long\(^d\) in 62\(^\circ\).36\(^\prime\) [W]

Cloudy With Moderate Breezes, & att. 5 AM Saw a Sail on our Starboard, Now upon us. att 6 gave her a gun. She Brought too. & Prov’d to be the Brigg *Sally* from Newbury port. for Bilboa. that had been taken by the *Raisonable*, a British 64 gun Ship.\(^1\) we took out 6 Prisoners. & Sent Lieut Brown\(^2\) with 6 men to take Possession. She Sailed from Newbury port the 25th: Ins' Command by Tho' Clueston\(^3\) Laden with Tobacco Lumber \[&c.\] and on Wednesday the 27 was taken by *Raisonable* which put one Wm Wallace. a Mid Shipman on Board, who when \[taken?\] had Neither Papers Instructions or anything Else. She was own’d by General Tit[co]m & Colonel Cross of s\(^t\) port—

Latt\(^b\) by Obs. 43\(^\circ\).21 \(^\prime\) N; Long\(^b\) in 62\(^\circ\).01 \(^\prime\) [W]

Cloudy with Moderate Breezes. att 4 PM Saw a Sail on [our] Larboard Bow. made all Sail gave Chace we gained on the Chace att 9 PM it Came on Dark we lost
Sight, of the Chace. took in Studden Sails, & hawld our wind to the SW. with Both prizes in Company—

1. For more on the capture of brig Sally on 27 May by H.M.S. Raisonable and H.M. frigate Diamond, see Master’s Log of H.M.S. Raisonable, 27 May, above.
3. Thomas Clouston, of Newburyport, Mass.

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

May 1778

Cape Ann [Mass.] N77W 50 Lg

Saturday 30

at 5 AM up Top Gallt Yards out 2d Reefs & TKd Ship at 7 Saw a Sail to the NW Comm’d to Chace ½ past 9 Saw a Sail to the So: made Sail & gave chace Sigl at Noon all sails sett—

Cape Sable N20°E 33 Lg

First parts Fresh Breezes & Clear Middle & latter Mod’c & Do ½ past Meridian Carried away the Starb Main Topm’d Steering sail Boom ½ past 3 Came up with the Chace she prov’d a Privateer Brigg2 from Boston of 12 Guns and 64 Men had been out 3 Days took out the Prisoners & sent onbl’d 2 petty Officers & 15 Men ½ past 6 TK’d & made Sail, prize in Co: at 12 Tk’d

D, UkLPR, Adm. 51/118, part 3, fols. 111–12.

2. Massachusetts privateer brigantine Washington, 115 tons burthen; its capture was credited to Blonde, Diamond and Scarborough. Gambier’s Prize List, 20 Dec. 1778. The London Gazette, 2–6 Feb. 1779. According to the application for a letter of marque, Washington’s captain was Nathaniel Wardell of Boston; it mounted 12 carriage guns; had a crew of 80; was commissioned on 25 May 1778; and was owned by William Shattuck and others, of Boston. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 299, 300; Mass. Archives Collection, vol. 168, p. 313. Capt. John Milligan entered a libel in the Vice Admiralty Court of Nova Scotia against Washington on 3 June and on 23 June the court condemned it as a lawful prize of H.M. frigate Blonde. John Fox, prize master, testified that Washington mounted twelve 3, 4 and 6-pounders, and had stores for a three months’ cruise. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 137–38.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL SATURDAY, MAY 30, 1778

PROVIDENCE, May 30.

Tuesday last arrived at a safe Port a Prize Ship,1 with upwards of 300 Pipes of Wine; she was bound from Madeira to Barbados, where she had but just anchored, when she was cut from her Moorings by Capt. Bishop, in the Privateer Sloop Barton, of this Port.2

Capt. James Munro, in the Privateer Ship Blaze Castle, of this Port, has taken and sent into Martinico a Brig from Scotland, laden with Coal; likewise a Brig from Ireland, with Provisions, which is also arrived at a safe Port.3

By Advices from the West-Indies we learn, that the Privateer Ship Marlborough, Capt. Babcock, of this Port,4 some Time since landed a Number of Men on the Island of Delos,5 on the Coast of Africa, from whence he took a large Quantity of valuable
dry Goods. He had taken a Vessel laden with 140 Tons of Camwood, and 40 Tons of Rice; and a Schooner (which was arrived at Martinico) with 8 Chests of Arms, 200 Brass Kettles, 9000 Weight of Tobacco, and 6 Chests of Beads; he also captured and destroyed a Number of Drogers on the Coast.

1. Ship *Louisa*, 240 tons burthen, Raymond Payne, master, arrived at Boston on 26 May and was libeled on 11 June in the Massachusetts Maritime Court (Middle District). *The Independent Chronicle, and the Universal Advertiser* (Boston), June 11, 1778.

2. Capt. Lemuel Bishop commanded Rhode Island privateer sloop *Sally*. In this report *The Providence Gazette* misidentified *Sally* as *Barton*. Ibid.

3. Brigantine *Oliver*, 70 tons burthen, John McNeal, master. She was libeled on 11 June in the Massachusetts Maritime Court (Middle District). *The Independent Chronicle, and the Universal Advertiser* (Boston), June 11, 1778.


5. Îles de Los, off Conakry, Guinea.

6. Brigantine *Pearl*, Peter Branker, master. For more on this brig, see *From The Jamaica Gazette*, 9 May, above.

7. Schooner *Fort Rose*, Paul Cross, prize master. For more on its capture and disposition, see Log of Rhode Island Privateer Ship *Marlborough*, appendix D, below.

**GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO SAMUEL ELIOT, JR.**

[Extract]

Hartford 30th May 1778

Sir,

I received your favour of the 24th instant Buller, in which you acquaint me of the arrival of the Prize Ship the *Admiral Kepple*,¹ and Cargo; Captured by the *Cromwell*, & *Defence*.² This is an Event truly pleasing, and on which I congratulate you.—

. . . I wrote you last week by the Messenger, who brought yours of the 20th instant, directing you to Let the Commissary of Purchases have such Articles of the Cargo of the *Cyrus*,³ as he should Chuse to purchase for the Army; this upon further deliberation I conceive too General—you are therefore directed to dispose of the Articles of Provision of both Cargo’s such as Butter Cheese Hams Tripe and Sour Crout &c. which belongs to this State and suspend the Sale of the other articles, untill further orders, and which will be given when I can be furnished with a more particular accont of their Contents of said Cargo’s in order to which you will take the Earliest opportunity to Transmit the Invoices to me—

With regard to the Seamen & Marines taken on Board said Ships would have them Treated with Humanity and not confined in Goals or Prison Ships, and if any of them should be inclined to enlist into the Sea Service, as I know of no Resolve of Congress that forbids it, would have you permit them in case an Opportunity presents, those who shall decline to enlist, would have them kept in order to be Exchanged for our Seamen in the Hands of the Enemy—⁴

your known fidelity, prudence, and attention to your duty, renders it unnecessary to be more particular I am with esteem and regard [&c.]


4. On 29 May Eliot informed Trumbull that the Massachusetts Commissary of Prisoners had demanded that the seamen from prizes *Admiral Keppel* and *Cyrus* be turned over to him. Eliot replied it would be improper for him to deliver them, as Connecticut might need to exchange them for Connecticut seamen held in captivity at Newport or Halifax. Eliot to Trumbull, 29 May 1778. Ct, Connecticut Archives, 1st series, vol. 9, p. 263.
CERTIFICATE OF SERVICE FOR JUSTIN JENNINGS BY
CAPTAIN SETH HARDING, CONNECTICUT NAVY

Norwich [Conn.] May 30th:1778
These may certify all whom it may concern that Justin Jennings entered on Board
the Brig Defence belonging to the State of Connecticut under my Command on or
about ye first of March 1776 to Serve as my Clark for ye Space of one Year from that
date, in which Station he served till on or about the 16th of June following when he
met with the misfortune to be wound’d in one of his Legs in Action in Boston Bay
that Occasioned the cutting of it off.

Seth Harding

1. This refers to the capture of the British transports Annabella and George by Defence on June 16, 1776
in Boston harbor. See NDAR: 156, 620, 712.

2. In May 1780 the Connecticut General Assembly received Jennings’ memorial for reimbursement
and half pay, and awarded him £7..10..0 for the amputation of his leg. Ct, Connecticut Archives, 1st Series,
vol. 18, pp. 388a–b, 389.

LIEUTENANT DANIEL ADAMS, MASSACHUSETTS NAVY, TO MASSACHUSETTS COUNCIL

Gentlemen—

In my last Letter to you I had but little Time to to Write for which Reason I
had not an Opportunity of pointing out to you in full our distress’d Sittuation,
and the Distress that attend us and our fellow Prisoners in other Ships at this Port.
there is 80 Americans & 150 Frenchmen on board one small Ship which makes it
very Disagreable, for at Sunsett we are all drove down between Decks, and that
down close only one at a Time to go on Deck the rest almost Smootherd for
want of Air which is deny’d us by those cruel Enemy’s of our’s. Prisoners are very
Sickley, and the Disorders Mortal which point out to us and threatens Suden
Death and Destruction. Every Day our Provisons very Short and what we get is Salt
meat and but 2 Pounds of that a Man for Six Days Some Peas and Sower Otmeal
which is not fit for any humain Person to eat.— More than Eight Month have I
Suffred in the hands of my Enemy. where I have Suffred every thing but Death
and If I am oblid’ge to stay here many Days longer without relief that will become
a Welcome Messenger.— Gentlemen, I dont know but what you may think strange
of my heavy Complaints. with that of being weary of my Life in Eight or Nine
Month when there is many that has suffred longer Captivity. (all that I grant you)
but I dare affirm there is not a Man to be produc’d that has Serv’d the publick
truer and faithfuller than I have and so much neglected as I am. When I was first
taken I flatterd myself that you would not Suffer me to remain long in the Hands
of the Enemy’s but find myself under a Great Mistake (You may have for Answer
that you had it not in your Power to Exchange me) that Point I am not able to
Dispute but am well assured that had you taken the least Pains in [illegible] had I
recevd a letter from you it would have given great Satisfaction. but instead of that
have never rec’d the least benefit from you and know not wheather you ever intend
to exchange us but seem’s as tho you were helping the Enemy’s to answer their
Ends to Murder us all had it not been in your Power to exchange us you might have wrote a few Lines to the Commissary of Prisoners at New-York.² he would
have supply’d us with such Necessaries as we now are Suffering for by which Means you would have Supported the Dignity of Worthy Members of the Honorable Board of War and deserving of Subjects to protect them. Instead of that you are Stigmatizd by our Enemy’s as Murder’s of your Subjects and often when they See us Naked, and with a few Ragg’s hanging on us. Say who would Serve them Rebellious Rascals, are they fit to have Subjects. and finally either Damn them that would Serve them. this and many other Reflections, frequently are throwing on us, which is two much for the Soul of a true American to bare. it is my Ardent Wish that you would relieve me. and set me on the Same foundation that I was on when I first Entred your Service which is all I Request at present. If you have not a Mind to exchange me should take it favorable if you would acquaint me of the Same. Yesterday I was informd that they ware determin’d to releive those first that had not taken up Arms against great Brittain, if that is the Case where is the Encouragement to enter into the American Service when they can releive themselves by only Saying they will never take up Arms against Great Brittain, that is a hard task which I had rather not be concernd with. tho’ I see Examples of it every Day, by Worthy Friends to America tho’ not drove to that Necessity that I and many others at present are Naked without a Shew on their feet or Cloths to hide their Nakedness, which is at Present my own Case which you well think a Sufficient to agrivate the Spirit of any Man that has within them a Spirit of Resentment. I confess that it is too much the Case with the Generality of Mankind while at ease and Affluence they are apt to forget their fellow Creatu[res] in distress. but only put it to your own Case to have 2 pound of Salt Meat P’ Man a Week. and the rest Moldy Pease and Sower Oatmeal without one farthing of Money to Support you with other Necessary’s. what a figure would you then Cut.— While in health it may Do but the Question is what are we to do in Sickness, Perish for want of Support which has been the Case with Many a Good Man that would have Rejoic’d to meet Death in Defence of their Country, by him the Noble Brave & [Virtuous Souls?] is pass’d up when grim Death is hovering Round them, and dayly Snatches them of[f]. Oh! Heavens is this to be the Fate of America’s Sons, if so she will ever have Reason to lament the fate therof. So after a few Moments Reflection on our Distress[ing] Sittuation hope you will not Suffer Yourselves to Rest at Ease ‘till you have Use’d ever[y] Xxertion in your Power for our Relief I conclude your Obedient humble Servant

Daniel Adams

PS. Admariel Gambier Ariv’d here Yesterday in the Ship Ardent of 64 Gun’s and several transports with troops Said to be from England There is on board the this Prison Ship 4 Officers belonging to the Freedom. Myself 2nd. Lieut’ Thom’ Doten, Sailing Master Caleb Dyer, Captains Clerk Rob’ Fairservice, and some Masters of Vessells from Boston. Cap’ Pittman and others belonging to the Massachusetts State.—

In Council June 16. 1778

Read & Ordered That John Pitts Esq. with such as the Hon’ble House shall appoint be a Committee to consider this Petition & report what may be proper to be done thereon

Sent down for Concurrence

Jn” Avery D’Sce
In the House of Representatives June 16th. 1778

Read and Concurred and Capt. Williams⁹ and Mr. Greenough¹⁰ are joyned in the affaiρ—

Sam Freeman

Spk² PT

1. Letter not found.
2. Joshua Loring, British commissary general of prisoners.
4. Massachusetts Navy brigantine Freedom. Capt. John Clouston, commander, was captured on 16 Sept. 1777 by H.M. frigate Apollo and sent into New York City for trial. NDAŘ 9: 932, 932n.
5. Daniel Adams was appointed 1st lieutenant of Massachusetts Navy sloop Republic on 19 Sept. 1776 and on 18 Feb. 1777 transferred to Massachusetts Navy brigantine Freedom as a lieutenant. He was promoted to 1st lieutenant of Freedom on 4 Aug. 1777, was discharged on 21 Apr. 1778 and was allowed seven months’ wages until 30 Nov. 1778, while being held a prisoner at New York City. Massachusetts Soldiers and Sailors of the Revolutionary War, vol. 1, p. 42.
6. Thomas Doten was engaged as a lieutenant for Freedom on 23 July 1777, was commissioned as 2nd lieutenant of Freedom on 4 Sept. 1777, was discharged on 21 Apr. 1778. There is no record that he received the seven months’ pay allowance until 30 Nov. 1778, while being held a prisoner at New York City. Ibid., vol. 4, p. 890.
7. Caleb Dyer was appointed sailing master of Freedom on 25 Aug. 1777, was discharged on 21 Apr. 1778 and was allowed seven months’ wages until 30 Nov. 1778, while being held a prisoner at New York City. Ibid., vol. 5, p. 118.
8. Robert Fairservice was engaged as captain’s clerk of Freedom on 1 Aug. 1777, was discharged on 21 Apr. 1778 and was paid seven months’ wages until 30 Nov. 1778, while being held a prisoner at New York City. Ibid., vol. 5, p. 477.

GENERAL GEORGE WASHINGTON TO BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY

[Extract]

Head Quarters Valley Forge [Pà.] 30th May 1778

Dear Sir

I rec’d your fav’ of yesterday by Col” Fleury.¹ After sending off the prisoners of War to Lancaster, I think you had better endeavour to disencumber yourself of the Tories by examining them and if any of them appear insignificant in themselves or confined for trifling crimes dismiss them—I have no objection to your permitting Cap’t Walbe and the purser² to go to Philad³ upon parole. As I do not admit Cap’t Robinson to be considered as a prisoner of War but have demanded him as being unjustly detained, I cannot with propriety propose an Exchange between him and Cap’t Walbe, because that would be giving up the point.³

1. Lt. Col. François Louis Teisseydre, Marquis de Fleury, a sub-inspector in Baron Steuben’s Inspector General’s department, had been serving with Smallwood’s detachment.
3. In his letter to Washington of 26 May, above, Smallwood had proposed that Wallbeoff be exchanged for Capt. Isaiah Robinson of the Continental Navy. For more on the circumstances under which Robinson was seized, see General George Washington to General Sir William Howe, 22 Mar. 1778. NDAŘ 11: 759
The commissioners of claims, with the approbation of the auditor general, report,

Mr. Milligan¹ one of the Committee of Claims, agreeable to Order of the Board of Treasury, having Reported the following Account to the Auditor General, he begs leave to present the same for the allowance of Congress:

There is due to Captain Harman Courter,² as follows:

For his expenses while in Public service in Europe, Dollars, amounting to £110 Sterling reduced to Livres at 10½d Sterling per Livre, and into Dollars at 5 Livres Tournois per Dollar, 2,514½ Livres,

For his Expenses from Boston to, and at York Town [Pa.], amounting to £157.12 lawful money at 6/
per Dollar 502 78/90

Making, From which is to be deducted Money he received 1,028 18/90
from the Honble the Commissioners at Paris, 100 Louis D’ors, for which they are to have credit at 24 Livres 480
per Louis, and in Dollars at 5 Livres per Dollar, 2,400 livres,
And from the Board of War at Boston £100.4 lawful 334
for which is to have Credit, equal to
Which leaves a Balance due to Captain 214.18³
Courter, and for which a Warrant is drawn on the Treasurer of
That they have liquidated the accounts of Captain Harman Courter’s expenses while in the public service, and that there is a balance due to him, amounting to 214 18/90 dollars:

Ordered, That the said sum be paid.

Ordered, That the Board of Treasury report a proper sum as a compensation for the Captain Courter’s time and trouble in bringing despatches from the commissioners at Paris to Congress.⁴

¹ James Milligan was the commissioner for auditing claims for the Treasury.
² For more on Capt. Harmon Courter, see his memorial to Congress of 3 June, below. When the American Commissioners in France asked him to carry dispatches, including the proposed treaty of alliance with France, to Congress, they wrote the Committee for Foreign Affairs that Courter’s journey would be “very expensive” and recommended that he be reimbursed and rewarded with “such further allowance, independant of the Actual expense of his Voyage, as you shall judge adequate to his Services.” In that same letter, they called Courter “a Skillful and brave Seaman.” American Commissioners in France to the Committee for Foreign Affairs, 17 Feb. 1778, Benjamin Franklin Papers, 25: 682 and n; for more on Courter and the dispatches, see note at Simeon Deane to the American Commissioners in France, 16 Apr., above, and American Commissioners in France to Harmon Courter, 17 Feb. 1778. NDAF 11: 1014.
³ This report, signed by John Gibson, is in the DNA, PCC, item 136, vol. 2, p. 309 (M247, roll 111).
⁴ On 2 June the board recommended that Courter be given $1,500 in compensation for his services.

JCC 11: 557–58.

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

Gentlemen [York, Pa.] May 30th 1778

We have to acknowledge the receiving of your favours of the 7th 9th & 12th instant and to reply to their contents.—¹
In answer to that of the 7th we are glad to hear of the arrivals you mention. We observe that you had offered the command of the Brigantine Resistance to Captain Waters who refused accepting it alleging he was intitled to a better vessel. We have determined that Captain William Burke shall command that Vessel of which you will please to notify him, and inform Captain Waters that should he again refuse such command as shall be offered him, we will consider the propriety of dismissing him from the service—2 you will have the Resistance fitted & manned for the sea immediately.

It was certainly out of the Line of your Department to have the receiving and storing of Captain Greens cargo of Clothing & Stores—3 that was the business of the Continental Agent, who in the delivery thereof, should be governed by the Orders of Congress, the Board of war or the Committee of Commerce Agreeably to the enclosed Resolve of Congress dated the 28th Current which we send to prevent your taking unnecessary trouble in future.

The schooner Loyalty which you dispatched to bring flour & Iron is safely arrived at Sennepuxent, and we expect by this time is Laden’d and ready to proceed back if not already sailed. We Observe what difficulty you have in procuring other suitable Vessels, and only wish that your exertions in that respect be in proportion to your want of those articles.4 Principles of humanity & Economy direct the establishment of hospitals & that provision should be made for the sick seamen belonging to the Navy, and we doubt not Congress will consider that matter when time will permit.5 It gave us much pleasure to hear the Providence Frigate had got out but we are sorry to find that you despair of getting out the Trumbull. The Printers were premature in naming the New ship at Salisbury. The Congress have resolved that she be called the Alliance

M’ Vernon of your Board writes to M’ Ellery of this Committee as follows. “The two ships at Salisbury & Norwich6 are much larger than any yet built, will bear 18pds. very well at least 16 of their Guns may be of that Size and wish they were Ordered in time before those Guns are provided” If you consider those Ships as competent to carry Sixteen18 Pdrs. each we have no objections to their being put on board & should be glad to know whether guns of that size can be provided.7

To yours of the 9th we shall answer that we are sorry Mr Roach hath been so great a Sufferer, and should be glad he would Accept of a Lieutenancy until a command can be given him.8 As you think it would be proper to resume of the Building of the frigate in Connecticut River we have determined so to do, and desire you will give the necessary orders for that purpose, agreeable to the plan you have proposed.9 We have not seen the Petition of the Hancock officers we suppose it lies with the Secretary of Congress. we shall make enquiry and will duly consider it.10 We hope Strict enquiry and impartial judgement will be had on the conduct of Captains Manly, McNeill & Thompson.11 we desire that it may be a particular charge against Captain Manly how he came to surrender the Continental Frigate under his command without firing as it is said a Gun, and summon Captain William Burke as an evidence on his and Captain McNeills Trial. We have already wrote you that we wished to have as many of the Continental Vessels within your Department as can be ready in convenient Time fitted for Sea, and Sent out to Cruize collectively against the enemy. It is our desire that the Warren should join this force and that our former Orders respecting her should not be executed.—12 We transmitted you the 23 instant 50,000 Dollars by M’ Norton Brailsford an Express
for your place which we hope will be adequate to the demands of your Department for some Time. When you are obliged to draw we shall answer your Bills, but wish you to be as sparing as possible, as the heavy demands of the Army Departments keeps the Treasury very low. As you have not been able to procure a Hull for the Hampden's Rigging & Materials, we desire that your will order One to be built accommodated to them and employ Mr Peck to plan the constructions thereof.—

In answer to yours of the 12th, we approve of your drawing in favour of M' Shaw for 80,000 dollars and shall pay the Bill when presented. With respect to the ship Queen of France if she be calculated for a Cruizer we would have her employed as such, and joined with the other ships of war which you are to send out, but should she be a dull sailor and otherwise not well calculated for war, it is thought best to employ her as a merchantman, and in that case you will put her under the care of the Continental Agent to be employed agreeable to the Orders of the Committee of Commerce. As to the French officers on board that Vessel, they are become useless since the French Seamen have been taken away, and we apprehend it will be impracticable to man her with American seamen so long as they continue on board.

We have [directed] therefore that they shall be discharged. Any Contract that may have been made with them in France we would have strictly fulfilled on our part, and you will either pay them their wages or give them Certificates to receive the same from our Ambassadors in France just as the Nature of their agreement shall require. We are glad to hear the frigate Deane had arrived at your port, and hope she is again preparing for sea. Enclosed is a Resolve of Congress of yesterdays date respecting the ship on the stocks at Portsmouth heretofore intended for A Seventy four but now to be constructed as a 56 Gun ship. We have determined to resume the building of that ship immediately, and now wrote to Mr Langdon for that purpose, and that Captain Landais in conjunction with him is to superintend the building of her. you will afford all necessary assistance in the prosecution of that business.—

You will give strict orders to all Commanders of Continental Vessels of war, not to take any private property onboard their Vessels unless by Order of Congress or this Committee.—

We have directed the Continental Agent John Bradford esqr to exhibit to you his accounts against the Vessels fitted out by order of General Washington, and all other accounts he may have with this Committee, which you will please to examine and settle, He is to account with you for the Continental share of all Prizes already received, or that he may hereafter receive. This will be handed you by Captain John Barry whom we have appointed to Command the Frigate Raleigh— He is a brave Active Officer and we doubt not you will find him very attentive to his duty. You will put him in possession of the Raleigh, and he will be governed by your Orders. We have only to add that we hope your strongest exertions will be used in getting out the Vessels of war agreeably to your plan, and that their successes will repair the losses and honor of our Navy. We are Gentlemen [&c.]

P.S: We have directed John Langdon Esq' to lay his Accounts before your Board which you will please to adjust & Settle with him. As we would not in any respect have the cause of Captain Manly prejudged, we would not have it understood from what we wrote you of the 6th of March that he was by any means appointed to Command the new frigate Alliance.—

1. These letters have not been found.

2. On 19 June 1778, the committee informed Capt. Daniel Waters that they had received his letter of 1 June “and refer you to what we have wrote to the Navy Board touching your refusal to the Command of the Brigantine Resistance.” DNA, PCC, Marine Committee Letter Book, p. 160 (M332, roll 6).

3. In early May, Queen of France, Capt. John Green, commander, arrived in Boston from France with a cargo of clothing and stores.

4. The board was able to obtain three schooners to transport the flour and iron held for them at Sinepuxent, which was located in southern Maryland, opposite Assateague Island. See Continental Marine Committee to William Smith, 19 June, DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6).

5. There is no evidence that Congress considered the question of establishing a naval hospital in Boston.

6. The Continental frigate Alliance was building at Salisbury, Mass.; the frigate under construction at Norwich, Conn., was later named Confederacy.

7. When built, Alliance was armed with 9 and 12-pound guns, though 18-pounders were added later when the frigate was in France. The Confederacy carried 6 and 12-pounders. K. Jack Bauer, Ships of the Navy, 1775-1969 (Troy, N.Y.: Rensselaer Polytechnic Institute, 1970), pp. 11, 12.

8. On the situation of John Roche, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 6 Apr., above.

9. This frigate, later named Bourbon, was being built at Middletown, Conn.

10. The petition has not been found.


12. The “former Orders” were in the Marine Committee’s letter of 6 April to the Continental Navy Board of the Eastern Dept., above.

13. In their letter to the board of 24 July, the Marine Committee countermanded this order.

14. On 19 June, the Marine Committee wrote John Green to inform him that they had written the Continental Navy Board of the Eastern Dept. about the “employment” of the Queen of France and had directed the board to “discharge the french officers.” They also mandated that Green was to be “governed entirely” by the board’s orders. DNA, PCC, Marine Committee Letter Book, p. 161 (M332, roll 6). The board recommended that Queen of France be retained as a ship of war.

15. See the Continental Marine Committee to Langdon, this date, above.

16. On the same date, the Continental Marine Committee sent a letter to John Bradford that conveyed the same instructions. DNA, PCC, Marine Committee Letter Book, p. 153 (M332, roll 6).

17. On this same date, the Continental Marine Committee wrote John Barry informing him of his appointment as captain of the Raleigh, ordering him to “repair immediately” to Boston, and directing him to apply to the Continental Navy Board of the Eastern Dept. who would give Barry “orders for your employment.” DNA, PCC, Marine Committee Letter Book, p. 153 (M332, roll 6).

18. Pierre Landais, not John Manley, was named captain of Alliance.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON

Sir,

York [Pa.] 30th May 1778—

Inclosed herein is a Resolve of Congress of yesterday’s date whereby you will find that the ship on the stocks at Portsmouth heretofore intended for one of 74 Guns is to be constructed to carry 56 Guns only upon two Batteries, that is to Say Twenty Four Pounders upon the Lower deck and Twenty Eight 18 Pounders upon the Upper Deck. We have determined to resume the building of this Ship agreeable to the Said Resolve of Congress, and now direct that you employ the necessary Workmen for that purpose and let them proceed immediately on that business which we expect will be conducted on the best and most Oeconomical terms for the Public under your direction. We shall direct Captain Landais of our Navy to repair to your place and assist you in Superintending the building of this Vessel, and as we consider him as having great knowledge in constructing and building of Ships of War, we doubt not you will find him a use-
ful assistant. You will inform us from time to time what occurs as necessary for us to be acquainted with in this business, and apply to the Navy Board at Boston who will furnish you with Money and every assistance in their power, they will also take proper measures for procuring Guns, Stores and other Materials for this Ship.

You will please to exhibit your Accounts with this Committee to the said Board whom we have directed to adjust and settle them and are sir[&c.]

Richard Henry Lee C.M.C.

1. As seen in the resolution of Congress of 29 May, above, Capt. Pierre Landais had persuaded the Marine Committee to revise the design of the ship. In a letter to John Rutledge of 3 June, Henry Laurens explained why Congress had authorized the change: "the building will be much less expensive—the Vessel sail faster—and be of equal force with 450—instead of 600 Men & now the workmen who had been taken of[.] will be ordered to proceed." Laurens to Rutledge, 3 June 1778, ScHi, Henry Laurens Papers.

2. By "the Navy Board at Boston," Lee referred to the Continental Navy Board of the Eastern Dept. See the Marine Committee’s letter to the board of this date, above.

3. "C.M.C." is shorthand for Chairman Marine Committee.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 30th day of May 1778.—

Present.

Mr Whiting Mr Travis. Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr George Britt for five hundred pounds on acount for the purpose of furnishing necessaries, and for building the Ship Tempest.—

Mr David Larkens has Leave of absence from his duty on Board the Safeguard Galley for six weeks to commence from this day.—

Captain Elliot received Orders to take on Board of the Galley under his command as much iron as he conveniently can carry from on Board the Brigantine Northampton, and proceed round to Mr Holts Creek, on the Mouth of the College Landing, and on his arrival to wait on the board for further Orders.—

Captain Lilly received Orders to proceed with the Ship Gloucester under his command to the Chickahominy shipyard on James River, and he was informed in his Orders that Cap’l Elliot of the Safe Guard, was to protect and assist him in getting there.—

Captain Elliot received further Orders to protect and assist the Ship Gloster under the command of Cap’l Lilly in getting round to the Chickahominy shipyard on James River.—

DS, Vi, Navy Board Journal, p. 408.

1. That is, George Brett, a boat builder on the Mattaponi River. NDAR 8: 214.
JOURNAL OF TIMOTHY BOARDMAN, CARPENTER’S MATE OF CONNECTICUT NAVY SHEIP OLIver CROMWELL.

30th Came over the Bar this Morning & Arriv'd in this Harbour In Company with the Ship Defence Com'd by Samll Smedly. Charlestown, Sth. Cn. May ye 30th 1778.

Log-Book of Timothy Boardman, p. 53.


CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO OLIVER POLLOCK

Sir

New Orleans 30th May 1778

I address you in this manner not only to prevent any Verbal altercation but as a method the most fitting both the Circumstance, and the Command I have the honor to hold in the states Service.— In the first place to Begin with my Instructions; the following Extracts will serve to specify their Tenour— After being ordered to make prize of all British Property in the Mississippi River I was instructed to apply to the Governor of this Province for Liberty to make Sale of them, That obtained I am again Instructed to pay One moiety of the Net proceeds into Your hands as Agent for the Congress— Now sir how differently these matters have been conducted, you are better acquainted with, than myself, But it is my Business at present to Insist upon a total change of Procedure—

My Men and Officers are discontented, myself displeased and the Governor himself highly dissatisfied with Your Conduct and what is of the most serious consequence My Men are deserting and the American Bank as it is termed is become proverbially Ridiculous    In a word the service suffers and our Enemys rejoice— This therefore is to insist that You forthwith make out all your accounts so that the one half belonging to me and the Men be instantly divided and that you have the Ballance that is due on that Score ready to pay into my Hands on Monday or Tuesday next; Free of other charge or Commission than those of the Vendue Master.

As to Mr Goadings attempt to their Accounts it must ever prove abortive, unless the Cash is ready to pay the Ballance that is due; this being done I am well convinced there will no further discontent and that the Men will cheerfully return to their Duty— I need say no more than that the service and honor of the States requires your immediate compliance, and that every ill effect which may arise, will be entirely owing to your Neglect— I have kept a Copy of this to lay before The Congress and Governour if needfull.2 I am Sir  [&c.]

James Willing

Cap'n in service of the

United Indep't States of America

Copy, SpSAG, Papeles de Cuba, Legajo 2370, Part 2.

1. That is, Don Bernardo de Gálvez.

2. Pollock replied on 31 May, below.
May 31

WILLIAM SAUNDERS TO VICE ADMIRAL JOHN MONTAGU

Sir Placentia [Newfoundland] May 31st. 1778

I did myself the Honour of writing your Excellency the 28th. and intended sending a Boat Express with it but a Fishing Boat going directly for S't. Johns took that Opportunity, a second Jersey Boat coming from Little S't. Lawrence in hopes of some Kings Ship being here gives much the same information as the first Boat that an American schooner of 8 Guns & 50 Men came into the Harbour of Great S't. Lawrence¹ the Morning of the 26th. went directly alongside of a Jersey Brigg of 10 Guns (unrigg'd) her Crew a fishing and began Rigging her immediately they went ashore and took every Article out of the store belonging to the owner of s'd Brigg (no other Vessel being in the Harbour) from the hurry they seem'd to be in carrying Goods Aboard & Rigging the Brigg imagine they carry'd her away the next Day— I shall trouble your Excellency no further than to assure you I am with utmost Respect Sir [&c.]²

Wm: Saunders


JOURNAL OF H.M. FRIGATE AMBUSCADE, CAPTAIN JOHN MACARTNEY

May 1778

Cape Sambro N½E Disª 13 Leagª

Saturdy: 30th. At 8 (AM) Cape Sambro N 6 or 7 Leagª unbent yª FSª & bent a new one reeved new Log Lines at 11 AM saw a sail to yª No:wª wore ship made Sail and gave Chace at noon shortened sail TKª left off Chace a Sloop Sambro light house NBW 3 Leagues—

Sambro Light House NBW Disª 3 Leagues—

Modª breezes and Cloudy wrª saw a sail in yª NW Opened a Cask of pork Noc² 2297 Ct² 320 p² short 2 p² Benj² Rothesey Cape Sambro NNE 7 Leag² saw a sail to yª So:ward made sail and gave Chace at 6 light airs & var:ble still in Chace at 11 fired 3 Six pounders and sevª Volleys of smª Arms at yª Chace

Sunday 31st

at ½ past 12 yª Chace brought too she proved to be the Charming Sally Brig from Martinico bound to Boston¹ took 29 prisoners out and put a Mate and 7 hands on board her in Cutter (AM) out Cutter and sent her on bª yª prize for yª Prisoners Cloaths at noon light airs and Clear Prize in tow—

[Sambro Light House NBW Disª 3 Leagues]

First middle and latter parts light airs and Clear wª (PM)at 2 all sail set Prize in tow at 5 saw yª land from NBW to NE at 8 do: wrª Ashmetogen² N½E 5 or 6 Miles


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**JOURNAL OF H.M. FRIGATE RAINBOW, CAPTAIN SIR GEORGE COLLIER**

May 1778

S° 44° W° 15 Leags.

Sunday 31

AM at 5 saw a Sail bear* East—gave Chase—at 10 sent the Barge after the Chase—at Noon saw the Chase bro’t too by the Barge.

Latitude m. 42°16´ N Longitude made 67°26´ W

Moderate & clear W* PM at 1⁄2 past 4 the Prize join’d us & prov’d to be a Sloop† bo*d f°th Annapolis Royal to Halifax which had been taken by the Greyhod Rebel Privateer‡ 10 days [ago]

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**JOHN BRADFORD TO ROBERT MORRIS**

Boston 31st May [1778]

I wrote you under the 25 advising that I should send you by ye honble Mr Hancock eight thousand Dollars, these salute you by that amiable Gentleman and accompanies them—The Number of each I gave you in my last,¹ I am without any of your Favours since my last, hope by next Post, to receive Directions concerning Cap* Brown’s² & the three Friends³ Cargos, I’ve got the damag’d Goods thoroughly cleans’d & dried, the Loss will be very considerable, my worthy Friend⁴ has desired Me to give him a Memorandum of what I would wish for, from Congress, & as I assure you Sir, on my honour, my principal & ultimate View are to exert the utmost of my Abilities to serve ye public Weal, I beg your Influence join’d with his in Case what I have done should not be approv’d by Congress in the Matter of supplying ye Servants of ye Public with Goods at a lower Rate than the like Articles were sold at Auction, I saw the Utility of ye Plan, for without it we should not have been able to get Seamen for ye Ships, neither did I do it before I consulted Mr Hancock & the Board,² they concur’d with Me in Sentiments & I hope it may not be disagreeable to Congress, it is not probable we shall have any Prizes in for some time as I don’t know of any Continental Cruizers out from these States, excepting Skimmer⁷ as I find the Providence⁸ is gone to France, I’m at a Loss to account for our Bay’s being so clear from the Enemys Vessels at this Time. Not a Single Cruizer has made its Appearance. I trust the happy Day is approaching when they will be obliged to call them all away, and leave us our Co[₄]sts unembarrass’d. We hear they are leaving your City, I ardently wish for a Confirmation of that News from you, and to hear that you are in the peaceful Possession of your own habitation—yours &c

J B—
[Extract]

Major General John Sullivan, Continental Army, to Henry Laurens, President of the Continental Congress

[Providence May 31th 1778]

Dear Sir

. . . nothing New has occurred in this Quarter Since my Last Save that the Enemy (who are Lately very industrious in mischief) Landed this morning at Freetown before Day with a view of Burning The Mills & Some Houses which were Contigious. They immediately Set fire to an old mill & an old House which Stood near the place of their Landing & proceeded for the Town to Execute the plan. But were met at the Bridge on Fall River by Twenty five men who prevented their Crossing. They repeatedly Endeavoured to Cross the Bridge but were as often Repulsed & after an Engagement[1] of an hour & a half retired with precipitation to their Boats Leaving one Dead man and another mortally wounded behind them. From all Accounts they Suffered much in the Attempt & in Reembarking when they were Returning our Forts at Bristol & Tiverton annoysd them much particularly the former a Large Galley[1] came up to Bristol Ferry to Cover them but was not by our Cannon Driven on Shore & So Damaged that at high water finding She could not be got off the Crew abandoned her an Armed Sloop which Came to her Relief Shared her Fate & is Likewise abandoned. I Trust they will both be Burnt this night.2 I have the Honor to be Sir [&c.]

Jno Sullivan

P S The party of the Enemy Consisted of a hundred & fifty men Commanded by one Major Ayers—3

1. H.M. armed galley Pigot, Lt. Henry Edwyn Stanhope, commander. See Diary of Captain Frederick Mackenzie, this date, below.
2. As seen in the Diary of Captain Frederick Mackenzie, this date, below, neither the armed galley Pigot nor an armed sloop was abandoned or burned.

Journal of H.M. Frigate Flora, Captain John Brisbane

May 1778 At single Anchor as before Arnold Point NebE3⁄4East
Sunday 31 Popasquash N1⁄2W & Gold Isle1 SW1⁄2South

At 8 [AM] saw the Flat Boats Land our Troops near Common Fence Point2 the flood making weighd & Tow’d between Rhode & Hog Island, at 10 came too, with the sm1 Bower in 10 f3. A num1 of shot fired from the Rebell Battery3 at the Pigot4 which was ret3 by our ad-
vanced Battery on Rhode Island & the Ship, at ½ p' 11 our Boats returning thro Bristol Ferry, the Rebels fired round & Grape [shot] at them, which wounded Lt Congleton\(^5\) & Ja' Smith Seaman [&] killd Hugh Jemison & Christopher Carlow

At single Anchor as before Arnold point NebE\(/\) East-Popasquash N\(/\)W & Gold Isle SW\(/\)South

First part fresh Winds & hazy Wr. latter strong Gales— PM at 2 the Spitfire\(^6\) anch'd between us & the Pigot, sent a Boat w' hawsers &c\(^a\) to warp the Pigot from under the Battery at 3 the Pigot & Spitfire made Sail—

D, UkJPR, Adm. 51/360, fol. 158.

1. That is, Gould I.
2. On 30 May the Journal notes: “P.M at 3 sent the flat Boat & Pinnace mann’d & Arm’d on board the Venus at 11 Saw the Pigot Galley & a number of Flat Boats pass towards Taunton River.”
3. American battery at Bristol Ferry.
5. Lt. Andrew Congalton, R.N.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]
31\(^{st}\) May. Cloudy day. Cold wind at S.S.E. Some rain in the Evening.

The General\(^1\) and the Commodore\(^2\) having determined to attempt destroying some Saw Mills, and a quantity of Plank for building boats, which they\(^3\) had upon Fall River;\(^4\) the Pigot Galley,\(^5\) A Gunboat, some Flat boats, and boats of the Flora, Juno, Venus, Orpheus, & Kingsfisher, under the direction of Captain Christian\(^6\) of The Kingsfisher with 100 men of the 54\(^{th}\) Regiment under the Command of Major Eyre\(^7\) of that Regiment; were ordered for this service. At 12 oClock last night they passed through Bristol ferry, unperceived by the Rebels, and proceeded up Mount Hope Bay, except the Pigot, which unfortunately run aground in the upper part of the Passage, which gave an alarm to The Rebels, who immediately communicated it by firing Signal Guns which were repeated on both sides of the Bay. The boats waited some time in hopes of being joined by The Pigot, but finding the Alarm was given, they moved on to their destination without her, and on approaching the shore near Fall River, they were fired on by a Guard of about 40 men; but pushing directly in, the Troops landed and dispersed the Enemy. They then proceeded to the First Mills, where one Saw-Mill, a Corn Mill, 9 large boats, and about 15,000 feet of Plank was burnt. On advancing a small distance towards the other Mills, they found a considerable Number of the Enemy posted at, and above them, from whom they received a heavy fire by which 2 men were killed, and an Officer & 4 men wounded. It being then judged imprudent to attempt forcing the post, or to continue longer on shore, the troops returned to the boats, and re-embarked without molestation.\(^8\) No other loss than the abovementioned was sustained. The boats then returned down the bay, and landed on Commonfence Neck, and went to the assistance of The Pigot, which had continued all the time aground, and under the fire of the Rebel Battery at Bristol-ferry, by which she had suffered considerably; but by the assistance of the Boats, and more particularly the well directed fire of our two Guns in Bristol ferry Redoubt under the Command of Cap' Brady\(^9\) of the Royal Artillery, who twice dismounted one of the
Enemy’s Guns, and by a continual fire almost destroyed their work and prevented them from firing so quick and so well as they would otherwise have done, she was at last got off. Lieut Congleton of The Flora lost an arm, and 3 Seamen were killed by this unfortunate accident. The Galley received several shot in her hull; and had her boom cut in two and some of her Rigging much damaged by the Enemy’s shot. 160 Shot were fired from the two guns in our Redoubt.

Came in one of the ships which had been sent to Boston with provisions for the troops of the Convention Army.

Mackenzie, Diary 1: 289–90.
3. That is, the Americans.
4. According to Pigot, the saw mills were the only ones in the region, and the plank was for building privateers as well a boats.
10. Lt. Andrew Congalton, R.N.

COLONEL CORNELIUS D. WYNKOOP, NEW YORK MILITIA, TO MAJOR GENERAL HORATIO GATES, CONTINENTAL ARMY

D° Gen¹ Coeyemans 31st. May 1778¹

I take the Liberty to inform you, that after my appointment as Commiss’ of this State, to procure materials & artificers &c for the Security of Hudsons River I have been employ’d in procuring Timber, Boards &c &c & Building flat Bottom’d Boats about 40 feet Keel & about 16 feet Beam, near the Length of the Common Albany Sloops 2 of which are finish’d except Rigging, 4 more wants the Same with their platforms, 2 more in Timber. & have about Timber for 2 Others.² I shall be Glad to be inform’d what I must do with those that are finish’d from time to time, & how many more I shall order to be built. We Shall be in Want of Anchors & Cables for the Boats, which I beg Sir, that you will be pleased to order to be Sent up as Soon as possible as those articles are not to [be] had in Albany.³ I have the Honor to be Sir [&c.]

Corn° D Wynkoop

P.S. Cap¹ Low’s men (artificers) Complain that they have recev’d no pay Since the Enter’d the Service

1. Coeymans, N.Y., is on the Hudson River, some ten miles south of Albany.
2. On 14 June 1778, Wynkoop wrote Gov. George Clinton of New York complaining that Gates had not responded to his request for instructions. In that letter Wynkoop informed the governor that “Two Boats are finish’d having each a 6 pound’r in her Bow, the Largest Cannon to be had in Albany; five more now Busy in Laying their platforms, the Keel Laid of another, and Timber for about Two more.” Public Papers of George Clinton 3: 457, no. 1508.
3. On 17 June, Gates instructed Brig. Gen. John Starks, the American commander at Albany: “Please to Acquaint Colonel Wynkoop, that when he has worked up his materials, & finished all the Ten Gun Boats he mentions, I would not have him build any more, or Collect any more materials.— As the Boats are finished, they Should be sent to Fish-Kill Landing, to be Rigged, and Equip’d.— If Col° Wynkoop is
Able I Should be glad he would come to me, when the Boats Come down, and bring the Abstracts of the pay due to Capt [Jacob] Low’s Company of Carpenters, that they may be satisfied." DNA, PCC, item 154, vol. 1, p. 434 (M247, roll 174).

WILLIAM ELLERY TO WILLIAM WHIPPLE

[Extract]

I rec’d your’s of the 10th of May a few days ago and wish I could give you any thing new and entertaining. The most interesting intelligence soon grows old, and we are constantly looking for something new. I don’t wonder that Solomon Said all was vanity so soon as he had discovered that there was nothing new under the Sun,1 for if it were not for the expectation of something new life would be but a dull Scene, like an old reiterated tale. There would be an end to curiosity, which stimulates to the acquisition of knowledge; and the world would be involved in one long night of ignorance and darkness. The most important intelligence that we could expect was, that Providence had disposed some European Power to stand forth in support of injured innocence and the violated rights of mankind. France hath been disposed to enter into an alliance with us and upon terms of equality and reciprocity, herein discovering a magnanimity worthy of the most Christian King. We have illuminations and fired our feu de joie on this occasion, and it is already become and old Story. We are now looking out for further alliances and commissioners from Britain to treat with us. We have not as yet heard that war was declared between France and Britain. It will be inevitable unless Britain can bring down her proud stomach to relish Sound policy, to acknowledge our Independency, and make peace with us. Whether the haughty insolent Thane2 can Stoop to this, or not you are a good judge. I should with you, perhaps, have been willing that France should have continued in her usual way to have supported us, had not I, in contemplation the divesting of Britain of every foot of land upon this Continent. I think it absolutely necessary to a future, lasting peace that we should be possessed of Canada, Nova Scotia and the Floridas, which we cannot so well effect without the open assistance of France. We have gained great reputation by our arms and humanity throughout Europe, and I believe even Britain herself begins to think us invincible. It is most certain that if she had not been secretly and openly aided by our own countrymen, she must have long since been compelled to give over her vain attempts. Hereafter when peace and independency shall be established, temptations to disaffection, the preservation of property and office, or the expectation of them will cease, and unite truly like a band of brothers, we may bid defiance to the world. Commerce and Agriculture must be our great objects— the latter as the basis of the former and the former must be Supported by a proper Marine. I wish we had a respectable Navy, but as matters are circumstanced we must go through the war with a Small one. Your plan for a Navy is approved excepting that part of it which proposes the turning of the 74 gun Ships into frigates3 which Mr: Landais, whom the Committee imagine is a very good judge thinks would not do. He hath proposed that they should be constructed to carry only two batteries; the lower battery to consist of twenty eight 24 pounders and the upper one of as many 18 pounders. In this way he says that the 56 gun ship will make as good a battle as a 74, be stronger, sail faster, take less men, be built quicker and be much cheaper. The Committee have laid his Scheme before Congress: it was ap-
proved and I suppose the Committee will direct Mr Langdon to pursue the building of the intended 74 on Landais plan.

Our future frigates will be such as you describe: with two 56 gun ships and half a dozen such frigates under good Commanders, we should oblige our Enemy’s Ships to go in Squadrons, or capture them wherever we Saw them. But without brave Skillful Captains it is in vain to equip fleets. I don’t know which is the most Criminal not to assist a Ship overpowered by numbers, or to deliver up a Ship without firing a gun. If the Devil were a coward, I should think that he possessed some of our sea Captains; but the Devil it seems, according to Milton, fought boldly against Michael, and he is able and valiant enough, we are told, to maintain a dominion in our world even against the Messiah himself: from whence I infer the Devil wants neither courage nor stratagem. But to be serious, it is indeed melancholy to contemplate our little fleet: two frigates burnt in the North River, two burnt and one taken in the Delaware, one taken without firing a gun, and one lost for want of a pilot, I mean the Virginia. The story is briefly this. After being cooped up in the Chesapeake for more than a twelve month, She made several essays to get out, but to no purpose. Once she had almost reached the Capes, but the Lieutenant, who it is said was well acquainted with the Bay, refusing to act as pilot She put back. Captain Nicholson informed the Committee of this circumstance, and that it was impossible for him to get a pilot without he had the assistance of Govt.; whereupon the Committee wrote to Gov’ Johnston and desired him to empower Capt Nicholson to impress a pilot if one could not be otherwise obtained, and at the same time ordered Capt Nicholson to push out if a favorable opportunity should offer. The Governor would not give him the power desired and he could not procure one to take the charge of his Ship notwithstanding he made very generous offers. It happened at this time that the Purviances had a brig bound to sea with an old pilot on board. Nicholson agreed to give him £100 to pilot him out which he consented to accordingly they set sail in the evening with a fine wind, ran down the Bay without any opposition until midnight, when they Struck on the middle ground. After thumping some time she got over it, but leaked very much and her rudder was broke to pieces. In this Situation they anchored and waited for day. When the day dawned they found two or three of the enemy’s ships near them. Capt Nicholson ordered out the barge, and with some of his men, the wind blowing violently, attempted to reach Cape Henry which he happily effected.

The enemy took possession of the ship with all her guns and Stores, towed her up to Hampton Road, repaired or made a new rudder and have since Sent her to New York. This acc as nearly as I can remember was given by Capt Nicholson to the Marine Committee and with this shall end the chapter of losses: for I mean to say nothing about the loss of smaller armed vessels—nor will I censure or acquit any officer. Committees of Inquiry are ordered upon Nicholson, Thompson, Manly, Hacker &c &c. I hope that the inquiries will be strict and impartial. Congress have lately passed a resolution punishing cowardice with death. A little Bynging would be of infinite service. Capt Thompson is suspended, and Barre appointed to the command of the Raleigh and it is proposed that the Warren and Raleigh Should Sail in a cruise in company. The Commander of those Ships are brave men and I dare Say will not loose their Ships through cowardice. . . . In the mean time and always I shall continue to be with great esteem and respect [&c.]
The Massachusetts Representatives send their respects Give mine to Mr Stevens.\textsuperscript{18}

1. Ellery is paraphrasing Ecclesiastes, Chapter 1, verse 2 and verse 9. King Solomon is given as the author of that chapter.
2. That is, King George III of England.
3. Whipple’s “plan” has not been found.
4. On Congress and Capt. Pierre Landais’ plan, see Journal of the Continental Congress, 29 May; Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May; and Continental Marine Committee to John Langdon, 30 May, all above.
5. Ellery was referring to the actions of Capt. Thomas Thompson as commander of Continental Navy frigate Raleigh and Capt. John Manley as commander of Continental Navy frigate Hancock.
6. Ellery is referring to the portrayal of Lucifer in John Milton’s Paradise Lost.
7. Continental Navy frigates Montgomery and Congress.
8. Continental Navy frigate Delaware was captured; the Continental Navy frigates Effingham and Washington were burned.
10. This was probably Joshua Barney, first lieutenant of Virginia.
12. Robert Purviance and Samuel Purviance, Jr., Continental agents at Baltimore.
13. For a less flattering account of Nicholson’s actions, see note at Nicholson to Continental Marine Committee, 2 Apr., above.
14. Continental frigate Virginia was taken into the Royal Navy and became H.M. frigate Virginia.
15. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May, above, and Henry Laurens to the Continental Navy Board of the Middle Department, 27 Apr., above.
16. John Byng, a British admiral, was court-martialed and shot for his role in the loss of Minorca to the French during the Seven Years War.
17. That is, Capt. John Barry. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 8 and 30 May, both above.
18. The delegates to Congress from Massachusetts then in attendance were: Samuel Adams, Francis Dana, Elbridge Gerry, and James Lovell; Mr. Stevens has not been further identified.

**Journal of H.M. Frigate Ariel, Captain the Honorable Charles Phipps**

May 1778

Sunday 31

[Roenock\textsuperscript{1} SWbS distance about 4 Miles]

at 5 AM saw a Sail to the N\textsuperscript{w} w\textsuperscript{d} Tackd & gave Chace.

[Roanock SWbS distance about 4 Miles]

D\textsuperscript{w} W\textsuperscript{w} [Mod\textsuperscript{w} Breezes & hazey] at 1 PM in Chace of a Sloop to the Northwd Sound\textsuperscript{d} & had \textsuperscript{illeg.} fm. Water at 7 Still in Chace of a Sloop which run ashore bro\textsuperscript{d} [to] & sent the Pinnace after her but the surf running very high was unable to board her the Pinnace Ret\textsuperscript{d} & we made Sail to the Eastw\textsuperscript{d,2}

---

1. That is, Roanoke I., N.C.
2. According to Howe’s Prize List, 30 Oct. 1778, the unidentified sloop was driven on shore off Currituck, N.C., and left on the beach. UkLPR, Adm. 1/488, fols. 487–88.

**Journal of H.M. Frigate Winchelsea, Captain Nathaniel Bateman**

1778 May

Sunday 31\textsuperscript{a}

Cape Florida W\textsuperscript{w} 161 Leagues, Cape Hatterass East 48

Leagues,— Cape Fear NWbW 37 Leagues.

At 4 AM Fir\textsuperscript{d}, at 6 made the Signal for the Fleet to come under our
Stern, at 12 100 Sail in Sight.
Cape Florida SW½W 187 Leagues, Cape Hatteras North 27 Leagues

Dº Weather [Light Airs & Cloudy], at 5 PM 2 Sail in sight, came up with them, found one the Rose Letter a Marque, the other a Sloop from Carolina, bound to Nantz, took possession of her, at 10 PM shorten’d Sail,

D, UkLPR, Adm. 51/1067, part 4.
2. This sloop has not been further identified.

OLIVER POLLOCK TO CAPTAIN JAMES WILLING, CONTINENTAL ARMY

Sir New Orleans 31st May 1778

In Answer to Your very Extraordinary and unexpected Letter of Yesterday1 which I believe had you given yourself a moment Reflection you would never have sign’d, But in Case You should continue in opinion of your present Sentiments, Those Gentlemen whom you threaten and have already charged my Character, shall in a full and clear Exposition of Facts be convinced that You have grossly misrepresented matters— The accounts Shall be Drawn out as You desire and had You settled the valuation of the Ship every thing would been closed before— How far you have conducted yourself agreeable to your Instructions I leave to your own Reflections, The Prize Goods You put voluntarily into my hands and desired me to purchase Merchandize for the amount of Your part to be sent up to Fort Pitt for Your benefit I have speculated accordingly; till I found your Departure from here was uncertain; The dissatisfaction of Your Men and Officers, It cannot possibly be that I am the Cause off: I have furnished You with every thing You demanded and supported a number of Men at no small Expence, and at same time obliged to advance Heavy Sums of Money to Bateau Men and others to carry up the States Goods, and yet under those circumstances you are not ignorant of the large quantities forwarded far beyond the funds in my hands, which I have cheerfully Run myself in debt for, and for which I am not afraid of being rewarded by My Masters The Honble Congress whom you make a pretence of laying your unsupportable Grievances before: In order to throw the Odiom upon me; as to the Governor2 I believe he is displeased But whether at my Conduct or Your Military Manouvers he is the best Judge—

Before I conclude let me Councill you to be more cautious whom you trust as some how or other the Enemy is acquainted with all Your Proceedings I am sir {[&c.]} (Signed) Oº Pollock

1. Above.
2. That is, Don Bernardo de Gálvez, governor of Spanish Louisiana.
EUROPEAN THEATER

From April 1 to May 31, 1778
EUROPEAN THEATER  
From April 1 to May 31, 1778

SUMMARY

France’s entry into the war with Great Britain in the spring of 1778 subsumed a war of colonial independence in an international great power struggle and expanded warfare throughout the globe. France’s open support of the United States of America blasted Britain’s last hope for reconciliation with its rebellious colonies that rested on the Carlisle peace commission, dispatched to America in April 1778. The Royal Navy now faced a formidable opponent in the French Navy, while still needing to protect British shipping from the harassment of American privateers and the warships of the ragtag Continental Navy. Were the Spanish to unite with the French, the combined Bourbon navies would overmatch the British Navy in ships of the line. While France made preparations for war, British naval strategists had to consider the very real possibility of an invasion of the British Isles.

In the spring of 1778, Continental Navy commanders confirmed the American sea forces as an active threat to British shipping in European waters. Captain John Paul Jones and the crew of *Ranger* took the fight to the British in April 1778 and completed one of the Continental Navy’s most celebrated cruises of the war. *Ranger*’s sensational raid secured Jones’s fame throughout Europe and America and struck a blow to British confidence. In a month’s cruise in the Irish Sea, *Ranger* captured and sank merchant shipping in the Irish Channel and captured and sent into Brest a warship of the Royal Navy, the eighteen-gun sloop-of-war *Drake*. Jones raided the English port of Whitehaven and attempted to kidnap a minor Scottish noble on St. Mary’s Island. These American landings on British soil led to demands on the British Admiralty from towns up and down the British coast for protection and to a fourfold increase in insurance for shipping in the Irish Sea. *Ranger* returned to Brest with more than two hundred British sailors, whom Jones intended to hold in France as prisoners of war until an exchange for American sailors held in British prisons could be arranged. Despite the success of the cruise, *Ranger* returned to France with an unhappy crew and sharp divisions among its officers.

April found Continental Navy frigate *Boston*, Captain Samuel Tucker, which had brought John Adams to replace Silas Deane as one of the American Commissioners in France, at Bordeaux undergoing repairs, including replacement of masts. While in port, several discontented seamen deserted and Tucker discovered and foiled a mutinous plot.

With Continental Navy cutter *Revenge*, Captain Gustavus Conyngham, already an established name in the European theater, pursued his campaign against British shipping in the Atlantic. Despite British diplomatic pressure on Spain to bar American privateers from their ports, Conyngham continued operating out of Cadiz. He sent so many prizes to ports in Spain, France, and America that *Revenge* had to put in to Calais, France, to recruit seamen to replace men sent off as prize crews. Moving
his base of operations to Corunna, Conyngham relied on the Spaniards’ turning a
blind eye to his commerce raiding. The more success Conyngham had however, the
louder grew British protests and the more persuasive British demands that Spanish
court order him away.

In the meantime, the American Commissioners in France, Benjamin Franklin,
Arthur Lee, and John Adams, wrestled with persistent problems: money, supply, and
personnel requirements of the Continental Navy forces in European waters; disputes
among former and current Continental Agents in the French ports and among mer-
chants who supplied the Continental ships; and requests for aid from American
sailors escaped from British prisons. The commissioners negotiated with America’s
new French allies over matters as diverse as the protocol of exchanging salutes be-
tween Continental Navy ships and French forts and French naval escorts for Ameri-
can merchantmen.

Among the American Commissioners’ chief concerns were the hundreds of
American sailors languishing in the prisons of Great Britain. Despite the rigorous
punishment imposed when a prisoner was caught trying to escape, escape attempts
were common and sometimes successful. In contrast to an established practice of
exchanging prisoners between the Continental and British Armies, the British de-
clined to exchange sailors. By holding captured seamen indefinitely, the British
sought to cripple the ability of the Americans to man cruisers that could harry British
seaborne commerce. American privateers rarely kept prisoners when they took a
ship and even when they did the captured sailors were typically non-combatants in
merchantmen and thus not eligible for exchange. As a result, there was little for the
Americans to offer in exchange for the freedom of their own seamen. The bargain-
ing leverage provided by Ranger’s Royal Navy prisoners, however, emboldened the
commissioners to propose an exchange of captive seamen.

The French Toulon fleet, under command of Vice Admiral the Comte d’Estaing,
pulled out of port on 13 April, it was more than a month later that it passed the Straits of
Gibraltar. Adverse weather, poor sailing, and faulty equipment were factors that
added to the duration of the voyage. British uncertainty over the Toulon fleet’s des-
tination led to a period of indecision on the part of the Admiralty on how to react.
There were three scenarios the British considered: D’Estaing was heading for the
West Indies to capture British sugar islands; he was sailing to North America to sup-
port the Continental Army and counter British command of the sea in that quarter;
or he was going to Brest in order to combine with the fleet under Comte d’Orvilliers
in preparation for an invasion of the British Isles. To counter d’Estaing’s fleet, Lord
Byron was put in command of a squadron that was several times alternately ordered
to join Admiral Keppel’s Channel Fleet that was to oppose operations by the French
fleet at Brest and to sail to reinforce Viscount Howe’s North American Fleet.

The British had reason to anticipate hostilities with Spain as well as from France.
Like the French King, Spain’s Charles III was a Bourbon who harbored resentments
against the British. Despite assurances to the British that they would not do so, the
Spanish continued to allow American privateers in their ports, even showing prefer-
ence for the Americans in plain view of British ships of war. With their own salute
unanswered and requests for supplies ignored at Cadiz, the officers of H.M.S.
Monarch watched as the Continental Navy cutter Revenge refit and then received a
salute as it departed to prey on British shipping, while eleven other ships in the har-
bor flew the stars and stripes flag. One of Monarch’s officers reported twenty-two or more Spanish ships of the line at Cadiz sitting deep in the water as if preparing for a cruise. To British eyes, then, it appeared that the Spanish were on the verge of joining their French neighbors in the war.

The period from 1 April to 31 May marked the entrance of France as a belligerent into the war in support of American independence. No longer fighting alone, the Americans now had a powerful ally. While the American cause was thus advancing—even the British began to treat them with greater respect by attempting to negotiate a peace—British prospects suffered. The British faced not only greater possibility of losing their rebellious colonies, but also threats to their colonies in the West Indies and their outposts in Africa and Asia, and even invasion of the homeland. The worldwide conflict to which American rebellion had led strained the forces that the British could bring to bear, thus presenting a supreme challenge to British resources and resolve.
April

ARTHUR LEE TO JEAN-DANIEL SCHWEIGHAUSER

[Paris, France, April 1778]

Extract of ye Letter of Arthur Lee Esq’ and Minister Plenipotentiary of ye United States of America of ye April 1778. to M’ Schweighauser at Nantes

The Powers given to M’ Jn. Williams by M’ Deane relate expressly & only to ye Prises made by Cap’n Wickes’s Squadron & ye ships that Composed it. Those Powers are now ended with, ye existence of ye Objects of them.

M’ Morris’s Letter under which he claims ye Commercial Agency speaks only of such matters as may be committed to his management, that Power too, is now at an End with ye dismissal of M’ Morris,¹ and ye Sole appointment of your Principal by ye Commercial Committee of Congress on ye 17 Xber 1777 in these words

“Should any Cargoes arrive hierafter consign’d by Bills of loading to ye Joint order of Messr Tomas Morris & William Lee—M’ Morris is not to have any share in ye direction or managem’ that being Comitted to M’ Lee² alone, untill another appointment or further orders may take place (Sign’d) Robt Morris, Wm Smith Fr Lewis, Wm Ellery, Corn’t Harnett.

You See therefore, Sir, that ye Powers given to M’ Williams are totally distinct from those deputed to you, & that he is mistaken in thinking he had or has any right to interfere with you in ye management of ships consign’d to the Commercial Agent or Agents, or ships of War or their prises, which are under ye Direction of the Commercial Agent, as to Supplying ye one and selling ye other unless when ye Commissioners shall think themselves call’d upon to interpose specially.

In ye execution of this duty you may depend upon being fully supported—this letter you will shew to M’ Williams, who I doubt not will desist from giving you any further trouble.

(Sign’d) Arthur Lee

Copy, DNA, PCC, item 168, vol. 1, pp. 69–70 (M247, roll 185).

2. William Lee.
Invoice of Sundries shipped in *Duchesse de Grammont*

**No. 12**

Invoice of Sundries bought and ship'd by order of the Honble. Commissioners of the United States, on board the *Duchess of de Grammont*, Poidrass, Commander, bound for North America, on Accot. & risk of Congress, And consign'd to their Order—

<table>
<thead>
<tr>
<th>Cases containing</th>
<th>1400 p. Holsters bo. of sundries am.</th>
<th>10850..---.---</th>
<th>11090..---.---</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 à 24/</td>
<td>24 Cases</td>
<td>240..---.---</td>
<td>----------------</td>
</tr>
<tr>
<td>25 &amp; 6/</td>
<td>2 Cases cont.</td>
<td>505..---.---</td>
<td>525..---.---</td>
</tr>
<tr>
<td>27 à 34</td>
<td>8 Cases cont.</td>
<td>2600..---.---</td>
<td>2680..---.---</td>
</tr>
<tr>
<td></td>
<td>In Case No. 33</td>
<td>203 Belts &amp; Buckles 8d 5c</td>
<td>1674..15..---</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>792..18..---</td>
</tr>
<tr>
<td></td>
<td>Amongst the Arms are 176200 Corks</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Commission 2 p. C.

£ 17097..18..---

As the above were bought of various Persons in Town & Country the Sellers are not particularly specified to each Article they were as follows—

- **The Holsters** from Le Boucher Rennes, Goeau—Nantes, De Layne, Nantes
- **Belts** from Goutier, Niort
- **Buckles** Massoneau Nantes
- **Saddles** from De Layne Nantes, Goineau
- **Cartridge Boxes** from De Luines—Nantes
- **Shoes** from Poullin St Brieux, Monier Boissenot—Dubost, Bry—Belve, Reberreau & Sebron at Nantes—

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1. Notation: "Compared & approved Nantes 17th Aug 1779| (sign'd) J.J. JN. JC—" The initials are those of Joshua Johnson, Jonathan Nesbitt, and James Cuming. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams’s accounts with the American Commissioners in France.
### Invoice of Cannon Shipped in Continental Navy Brig *Independence*

**No. 21**

Invoice of 12 Nine Pound Cannon, Ship’d by Jonathan Williams on board the Continental Brig *Independence* John Young Esq’ Commander bound for North America, on Acco’t and risk of Congress, And consigned to their Order—

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 — 12 Pounders 28370 lb.</td>
<td>a 15 p’t %</td>
<td>4255.. 8.. —</td>
<td></td>
</tr>
<tr>
<td>Charges Shipping at S’t Malo</td>
<td></td>
<td>30..10.—</td>
<td></td>
</tr>
<tr>
<td>Freight from d° to Nantes</td>
<td></td>
<td>220.—..—</td>
<td></td>
</tr>
<tr>
<td>Paid the Master running the [C]hass Marie ashore to land them</td>
<td></td>
<td>40.—..—</td>
<td></td>
</tr>
<tr>
<td>Proving the 9 Cannon acc[tear]nd the 10° which burst</td>
<td></td>
<td>58.—..—</td>
<td></td>
</tr>
<tr>
<td>Tow &amp; Matches</td>
<td></td>
<td>2.. 2.—</td>
<td></td>
</tr>
<tr>
<td>Lighterage</td>
<td></td>
<td>6.—..—</td>
<td></td>
</tr>
<tr>
<td>Paid for Damage done by bursting the 10° Cannon</td>
<td></td>
<td>124..15.—</td>
<td></td>
</tr>
<tr>
<td>Shipping the Cannon on board the <em>Independence</em></td>
<td></td>
<td>80.—..—</td>
<td></td>
</tr>
<tr>
<td>Peltier Du Doyers Commissn° 1 p’t C°</td>
<td></td>
<td>48.. 3.. 4</td>
<td></td>
</tr>
<tr>
<td>Jonathan Williams D° 2 p’t %</td>
<td></td>
<td>96.. 6.. 8</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>561.. 7.. —</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>4816..15.—</td>
<td></td>
</tr>
<tr>
<td><strong>Copy, CtY, Jonathan Williams Account Books. Number 21 in “Accounts and Vouchers Refer’d to in the Account Current between Jonathan Williams Junr and the Honble. The Commissioners of the United States of America.”</strong></td>
<td></td>
<td>4961.. 5.—1</td>
<td></td>
</tr>
</tbody>
</table>

1. Notation: “Compared & approved Nantes 17th Aug 1779— J.JN. J.C. J.G.” The initials are those of Joshua Johnson, Jonathan Nesbitt, James Cuming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams's accounts with the American Commissioners in France. Presumably the amounts are reckoned in pounds.
**Invoice of Goods Shipped in Continental Navy Frigate Deane**

**[ca. April 1778]**

No. 25—

Invoice of Sundries received from various Places & Shipp'd by Order of the Honble. the Commissioners of the United States of America on board the *Deane* Frigate, Sam. Nicholson Esqr. Commander bound for North America, on Acco^t^ and risque of Congress —

<table>
<thead>
<tr>
<th>FD</th>
<th>8 Casks . . . cont^c^ 2000 P' Shoes</th>
<th>[ @ ] 4</th>
<th>8000.. —.. —</th>
</tr>
</thead>
<tbody>
<tr>
<td>N^o^</td>
<td>Coats</td>
<td>Waisc^c^</td>
<td>Breeches</td>
</tr>
<tr>
<td>1 à 14</td>
<td>2000</td>
<td>2000</td>
<td>2000</td>
</tr>
<tr>
<td>313 à 36</td>
<td>ditto</td>
<td>1276</td>
<td></td>
</tr>
<tr>
<td>337 à 46</td>
<td>d^o^</td>
<td>1276</td>
<td></td>
</tr>
<tr>
<td>347 à 57</td>
<td>d^o^</td>
<td>1276</td>
<td></td>
</tr>
</tbody>
</table>

| [FAO?] | 30 Piggs Pewter | 10120 | 17 | 8602.. —.. — |

brought Over

| 11 Cases Copper in Sheats | 6215 |
| 616 Sheats ditto | 8939 |
| 13 Bales D-Nails | 3625 |
| 4 Ba. ditto ditto | 2300 |

32 Casks ore unwrought Copper 36606 @ 27/ 49418.. —.. — 218736.. 7.. —

Value

Commission on Shipp^e^ 1 P^%^.. 2187..7..3^1^


1. Notation: “Compared and approved Nantes 17th Aug^e^ 1779 — (Signed) J.J. J.N. J.C. J.G.” The initials are those of Joshua Johnson, Jonathan Nesbitt, James Cuming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams’s accounts with the American Commissioners in France. Presumably the amounts are reckoned in pounds.
MEMORANDUM CONCERNING CHARGES AGAINST JOHN ALLEN

[San Sebastián, España, Abril 1778]

Jeremia Hibert Capº del corsario Bostones nombrado el Habiue, apreso sobre Santander al Bergantín Ingles nombrado la Bretaña, que Salio con carga de Bacallao, y grasa del Puerto de Sº Juan en Terrenoba para Bilbao, y le introdujo en el de San Sebatian, a principio de Diziembre, a Cargo del Cabo de presa Juan Allen, y de otros nuebe marineros Bostoneses, en quatro de este mes de Diziembre—fueron Comparsados ante el Comandante General de Sº Sebastian, el Marques de Basecourt, a queja que le paso Su SSº Dn. Juan Joseph de horè, de Venir aquel Navio Sin los despachos necesarios, para Su libre navegacion, y en particular Sin Patente Rol de Pasaporte, ni Carta de Sanidad.

Juan Allen Vario en Su primera declaracion, todo el hecho Verdadero, y dixo, que era procedente del Puerto de Nubrey en la nuova Inglaterra, de donde habia Salido para San Sebastian, Con Su Navio, a Consignacion de Bermingham, y Se le arresto el mismo dia, con Su tripulacion, y embargo la nabe nombrando depositario del rendimiento de toda Su carga al citado Secretario. Otros tres marineros declararon lo mismo que el cobo Allen, el quarto que es Juan Baison, descubrio el hecho Cierto, diciendo que Su Nabajo no benia de Comercio, ni en los terminos declarados hasta entonces, Si no que era presa hecha pro dicho Corsario, a Cinco leguas de Santander Y que Su puño, y letra Se finjieron el conocimiento de la carga, el diario y la Carta de Sanidad que Se les hallo, y que los papeles Verdaderos del Navio, los habia recocado el corsario: a esta declaracion Siguieron los demas marineros, y el mismo Allen, y los otros tres hicieron lo mismo, reformando, la anterior, y presentandose Voluntariamente para apartarze de la primera.

à pocos dias se presento en San Sebastian, Dn. Juan Emery, y entrego los papeles Verdaderos de la Presa, recocado por el corsario, y quito toda duda de la Pirateria, y otros Sospechas Voluntarias presentose tambien en el mismo mes de Diziembre, o principios de henero, Juan Wood capº apresado del Bergantin la Bretaña, laquel reclamo, diciendo, que en la distancia de tres millas, o una legua Corta de Santander, habia cierto apresado, Con quebrantamiento de la inmunidad territorial de Su Magestad Catholica, y que el Corsario le obligo Violentamente la misma mañana del apresamiento, a firmar un papel en que reconocia havercido apresado a distancia de tres leguas de tierra, en lo que se conformo Su Pilotto Jorge Chrispin, Esto mismo dieron de otra declaracion, que confesando la misma distancia de las tres leguas, hicieron en Santoña en 12: de Diziembre despues de su apresamiento, Verificado en 29: de Noviembre.

El Capº Juan Wood no tiene para Su defensa otros escudo que este de la distancia Supuesta de las tres millas, pero Se le tiene combencido que no fué asi, Si no en la de tres leguas, por dos documentos escritos de Su propio puño: el primero en la declaracion que dio firmada tambien de Su Pilotto Jorge Chrispin, Confesando la misma mañana del apresamiento haber hasta la tierra la Citada distancia de tres leguas, la que Se confirmo Con otra igual de Joseph Navarro, Practico de la lancha de Santander, que Se hallo presente al rendimiento del Bergantin, el Segundo, es la relacion que algunos dias despues Se le hallo à dho Juan Wood, escria tambien de Su
puño, Con todas las Circunstancias reserbadamente Su govierno, y de las Dueños del Navio, en que Confiesa la Cittada distancia de las tres leguas. El tercero es la declaracion que Wood, su Pilotto, y tripulacion dieron à los Catorze dias despues de dho apresamiento, ante el essno de Santoña, laqual Se halla corroborada con los testigos Manuel Gomez, y Patricio MacMahon, ambos interpretes de la lengua Ynglesa, y con el Essno de Santoña, que presencio el acto Voluntario, y libre de los apresados, y Su reconocimiento de la distancia de tres leguas.

à Juan Wood, no le queda en esta causa otro recurso, que el de esta distancia combencida debidamente y reconocida por Suficiente, en Su propia impugnacion a los que han manejado de oficio este negocio, les quedan muchos cargos en la falta de formalidades y mal Varato con que Se ha Vendido toda la Carga de Navio. el Cabo Allen, es culpanto por la Subplantacion de papeles que es lo unico que Justifica algun motivo el procedimiento contra el, pero no Contra el Navio, y Su Carga, en perjuicio del apresado lexitimo.

[Translation]

San Sebastián, Spain, April 1778

Jeremiah Hibbert, Captain of the Boston privateer named the Hawke, captured off Santander the English Brigantine named the Britannia, which sailed with a Cargo of Codfish and lard from the Port of St. John in Newfoundland for Bilbao, and brought it into the port of San Sebastián, on the first of December, under charge of prize master John Allen, and nine other Boston sailors, on the fourth of this month of December they were brought before the Commandant General of San Sebastián, the Marques de Bassecourt, on the complaint, presented by his Secretary, Don Juan Joseph de Horè, of the said ship’s coming without the ship’s papers required for its free navigation, and in particular without its Register, Permit for Sailing, or Bill of Health.

In his first declaration John Allen lied, and said, that he had left from Newburyport in new England, whence he sailed for San Sebastián, with his Ship, Consigned to Bermingham,¹ and he was arrested the same day, with his crew, and the vessel seized and with all its cargo delivered into the hands of the said Secretary. Three of the sailors declared the same as the master Allen, the fourth, who is John Baison, revealed the truth, saying that his Ship did not come as a trader, nor from the place declared up until then, Rather, that it was a prize made by the said Privateer, Five leagues from Santander and that he forged the bill of lading, the logbook and the Bill of Health that were found, and that the authentic ship’s papers were retained in the privateer: the remaining sailors confirmed this declaration, as did Allen, and the other three did the same, revising the earlier one, and appearing voluntarily to recant it.

A few days later John Emery presented himself at San Sebastián and delivered the authentic papers of the prize, retained by the privateer, and resolved all doubt about the Piracy, and other spontaneous suspicions that arose as well in the same month of December; on the first of January, John Wood, the captain of the captured Brigantine Britannia reclaimed it, contending that it had been taken at a distance of three miles, or one league from Santander, in violation of the territorial immunity of his Catholic Majesty, and that the Privateer coerced him the morning of the capture to sign a paper in which he acknowledged having been taken at a distance of
three leagues from land, to which his Pilot, George Chrispin, agreed; likewise in another declaration, done in Santoña on 12 December, after the capture, which was verified [as having taken place] on 29 November, they acknowledged same distance of three leagues.

Captain John Wood has no other defense than this alleged distance of three miles, but there is reason to believe that it was not so, but at three leagues, because of two documents written by his own hand: the first in the declaration that his Pilot George Chrispin also signed, confessing the day of the capture to have been the said distance of three leagues from land, which was confirmed by another as well, Joseph Navarro, pilot of the launch of Santander, who was present at the delivery of the Brigantine; the second is the complete account that a few days afterward the said John Wood himself secretly wrote to his government and to the owners of the Ship, in which he Acknowledged the distance as being three leagues. The third is the declaration that Wood, his Pilot, and crew gave Four days after the said capture, before the notary of Santoña, which was corroborated by witnesses Manuel Gomez and Patrick MacMahon, both English interpreters, and by the Santoña notary, in which the captives acting voluntarily and freely acknowledged the distance as three leagues.

To John Wood, there remains in this case no other recourse regarding this distance, duly proven and recognized as Sufficient, than that of refuting what he did officially in handling this affair; there remain many charges in the want of formalities and low price respecting the sale of all the cargo of the vessel, Master Allen is culpable for the substitution of papers, which Justifies only the proceeding against him, but not against the Vessel and its Cargo to the detriment of it as a legitimate capture.

D, MH-H, Arthur Lee Papers, vol. IV, no. 78. Docketed: “Spain.” The author of this memorandum is unknown. For a full account of the proceedings concerning John Allen and the brigantine Britannia up through mid-February, see Marques de Bassecourt to Conde de Floridablanca, 16 Feb. 1778, NDAR 11: 1008–12.

1. Richard Birmingham, Irish merchant at San Sebastián.

April 1

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth]

1st of April 1778 Wed[nesday] fair w'tis said peace with America & a French Warr. This Day the Unfortunate Donoly was Shot; but I Cant learn wheather he Ever Spok Scarcely a word but went to the place of Execution with great Fortitude & Presence of mind Blames No body but himself for being taken. Bazely the Other Centinal was only Flogg'd, as he was Influenced by Donoly.¹

D, MeHi, Jonathan Haskins Journal.

¹. “Donoly” and “Bazely” were sentinels at Mill Prison who had deserted and joined a group of escaping American prisoners. See Journal of Dr. Jonathan Haskins, 31 Jan. 1778 and 3 Mar. 1778, NDAR 11: 948–49; 1058.
CHARGES AGAINST THE CONTINENTAL NAVY SHIP RANGER

further Charges made on the Ship Ranger John Paul Jones Esqr. Commander. from Ye 25th. March to this Day.

1778

March 25. To 8 quarters of Beef Wg. 788£ 2s 256s
To 2 Boxes of Candle Wg 200 118 10
To Caring of these two articles 2 4
27 To a Plank 32 feet Long & 1 20 D° 1 Inch 12 10
28 To 15 Hund° of Bread at 20£ 900 "
To 4 Barel of Pork W 800pd at 360 "
To 15 Hund of Peas at 10£ 10 157 10
To 7 Cordes of fire Wood at 18 126 "
31 To 8 quarters of Beef Wx 1000 335 "
To 2 planks & caring of them on the quay 27 3
To 7. Couples of fouls 16 15
To 11 Bagg of Black 3 6
To figues & almand 23 10
To Caring the Beef & Boats & 4 10
Sundry Passing over the Port During the time the Vessel was in 9 "
To a fyfe for the ship’s use 6 2352£—0

Brest ye 1er. April 1778
Errors Excepted. Riou

Ranger Brest Road 1st. April 1778 —
The above enumerated articles, amounting to the sum of two thous°d. three hund°d. and fifty two livres, have been supplied the Ship from the 25th March till this day, by Mons° Bersolle

T. S°—1

D, DLC, Papers of John Paul Jones, no. 6716.
1. Lt. Thomas Simpson.
Wednesday April 1st. 1778.

At 2 PM—wayed Anchor at Poliack1 to go to Town2 at 6. Saluted a small town called Larmon3 with 13 Guns, and came to Anchor, at 5 AM. weighed Anchor & went up within 3 Miles of the Town & Landed the Passengers.—4

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of Boston).

1. That is, Pauillac, France.
2. That is, Bordeaux, France.
3. That is, Lormont, France.
4. In his diary, John Adams listed the passengers who disembarked from Boston. They were all from Adams’ party and included: Adams, his servant Joseph Stephens, his son John Quincy Adams, William Vernon, Jr., Jesse Deane, and Dr. Nicholas Noël. Adams, Diary 2: 293.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

Apr. 1 Arrived & moored Ship opposite the Chatroons or Suburbs—

For 10 days following the Ship was crowded with Men Women and Children for the Boston was the first American Ship of War at Bordeaux.


CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen Burdeux April 1st. 1778.

These with my due Respects on my Arrival may serve to inform your Honours, that after a very fatigueing Passage of forty two Days I arrived at this port with Joy, having the pleasure of landing the Honble: John Adams Esqr. safe in the City. By Richard Palmes Esqr. the Cap’ of Marines under my Command I send you inclosed a Copy of my Instructions and Signals, which Signals may serve to acquaint any other Command’ in our Service how to distinguish each other at Sea; if sent while in France by your Honours, these I send being the only Ship that has such Signals, they being just sent to the Honble. Navy Board before my Sailing.— On Cap’ Palmes Arrival at Paris, I beg your Honours would dispatch him with an Answer respecting my further destination, in the Mean Time I shall take upon me to get the Ship as far in Readiness for the Sea as Possible during the Absence of Cap’ Palmes. I should inform your Honours more perticular relative to the Ship if the Honble: M’ Adams was not going for Paris, who will acquaint you with the situation of the Ship &c.— On my Passage out, I took the Ship Marthy from London bound for New York Commanded by Peter M’ Intosh taken the 10th. of March in the Lat. 43.30' N°. Long. 17.40' W. the Ship mounting fourteen Guns, (8 Nine & 6. Six pounders).1 the Cap’ having a Commission, I took upon myself to send Home in her my 3d Lieut’ which I hope will be exchussed. Since that I’ve had the Misfortune to loose my 1st Lieut’ Barron by the Busting of a Gun.3 At present I have but one Lieutenant on Board. If your Honours Know of any Persons sufficient to Act in their Stations, beg you would
Recommend them, or if your Honours think fit to let me Appoint them from the Officers on Board, pray inform me by the Barer. I Remain [&c.]

Sam'l Tucker


2. For Tucker’s orders to Lt. Hezekiah Welch to sail the prize to Boston, see ibid., 1079–80.

3. For the accident and William Barron’s death, see ibid., 1085, 1086, 1120, 1125.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

On Board the Ship Boston in Bordeux
River April 1st. 1778.

Gentlemen, these is to Acquaint you of my safe arrival in Bordeux after a passage of forty two Days, & that had the pleasure to Land M’ Adams & the other Passengers safe in the City. According to your Instructions to me I have Wrote to the Commissioners at Paris & sent a Copy of Instructions & Signals by Capt’ Palmes of the Marines, by whom I Expect an Answer of my further destenation; as M’ Adams is gorne this Day for Paris, I left it with him to describe the Situation of the Ship. The Gentleman that is Barrer of this, is now waiting & therefore must beg you to exchuse the shortness of this, being now extraordinary Busy. I had the Misfortune to loose my 1st Lieu’ M’ Barron by the Bursting of a Cannon, four Days after taking the Martha.— By the first Conveyance I shall Write you more fully.


1. Immediately above.

VICE AMIRAL CHARLES-HENRI, COMTE D’ESTAING’S SUMMARY OF THE SUPPLEMENT TO HIS INSTRUCTIONS

Extrait du suplement de mes instructions du 1er d’Avril 1778
[Toulon]

1er chef  etend l’indication d’attaquer les Anglais dans la de la War non seulement jusqu’a la nouvelle York mais dans tout autre port de l’Amérique septentrionale  il m’est expressément ordonné de faire une Action d’éclat avantageuse aux Amériquains et glorieuse pour les armes du Roy et propre à manifester la protection que S. M. acorde à ses alliés avant d’aller dans les isles de l’amerique méridionale.

2ème chef  les circonstances m’indiqueront le lieu le plus propre a faire une opera- tion soit contre l’isle de S’ Jean et contre Halifax [soit d’en près ?] je concerterai ce dernier plan tant par mes propres negociations que par l’entremise de M’ Gerard, chargé de diriger les resolutions du congres d’une maniere conforme à ce qui m’est ordonné par mes instructions

3ème chef  tout en m’ordonant de me pretter a l’expedition du Canada et en me di-
sant que Sa Majesté ne m’astreint pas rigoureusement à ce que les instructions précédentes me prescrivent chaque expression désigne la répugnance que le Roy a pour cette entreprise.

4ème chef Il m’est prescrit d’attaquer toutes les isles du vent anglaises celle d’antigua exceptée a cause de sa force je detruirai par tout le commerce anglais brulerai les navires renverserai les Magasins et les fortifications etcetera je les mettrai a contribution. la dominique serat seulee gardée j’y laisserai une garnison et une artillerie sufisante pour la mettre à l’abri de toute insulte

5ème je ne ferai aucune expedition a la Jamayque n’y dans les autres possessions anglaises sous le vent si cependant j’étais requis par l’Espagne de l’aider dans la conquastte de cette isle et dans celle de Pensacola et que le gouverneur de la Havane reclamat mon assistance j’en faciliterois la conquastte par des diversions mais sans me combiner.

6ème les etats unis me requerent de laisser sur leurs costes quelques vaisseaux le Roy s’en remest a ma prudence sur cet article et si je m’y décidais ce serait d’apres mes propositions que leur station serait reglée

[Translation]

Extract of the Supplement to my instructions of April 1 of 1778. [Toulon]

First head. Extend the indication of attacking the English in the Delaware not only up to New York but also to any other port of North America. It has been expressly ordered to me to proceed with an outstanding action advantageous to the Americans and glorious for the arms of the King and proper in showing the protection that His Majesty grants to his allies before my going to the islands of South America.

Second head. The circumstances will indicate to me the most advantageous place to perform an operation whether against the Island of Saint John and against Halifax [or nearby?]. I shall devise this latter plan as much by my own negotiations as by the mediation of Monsieur Gérard,¹ charged with directing resolutions to be submitted to the Congress in a manner conforming to what I have been ordered by my instructions.

Third head. Everything in respect to ordering me to lend myself to the expedition to Canada and in telling me that His Majesty does not bind me rigorously to that which the preceding instructions prescribed to me, each expression designed to show the repugnance which the King has for this enterprise.

Fourth head. It is prescribed to me to attack all the English Windward Islands, that of Antigua excepted because of its power. I shall destroy everywhere the English commerce; set fire to all of the ships; throw down all of the magazines, the fortifications, etcetera; I shall impose on them a contribution. Dominica alone will be retained. I will leave there a garrison and an artillery battery sufficient to protect it from any insult.

Fifth. I shall not send any expedition to Jamaica or to any English possessions to the leeward. If, however, I was required by Spain to assist in the conquest of this island and of Pensacola and the Governor of Havana should crave our assistance, I would facilitate the conquest of them by some diversions, but not in combining with them.
Sixth. The United States requires me to leave on their coasts several warships. The King counts on my prudence in respect to this matter, and if I should decide on it, it would be according to my proposals that their station would be determined.

1. Conrad Alexandre Gérard, French minister to the United States, was to be transported to America on board d’Estaing’s fleet.

Vice Amiral Comte d’Estaing to Silas Deane

Le cte. d’Estaing a l’honneur d’assurer Monsieur Deane de son respect, il lui fait son compliment sur son arrivée à Aix avec ses quatre compatriotes 1 et il s’en fait un a lui même d’être dans le cas heureux de leur prouver son dévouement, ils y peuvent compter. l’opinion du cte. d’Estaing est que ces Messieurs restent à Aix sous les noms qu’ils auront pris, jusqu’au jeudy six ; ils en pourraient partir alors et passer par Marseille ; il serait utile au secret que ces Messieurs s’y montrassent peu de peur d’être reconnu car cet ville contient un échantillon de l’univers, ils peuvraient de la se rendre le vendredy au soir au petit port de la Seine situé dans la Rade de Toulon, ils ne seraient plus qu’a une lieue de l’escadre, et le canot du Languedoc irait les prendre a l’instant que le vent permettrat d’apareiller.

M. Grand Clos s’enformerait à Marseille des articles dont M. Chaumont s’est chargé et dont on n’a point entendu parler a Toulon.2

Le cte. d’Estaing is of the opinion that their party should remain at Aix under their assumed names until Thursday the sixth instant; they can then set out by way of Marseille.

It is best, for purposes of secrecy, that they appear little in public for fear of being recognized, as that city contains people of all nationalities. Thence they may journey, on Friday evening, to the small port of La Seine, on the bay of Toulon, where they will be only a mile from the anchorage of the fleet, and a boat from the Languedoc will come for them the instant that the wind is favorable for hoisting sail. M. Grand Clos will inform himself in regard to the things under the care of M. Chaumont, of which nothing has been heard at Toulon.

In the Bay of Toulon 1 April 1778

1. These were the men Deane had engaged as pilots for d’Estaing’s squadron: Continental Navy Captains Henry Johnson and John Nicholson, Massachusetts privateer captain Eleazar Johnson, Jr., and Philadelphia merchant Captain Isaac All. Deane Papers 3: 184, 407.

2. Bigrel de Grandclos served as secretary of d’Estaing’s fleet. Jacques-Donatien Le Ray de Chaumont had engaged to purchase at Marseille certain articles on Deane’s account and have them sent to Toulon. Silas Deane to Comte d’Estaing, 21 May 1778, CtHi, Silas Deane Papers.
View of the port of Toulon
CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LAGOANERE & CO.

[Cadiz, Spain, 1 April 1778] 1

Gentlemen

I wrote you last from Bilboa And was then Determined to push for America but On the Way fell in with An english fleet. And in Consequence Was Oblidg'd to take 3 of them And sent them for AM[érica]. 2 After Maning of them Being Weak Was Oblidg'd to push for heare And in the Way fell in with A tender took her Burnt her 3 in a day or two fell in With a Lettermark Ship of 16 Carige Guns And After A little Resistance took her she has A Valuable Cargoe on Board from the Streights Bound to Bristoll— 4 the Vessell I shall clean heare And perhaps be Oblidgd to waite some time for men that I would be Verry Glad to heare from you And please if in your power to send me the Am't of the Brig Black prince Cargoe, 5 and the Determination of the Court of Spain About the french Brig that I took, 6 in my Leaving his Coast it is Likely I shall Call at Teneriff that you may write there And I shall Call at the french Consull for it. I suppose long before you receive this Capt peele and the Boy 7 will be Gone if not I beg you may first proceed as they themselves would Chuse for it in so verry Uncertaine Which Way I shall Go that I can not Give Any particular Directions to them After I heare from you And I find it Safe at the Groine 8 for me I will theare proceed And Make it my place for the summer if the War Continues, Theare is heare 7 Americane Vessells one Arrived this day Nothing new from the Continent. Only that how is still Block'd up in ph[aid]. And almost Starry 9. All Communication being Cut off. I am [&c.]

GC—

LB, UkLPR, H.C.A. 92/441/7, pt. 1.

1. No date or place is given, but in a letter to Lagoanere & Co., of 16 Apr., below, Conyngham wrote that he had written “at my Arrivall the first of this month.” As seen there, Conyngham was in Cadiz, Spain.

2. These vessels were: snow Fanny, William St. Barbe, master; brigantine Peace & Harmony, George Kennedy, master; and sloop Betsey, John Murphy, master. For more on these vessels, their cargoes, and their captures see NDAR 11: 1089n, 1091–92, 1127, 1128, 1129 and n, 1143. Fanny was sent to Martinique; Peace & Harmony and Betsey were sent to Boston, Mass.; Betsey was retaken before it arrived there.

3. This was the tender of H.M. frigate Enterprise, captured on 20 Mar.

4. British letter of marque ship Hope, Abraham Jones, captain, carrying sixteen guns and a cargo of fruit and silk, taken by Continental Navy cutter Revenge off the Straits of Gibraltar. As seen in Conyngham’s letter to Silas Deane of 3 Apr., Hope was recaptured by H.M. frigate Enterprise, Sir Thomas Rich, commander.

5. Brig Black Prince, Evan Thomas, master, captured by Revenge on 22 Aug., 1777, carried a cargo of wine, oil, and fruit, the value of which Conyngham gave as 80,000 reales. On its capture see NDAR 9: 600, 606–7, 652; the value of the cargo was give in “Account of Prizes taken in the Surprize" by Capt. Gustavus Conyngham,” in Letters and Papers of Gustavus Conyngham, insert facing p. 152.

6. French brig Gracieux, Emanuel de Tournois, master, captured by Revenge on 21 Dec., 1777. Gracieux was carrying a load of woolens from England to Spain. The Court of Spain angrily protested the capture and the American Commissioners in France ordered Conyngham to drop his claim. Letters and Papers of Gustavus Conyngham, 4–5; Silas Deane to Captain Gustavus Conyngham, 21 Jan., 1778, NDAR 11: 926–28.

7. Presumably, Benjamin Peel, who served as a prize master under Conyngham’s command; the “Boy” has not been further identified.

8. The Groyne was a name formerly used for Corunna, Spain.
April 2

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN GELL, R.N.

[Admiralty Office, London]

By &c

Whereas Transport Vessels have been provided & sent into the River Clyde in order to receive on board & carry to Halifax in Nova Scotia Three of the new raised Regiments1 which are under orders to embark at Greenock, And Whereas we intend that the Ship you command2 shall Convoy the said Transport Vessels to the Place of their destination3 You are therefore so soon as those Regiments shall be embarked & the Vessels having them on board shall be in every respect ready to proceed hereby required & directed to take them under your Convoy & putting to Sea with the very first opportunity of Wind & Weather make the best of your way consistent with their security with them to Halifax & having seen them in safely to that Place You are to return to Plymouth4 giving Us an account of your arrival & proceedings & waiting there for further order. Given &c 2d April 1778

Sandwich
H Palliser
Mulgrave

1. These regiments were the 70th, the 74th Highland (Argyll Highlanders) and the 82d Regiment (Duke of Hamilton’s).
2. H.M. frigate Thetis.
4. On the same day the Lords Commissioners ordered the senior officer for the time being of His Majesty’s Ships at Halifax “not to detain him or the said Ship but to hasten their departure as much as possible.” LB, UkLPR, Adm. 2/104, fol. 209.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 2d April 1778

Your esteemed favour of the 25th. Ult’ came only to hand yesterday, and am glade to hear from you & of your welfare. Your favour from Quiberon I received accompanying some letters for the Commissioners to which I gave course.1 Thank you for the services rendered Green. A report prevailed here about ten days since that he had lost Convoy the Second night not being able to carry Sail from the Vessel’s being too Light. The Commodore L_______2 left him in this Situation regardless of the consequences & his instructions to keep together if possible on the outward passage. if this comes to your hand & that your time permit, wish you woud inform Yourself from some of the officers of that Convoy whether this Report respecting Green is to be depended on or not, and if his Situation threatened any danger.3

You cannot doubt the happiness & advantages to be derived to the United States by our Connection & Treaty with this Kingdom. the Acknowledgement of our independence was generous, distinterested & friendly as one of our Commissioners writes who is in the Secrets and I, you may Suppose cannot doubt of every Advantage to both Countrys from it in the Political & Commercial Line—This is the result [of] injustice & Arbitrary Power, I don’t pity England nor requite every indignity to her, in consequence of her Cruelt & attempts of despotism
Whether the Commissioners have powers or not to appoint their Agents in France, I shall not contend, nor do I wish to have any connection in one Side or another with them that I can avoid—Yet, should any prizes be sent in here or elsewhere on account of your Officers & men you may refer them to me, as I shall take every possible pains to see justice done in the sale, & recover their money to be at your disposal when called for.

Yesterday I received a letter from Philadelphia of 20th Jan, & a letter from Manheim of 20th Decem. The former from Mr. Willing & the latter from Mr. Morris, they regard business only having come via England.

Nothing new here, nor nothing amusing for some time past, except the festivity & general joy infused in the minds of the Americans on the great æra of our acknowledged independence.

I don’t know if you remember Mr. Robert Ritchie of Philadelphia. Mr. Willing mentions his death leaving a wife & three infant children. Be assured I shall be happy to hear frequently from you & as often as it may prove convenient—I am sincerely [&c.]

John Ross

P.S. Mr. Lloyd who has been just now with me begs his compliments to you in return to yours. Intreat you would take the trouble to ask your lieut. whether he delivered the letters addressed to Mr. Stevenson committed to his care—not having heard since from Mr. Stevenson.

Jonathan Williams, Jr., to Captain John Paul Jones, Continental Navy

Dear Sir

Nantes April 2d 1778.

I have written to you twice, but have not had the pleasure of an answer, which I suppose to proceed for want of time, or want of inclination; I admit either as a sufficient excuse, therefore make no remark I do not see any prospect of a remittance from Bordeaux—Messrs. Delap seems to consider the prize as the property of Messrs. Willing & Morris & their late T Morris, and as such keep it in their hands to answer to Mr. Ross who has forbidden them to part with the property of that house to any person.

I have written again to Messrs. Delap & have refuted (as I think) all their objections; the return of the post will inform me how far my letter is successful. I am [&c.]

Jonathan Williams

an illness obliges me to write by another hand
L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6719. Addressed: “Monsieur Jones/Commandant la N°/de Guerre americain/le Ranger/Brest.” Docketed: “from Jonathan Williams Esq’/Nantes/April 2d 1778/ansd/Brest April 7th 1778.”

1. Samuel and Jean-Hans Delap, merchants at Bordeaux, were handling the sale of the brigantine George, which Jones and the Ranger had captured.

2. Willing & Morris was a Philadelphia merchant firm. Thomas Morris had been the firm’s representative in France as well as the agent for the American Commissioners in France. Morris died 31 Jan. 1778.

3. Williams was not successful. Capt. John Paul Jones to the American Commissioners in France, 3 June 1778, PPAmP, Benjamin Franklin Papers, vol. 10, no. 7. Williams, Benjamin Franklin’s great-nephew and a merchant at Nantes, believed himself to be the American agent there despite the fact that William Lee, who superintended Congress’s commercial affairs in Europe, had appointed Jean-Daniel Schweighauser to the post. Williams believed that Lee had no authority to make this appointment and appealed through Franklin to the American Commissioners in France. On 13 Apr. the commissioners ordered Williams to wrap up his affairs and turn over the agency to Schweighauser. Benjamin Franklin Papers 26: lxvi-lxvii.

**Journal of Continental Navy Frigate Boston, Captain Samuel Tucker**

[**Bordeaux**]

Thursday April 2d 1778

This Day Squally with Rain, Wind SW, plenty of Company coming on Board to see the Frigate, who in General seem to be much pleased with her, particular the Ladies

D, MH-H, Samuel Tucker Papers (OMS Am 812), vol. 6 (Log Book of Boston).

April 3

**Gabriel de Sartine to Conrad-Alexandre Gérard**

[**Versailles, France**]

Extrait de la lettre de M de Sartine Ministre de la Marine à M Gerard du 3 Avril 1778.

Un des objets relatifs à mon departement qui merite une attention plus particu- liere de votre part, est le renvoi en France de tous les matelots émigrés que vous pourrés determiner à y repasser. Je Sens que la voie de la persuasion et des encoura- gemens est la Seule practicable, et je vous authorise à tirer Sur le tresorier général de la Marine, pour Subvenir aux depenses que vous aurés été dans le cas de faire Soit pour gratifications accordées, Soit pour frais de passage des matelots que vous engagerés à repasser en France, après le depart de l’Escadre du Roi, Sur la quelle il conviendra d’employer ceux que vous pourrés retirer pendant Son Sejour Sur les côtes ou dans les ports de l’Amerique

[Translation]

[**Versailles, France**]

Extract of the letter from M. de Sartine, Minister of the Navy, to M. Gérard of 3 April 1778.

Among the matters relative to my department that merit a most particular attention on your part is the return to France of all the emigrated sailors that you may be able to send back. I feel that the path of persuasion and encouragement is the only practicable one, and I authorize you to draw on the Navy’s treasurer general to underwrite the expenditures that you make, either as gratuities given, or for the cost
of passage of sailors that you arrange to send back to France, after the departure of King’s Squadron, on which it will be convenient to employ those whom you may be able to retrieve during its stay on the coasts or in the ports of America.

Copy, FrPNA, Marine B¹ 143, fol. 5.

**JOURNAL OF THE CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

[Bordeaux]

Fryday April 3d. 1778

pleasant & Moderate Weather Imploed the people, in unbending the small Sails &c.— plenty of Company coming on Board

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

**LORD GRANTHAM TO LORD WEYMOUTH**

[Extract]

No. 21: Madrid: 3 April: 1778.

My Lord

Having heard from Cadiz that Cunningham with his Privateer the Revenge, had put into that Harbour, and had been admitted to prattick;¹ I thought it indispensibly necessary to go to the Pardo, and to represent to M. Florida blanca how improperly the Governor² had acted. M. Florida blanca told me that having already received the same Information, he had actually written the Orders, which were to be dispatched to night, to have him immediately sent out, with a strict Prohibition against his ever appearing again in any Ports of this Kingdom. . . I have the Honour to be [&c.]

Grantham


1. That is, pratique, or permission to land from any vessel arriving from a foreign port on compliance by such vessel with quarantine regulations. *Encyclopedia of Nautical Knowledge.*

2. Count Xerena.

**CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO SILAS DEANE**

Sr. Cadiz 3rd Ap. 1778

We Arrived heare the 27th. March On Our Small Cruize of 20 days made 6 prizes¹ but Unfortunate one of them retaken in Our Sight² And its reported Another being a Lettermark Ship is Carried into Gibralter by two english frigates³ one of Our prizes being an Arm'd Schooner fitted out of Gibralter to Cruize of[/f] Cadiz she we burnt⁴ the other 3 sent for AMerica A Snow mounting 8 Carrige Guns Some Swivels[,] Loaded with Currants. A Brig with Brill & Raisins. the 3⁴ with Oranges,⁵ the Lettermark Ship mounted 16 Carriage Guns of 6 pound Shott She we Orderd for tenariff—⁶

Our Vessell being by Appearances made privatt property is not Altogether so pleasing to the Crew espeacilly the Officers, Our privatt Agreement Runs in Such A manner that No encouragment is Giving for taking Arm'd Ships or if in Case of being Disabled Verry little to support heare after, when I received my ☐[i.e., commission]
from you had you not Assured me I should be in Contenntall Servise I would not have excepted of any privatt Com—as my intentions was and is to Serve the Country And those under me, I must beg the favour, you Will write me And let me know who is the Owners of this Vessell or if she is publick, I received your Orders by m' hodge but at the same time I receive Letters from m' Lee Acquainting the publick owns the half And the Other half privatt. It Appears a Mystery to me. And I must Acquainte you Verry Unpleasing to those Concernd I am really tired and had it not been for the Cause Concernd I should not have taken such pains to have keep her Going, in Our privatt Agreament no provission is made in Case taken but in Continentall Service there is and as Such I do look I am in to I am Guilty of Something Contrary to the Laws or Orders of Congress—

April 4

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Ranger Cameret April 4th 1778

Inclosed I send you Copies of my Letters since the 10th Feb.—As the port of Brest is so crowded with Shipping that the Ranger was prevented from entering into it I thought it the most expiditious to return here to clean her bottom which is now effected—On surveying the masts it has been concluded that they cannot be reduced—therefore I am now perfectly ready to proceed with the Fortunée of 38 Guns and a small Tender which Comte D’Orvilliers sends in company.

You may rest assured that I will leave nothing unattempted that can be expected from the small Force under my Command,—the time which has been lost here gives me the deepest concern: but I know of no other remedy than to make the better use of that to come.

I wrote the 31st Ult to Mons’ De Sartine, on the Subject of the large Frigate built for America at Amsterdam.—I consulted Comte d’Orvilliers on the Propriety

1. For a list of five of the prizes captured by Continental cutter Revenge, see “Prises made by the sloop Privateer Cap’ Gustv. Conningham made the 6th. to the 20th. March 1778,” NDAR 11: 1128.
2. This vessel has not been further identified.
3. On the capture of ship Hope, Abraham Jones, master, mounting sixteen guns, on 20 Mar., see William Hodge to Silas Deane, 31 Mar. 1778, NDAR 11: 1143. As Hodge mentions, the capture took place in sight of H.M. frigate Leuant, Capt. George Murray, commander. Soon afterward, H.M. frigate Enterprise, Capt. Sir Thomas Rich, commander, joined the chase. Both frigates pursued Revenge, which escaped. However, the following morning Enterprise re-captured Hope and escorted it to Gibraltar. NDAR 11: 1143 and “Extract of a Letter from Gibraltar, March 27.” Ibid., 1128–29.
4. This was a tender of H.M. frigate Enterprise.
5. These vessels were: snow Fanny, William St. Barbe, master; brigantine Peace & Harmony, George Kennedy, master; and sloop Betsey, John Murphy, master. For more on these vessels, their cargoes, and their captures, see NDAR 11: 1089n, 1091–92, 1127, 1128, 1129 and n, 1143. Fanny was sent to Martinique; Peace & Harmony and Betsey were sent to Boston, Mass.; Betsey was retaken before it arrived there.
9. On Conyngham’s status and the sale of prizes made by Revenge see American Commissioners in France to Captain Gustavus Conyngham, 19 Apr., below.
of my thus Addressing the Minister—he advised me to write, and having heard my Letter read to him in French, he undertook to inclose it and to enforce it with his interest.— I had the same Advice and Encouragement from Mons' De la Porte who says that if that Ship comes to be fitted out at Brest he will immediately furnish me with the compliment of Men as well the necessary materials out of the Kings stores.

As to the cost of that Ship, if she sails as is expected she will be worth more to America than a Ship of the line of 74 Guns: and in my Opinion the present is the proper time to make the Application; because the Minister may perhaps be less willing to part with her when he hears that she sails very fast.—

I am advised to wait here for the Arrival of that Ship—I have reasons to offer, were I to comply with that Advice.— I will however proceed and expect to find the Ship ready at my return here; which may be within Six Weeks should I be so fortunate as to escape the Enemy. I have saluted the Flag at Brest with 13 Guns and received in return two Guns less—I know not if it is because I am a private Captain, or that they will not return Gun for Gun to a Republic. Comte d’Orvilliers having Ordered the Tender to return as soon as I am clear of the Coast, you will then hear from me again of course unless bad Weather should prevent a Boat from passing.— Mean time I have the honor to be [&c.]

Jno P Jones


1. Comte d’Orvilliers commanded the French squadron at Brest. Fortunée was a frigate attached to that squadron. For background on the French offer to provide an escort for the Ranger, see Capt. John Paul Jones to Silas Deane, 25 Mar. 1778, NDAR 11: 1118.

2. NDAR 11: 1139–40. The frigate was the Indien.


JOURNAL OF THE CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

[Bordeaux]

Saturday April 4th. Mr. Adams went to Parres1 This Day the People imployd as usual, great Numbers of Gent & Ladies came on Board, to see the Ship

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

1. In his diary entry for this date, John Adams wrote: “About 10 O Clock We commenced our Journey to Paris, and went about 50 miles.” Adams, Diary 2: 295.

JOHN EMERY TO BENJAMIN FRANKLIN

Sir

Bilbao Aprill 4th 1778

I am honourd with your favours of the 23d Ult: and am much Obliged by the Intelligence it convey’d—with Regard to Cap’ Babson and those concern’d I think they have reason to be fully Satisfied,1 and I think the Generous and disinterested conduct of the Court of France in this but more Especially in the Treaty of Alliance will Unite every American to them by the Strongest bonds of Gratitude, when we have that allow’d us by Strangers which the Most dutifull & Loyal Petitions could not procure from the Parent country a free Commerce. Permit me Sir to Congratulate you on the Part you have had in Obtaining this for us & may you Live many Years and Enjoy the applause of your Grateful Countrymen.
Continental Navy ship Ranger
Permit me one more Sir to Trouble you with my small Affairs. Capt. Hibbert in the Privateer Schooner *Hawke* which came to my address the last summer & made Several Prizes among others Captur'd the Brig* Britania* John Wood Master and having met some difficulty in disposing of Prizes here when entred as Such 'tho we were allow'd every Indulgence we could reasonably ask Cap't Hibbert gave Orders to his Prize master to go into S' Sebastian & enter his Vessell as from New England but unfortunately at the same time he Entred, a Vessell from Newfoundland which sail'd from thence in Comp' with the *Britania* entred also and the Cap't Infornd the General she was a Prize, in Consequence of which Cap't Allen and his Crew were taken out of the Vessell & Confind in Goal the Vessell & Cargo Condemnd by the Genl 1⁄3 to his own use ½ to the Use of his Secretary & the Other third to the Use of the King and accordingly all was Imediately disposed off, on the representations of M' Hoare the Secretary, the King approvd of what had been done but ordered that Appeals should be admitted to the Council of Warr, I accordingly attempted an appeal in behalf of Cap't Hibbert & the Owners but was not allow'd nor could I obtain the honour of seeing the General in Person every thing there being Transacted by the Secretary as he pleases

I therefore gave Security thro' my friend M' Larralde for Allen and the appeal went in his Name, and altho I have given Security to answer all demands on Allen, he and his Crew to the great damage of themselves their Owners & their Country remain Confind in Goal being Chargd with Piracy altho we have fully Proved the Legality of the Capture by the Evidence of the Late Master the Spanish Coasting Poilot and by Cap't Hibbert & his Officers thus stands the Affair at Present M' Watson who was Lieut. of the *Hawke* Wrote you once on the Subject & rec'd an Answer from M' Lee, that he had forwarded his papers to the Court of Madrid & he might expect Imediate redress but unfortunately the redress is not yet arriv'd the People at this time would be of exceeding great Service if at Liberty, Suffer me therefore to beg your Interposition in their behalf and also that we may have our prize restored.

The Ship *Portsmouth* of 20 Guns bound from Bordeaux to Piscatuqua took a Small Brig Laden with Beef & Butter bound from Ireland to France and Sent her in here address'd to the House of Lynch Killikelly & Moroney She was entred as coming from Piscatuqua but a House here famous for Nothing More than their enmity to America has Commenc'd a Lawsuit against M' Moroney and Claims the Vessell in behalf of the first Proprietors which may bring on a Long Train of Expence unless an Order from Court can be obtain'd to Stop Such proceedings any Service that can be rendred this Gentleman who is a very Honest man & a Warm friend to our Country will be esteem'd an additional Obligation conferr'd on him who is [&c]

P.S. Cap't Hodge from Marblehead which place he left the 15th. Feb brings nothing new except the resolve of Congress that Genl Burgoyne, & his Troops Embarkation be put off 'till the ratification of the articles Sign'd at Saratoga arrive from the Court of Great Britain, & a Large reinforcement of near 10,000 men were on their March from Massachusetts Bay to Join Genl Washington


1. The French government consented to compensate the owners of the Massachusetts privateer brigs *General Mercer*, James Babson, commander, and *Fanny*, John Kendrick, commander, for their prizes, the
Jamaicamen *Clarendon* and *Hanover Planter*, which the French admiralty had seized for false entries and returned to their British owners.

2. John Hooper.
3. Marqués de Bassecourt.
4. Don Juan Joseph de Horé.

April 5 (Sunday)

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

Sunday April 5th. [Bordeaux]

All this Day the Ship has been crouded with Company, from Morning to Night Boats along side one would think they never saw a Ship before, but it is all on Acc of its being a Boston Frigate. pleasant Weather this Day. The Wind to the Northwd—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

**SIR JOHN HORT TO LORD WEYMOUTH**

[Extract]

No. 5 Lisbon Sun 5 April 1778

My Lord

. . . On the 28th past, the American sloop *Heart of Oak* of eighty tons burthen, Joseph Sheete late master, was wrecked on this coast near Figueria: She was on her voyage of Newbern in North Carolina to Cadis, with a cargo of tobacco, pitch, tar, staves, & sheathing: Before she broke to pieces, the people saved twenty hhds of tobacco, and something of each of the other commodities. Her crew consisted of sixteen men, seven Americans the rest of different foreign nations.

As this vessel had been mounted with six carriage guns, and she was reported to have been provided with a letter of mark from the American congress; the British deputy consul at Figueira wrote to me for instructions, whether he should give the people any assistance: I have answered that as their disaster had disabled them from doing mischief I thought he might exercise the common offices of humanity in their behalf. I have the honour to be [&c.]

John Hort


April 6

**CHEVALIER ISAAC-JEAN-GEORGES-JONAS GRAND TO THE AMERICAN COMMISSIONERS IN FRANCE**

M° Grand is the more sorry for not having had the honour of seeing yesterday the honourable M° Franklin as he was desirous to speak to him of two interesting sub-
jests, the one M' Boux nephew who does nothing at Nantes altho' in the States' Service¹ he would be more usefull at Amsterdam as well to forward the Construction of the Indian as to bring her and see that all be right,² if the honble M' Franklin is of the same opinion M' Grand will give immediate orders to M' Boux to repair to Amster[erdam]. He desires to be paid his salary, M' Williams³ could pay him what’s due. On their apprehensions at Amsterdam of fire being set to the ship, M' Grand has wrote there to set four men on board to watch her night & day, & that if this precaution was not sufficient, to get her insured against fire which would Cost about 2000 florins, prudence seems to require this sacrifice, however M' Grand would be glad to have the honble M' Franklin’s approbation on that head—

Monday two oClock [Paris, April 6?, 1778]

Translation, PPAmP, Benjamin Franklin Papers, vol. 42, fol. 211. Addressed: “Monsieur Franklin.” Endorsed: “Sir G. Grand/Receive open from/D' Franklin to/answer April 6th. A.L.” The editors of the Benjamin Franklin papers at Yale University provide the conjectural date on the assumption that Franklin forwarded the letter to Arthur Lee the day he received it. Benjamin Franklin Papers 26: 247.


2. Indien was a frigate being built for the United States at Amsterdam according to a design and under direction of Capitaine de vaisseau Jacques Boux of the French Navy, Lt. Boux’s uncle.

3. Jonathan Williams, Jr.

LIEUTENANT COMMANDANT AUGUSTIN-ÉTIENNE-GASPARD, CHEVALIER DE BERNARD DE MARIGNY TO GABRIEL DE SARTINE

Monseigneur

J'ai l'honneur de vous rendre compte que Jeudy Dernier Monsieur Le Cte D’orvilliers me remit après midy Des ordres et Des instructions pour appareiller Le plutôt possible La frégate La fortunée dont vous avez bien voulu me confier Le commandement et Escorter jusqu’au Cap Clare La frégate Des Etats unis De L’amérique Le Ranger.¹

Le Capitaine de cette frégate qui avait Des affaires à Camaret² appareilla D’ici pour aller mouiller après que nous fumes convenus ensemble Du signal d’un pavillon blanc que je mettrois au petit perroquet En passant Devant Camaret pour me faire reconnoitre De la frégate américaine Et qu’elle appareillerait tout De Suite.

La revue De l’équipage De La fortunée n’avait été passée que La veille et Le temps qu’il avait fait En Rade ne m’avait pas permis De donner La facilité à tout mon monde D’aller à terre Se pourvoir avec les avances qu’ils avaient reçues De ce qui Leur est nécessaire ; il me restait Encore au moins La moitie De mon monde qui n’était pas pourvue Et D’ailleurs Les huniers Et perroquet De fougue nous avaient été Donnés Du port Sans être garnis De garcetes De rifs. Je Donnais toute La journée De vendredi à ces Deux objets.

Samedy matin à La pointe Du Jour Les vents qui avaient été tout la nuit à ouest et O.S.O. passerent au S.S. O. et au Sud ; Je fis travailler à lever les ancre et a environ huit heures j’étais sous voiles. Je n’étais pas encore hors De La Rade qu’un grain fit passer Le vent assez frais au Nord et N.N.E. mais avec apparence qu’il n’y tiendroit pas.

Je me flattai qu’en profitant autant que je le pourrais Des bordées Les plus advantageous que m’offrirait La variété Du vent Le Juzant qui commençait pour lors me ferait Doubler La parquette Dans cette marée et Je continuai à mettre Dehors.
au moment d’ouvrir la baie de Camaret je fis faire le signal dont j’étais convenu avec le capitaine de la frégate américaine ; quand je fus à vue de ce mouillage je m’apprêtais que la frégate le Ranger était beaucoup trop en dedans de la baie et trop près de terre pour qu’elle pût appareiller le vent ayant déjà passé au N.N.O. Je continuai de l’envoyer tant pour continuer à m’éléver et tâcher de presser dehors au cas que contre mon attente, la frégate américaine parvint à sortir que pour dans le cas contraire me mettre à portée de pouvoir mouiller dans la rade de Barthaume qui est la seule bonne avec des vents de NO que j’avais pour lors. à trois heures après midy la frégate américaine n’ayant effectivement point sorti, le flot qui allant commencer ne me laissant plus aucun espoir de gagner, je commençais même déjà à perdre parce que le vent frais était et que la mer se levait, je me décidai à mouiller sous Barthaume et j’y laissai tomber l’ancre de Tribord par dix brasses fond de sable.

à sept heures du soir le capitaine de la frégate américaine me vint à bord, me dit que sa frégate s’était trouvée échouée qu’elle n’était cependant point endommagée ; qu’il avait tout préparé pour à la pleine mer la hallier au large, qu’il espérait y réussir ; que dans la nuit il viendrait me joindre ou au plus tard le lendemain à neuf heures du matin que la jument commencerait et qu’il me priait de l’attendre jusqu’à cette heure ; je le lui promis.

Dans la nuit le vent passa à ouest et OSO mais trop faible pour me donner à craindre dans le mouillage où j’étais qui ne vaut rien quand le vent est de cette partie et frais, d’ailleurs je vois en la précaution de mouiller le plus au large possible pour me reserver les moyens d’appareiller si le vent m’y obligeait.

à huit heures du matin le vent etant pour lors au SSO avec apparence de grains et de gros frais je prévis l’instant du juzant et je suis sous voiles. une heure environ après la frégate américaine sortit de Camaret et nous louvoyâmes ensemble pour tâcher de nous éléver ; le vent passa au SO gros frais nous obligeant de prendre des rifs, le temps se changeant de plus en plus, la mer devint grosse, il ne nous restait plus qu’une heure de juzant et la frégate américaine qui par sa position s’était trouvée fort au vent à moi, que moi non plus n’avons pu pendant la marée réussir à doubler la parquete, le flot qui allait commencer nous mettant dans le cas de craindre d’être obligé de donner dans le four à l’entrée de la nuit par un fort mauvais temps qui s’aperçoit et qui ne nous aurait permis d’apprécier les dangers multipliés qui sont dans ce passage que quand nous aurions été dessus, par conséquence de nous y trouver embarrassés, d’ailleurs cette manœuvre nous aurait mis inoffensément sous le vent de la route que nous avions à faire et pouvait, si le temps restait tel qu’il était, nous forcer de nous en manches ; la frégate américaine qui était encore au vent à moi arriva pour venir se mettre dans nos eaux, tout cela, monseigneur, me décida à arriver pour relâcher en rade de brest où je me levais à cinq heures du soir et la frégate américaine y m’a suivi.

Le temps qu’il a fait cette nuit et qui continue encore, me fait me féliciter, monseigneur, d’avoir pris ce parti et espérer que vous voudrez bien ne pas desapprover cette manœuvre ; je profiterai du premier instant qui me permettra de remettre dehors et de remplir la mission dont je suis chargé ou toute autre qu’il vous plaîra me confier avec le zèle et l’exactitude qui peuvent me mériter la continuation de vos bontés.
quoique La frégate La *Fortunée* ait Sorti De cette Rade de Compagnie avec plu-
sieurs autres frégates il n’est Encore guerres possible, Monseigneur, De porter De
jugement Sur Sa marche ; un Equipage nouveau qui n’est pas ameuté Et qui ne Se
connaît pas, Des manœuvres neues Et gourdes qui courent mal et S’engagent Sou-
vent Dans leurs poules, les forts Courants qu’il y à Dans La petite Etendue De mer
que cette frégate à parcourue, tout cela réunis, Monseigneur, ne permet pas De [me]
prononcer Sur Sa vitesse ; la frégate américaine est Le Batiment avec Lequel jai été
Le plus à même De La comparer puisque nous avons Louvoyé pendant quatre ou
cinq heures Ensemble Et La *Fortunée* Eu beaucoup D’avantage tant pour La marche
que pour gagner Dans le vent deux qualités que je puis vous assurer, Monseigneur,
avoir reconnu que possede La *Fortunée* autant qu’il Soit possible De Le Desirer c’est
de gouverner Et de vire De Bord ; Elle fait l’une et l’autre aussi bien qu’autres Des
Batiments Sur lesquels j’aye servi jusqu’a present. Je Suis [&c.]

*Bernard De Marigny*

En Rade De Brest Le 6 avril 1778—

[Translation]

My Lord

I have the honor of reporting that last Thursday the Comte d’Orvilliers sent me
in the afternoon orders and instructions to get under way as soon as possible in the
frigate *Fortunée*, command of which you kindly entrusted to me, and to escort the
frigate of the United States of America the *Ranger* as far as Cape Clear.

The captain of this frigate, who had business to conduct in Camaret, got under
way from here to moor there, after we agreed on the signal of a white flag which I
would fly from the fore topgallant while passing by Camaret to be recognized by the
American frigate, and that it would proceed at once.

The crew of the *Fortunée* had been inspected only on the eve and the time spent
in Anchorage did not allow me to let the entire crew ashore to provide for their
needs with the advances they had received. At least half my crew was not provided
for and, besides, my topsails and topgallants were supplied by the base without reef-
ing gaskets. I spent all of Friday on these two matters.

On Saturday morning at daybreak the winds which had been from west and
WSW all night shifted to SSW and to south; I ordered work to weigh anchor and at
roughly eight o’clock I was under sail. I was not yet outside the Anchorage when the
wind gusted to a stiff breeze from the north and NNE, but appearing that it would
not hold.

I flattered myself that by making the most of the best tacks offered by the change
of wind, with the slack period then beginning, it would have me round the Parquete
during the same tide and that I would continue to sail outside.

At the time of arrival off Camaret Bay I ordered the signal agreed on with the
captain of the American frigate; when I was in view of this moorage I perceived that
the frigate *Ranger* was much too far inside the Bay and too close to land to get under
way, the wind having shifted already to NNW. I continued under sail both to keep
high and to try to push seaward in case the American frigate should succeed in de-
parting despite my expectation, and in the contrary case to make possible my moor-
ing in Barthaume Anchorage, which is the only good one with winds from NW, blowing at the time. At three in the afternoon, the American frigate in fact having
failed to come out, the incoming tide left me no hope of making headway as I was already losing way because the wind was growing stronger and the sea rising; I decided to moor below Barthaume and I dropped the starboard anchor in six fathoms over a sandy bottom.

At seven in the evening the captain of the American frigate came on board to tell me that his frigate was grounded but not in the least damaged; that he was ready to tow it to sea at high tide, that he expected to succeed, would join me during the night or at the latest at nine in the morning, that the slack period would begin and he asked me to wait for him until that time; I promised to do so.

During the night the wind shifted to westerly and WSW but was too light to make me fearful in that roadstead which is useless when the wind from that sector is strong; besides, I had taken the precaution to moor as far offshore as possible in order to have an option to get under way if the wind should force me from there.

At eight in the morning the wind being from SSW with appearance of squalls and a strong breeze, I anticipated the moment of slack tide and spread sail. About an hour later the American frigate came out of Camaret and we tacked together, attempting to get higher up; the wind shifted to SW in strength and forced us to take in reefs; the weather became more foul and the sea heavy. We were left with only one hour before slack tide, and neither the American frigate, which because of its position was quite to windward of me, nor I were able to round the Parquete during the ebb tide; the flood tide which was to begin soon would make us fear being among the Four at nightfall in very foul weather, and not allow us to sense the multiple dangers lying in this passage until we were in them, and therefore find ourselves in a predicament. Further, this maneuver would have placed us extremely to leeward of the course we were to follow, and if the weather remained as it was, would have constrained us to enter the English Channel. The American frigate, yet to windward of me, arrived to station itself in our area. All of that, My lord, made me choose to call in Brest Anchorage, where I moored at five in the evening, and the American frigate followed me there.

The weather we had that night and is continuing makes me congratulate myself for having made this decision, My lord, and hope that you kindly shall not disapprove of this maneuver; I shall take advantage of the first moment that will allow me to sail out again and to accomplish the mission assigned to me or any other it may please you to entrust to me, with the zeal and precision which can make me deserving of your further kindness.

Although the frigate Fortunée departed from this Anchorage in company with several other frigates it is not yet possible, My lord, to express judgment on its advance through the water; a new crew which is not shaken down, and does not know itself, new maneuvers and ropes which run poorly and often jam in their blocks, the strong currents setting in the small expanses of sea cruised by this frigate, all considered, My lord, do not permit a statement on its speed. The American frigate is the ship with which I have been able to compare it as we tacked about together for four or five hours, and the Fortunée has great superiority both in speed and in turning into the wind; two qualities I can assure you, My lord, recognized in the Fortunée to the extent of their desirability are steering and tacking. It does both as well as any of the ships in which I have served thus far. I am [&c.]

Bernard de Marigny
In the Anchorage of Brest, 6 April 1778—


3. Bertheaume, a fortified island off Plougonvelin, on the shore opposite Camaret-sur-Mer.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Monday April 6th. [Bordeaux]

This Day comes in & ends with pleasant Weather, the People imploved as usual about their necessary Duty. Landed our Sails.—

D, MH-H, Samuel Tucker Papers (IMS Am 812), vol. 6 (Log Book of Boston).

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon'd Sirs Bordeaux 6 April 1778

The last Post I had the Honor to advise you of the Arrival of the Honble John Adams Esq, since his absence we are diligently employ'd in getting ready the Ship, she goes on the waies to day and will be finisht Friday or Saturday the Captain & Carpenters assure me there is no risk on her taking the Ground to Carreen otherways should have objected

I shall attend to the Instructions your Honors may please to give with regard to quantity of Stores if for four or Six months, which be assured shall be laid in with the greatest Economy and of the best kind. The Mast is Sprung a survey will be made and if with Safety it may be trusted shall not take it out

The Admiralty Board not having any instructions to alter their former Conduct with regard to Arm'd Vessels served Captain Tucker with an Act on Account of his not reporting the Vessel as is Usual for Merchant or Private ships of War. The Captain has given his Answers to the board of which Copy Inclosed. On the Boston's Arrival the Captain waited on the Commanding Officer and Saluted the Castle. The Count de feumell made apologies for not returning the Salute not having received any Instructions from the board of War on that head. The Instructions your honors will give will be duely Observed

four Vessels having saild from hence since M' Adam's arrival I have given advice by each to the Secret Committee. Letters yesterday from Bilbo brought advise of small vessels Arriving at that Port from Marble head the Letters are of the 10th february consequently no fresh Intelligence. The English Fleet are stil hovering betwixt Cape Ortega & Cape Finister. Letters yesterday from Spain bring advise of the Arrival of a Packet Boat from Cuba that the Spanish Plate Fleet Arrived all Safe at the Havannah 16 february and may be expected this Month in Europe. I have the Honor to be [&c.]

John Bondfield


2. For the custom authorities' demands and Tucker's responses, see the Procès-verbal by the Officers of the Farmers General at Bordeaux, of 9 Apr., below.
3. Field Marshal François-Joseph, Comte de Fumel (1720–94), was governor of the Bordeaux fort Château Trompette.
CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO JACKSON, TRACY & TRACY

Gentlemen [Cadiz, Spain] 6th April 1778

I wrote you by two prizes Sent to your Address, a third one Likewise Just as the prize-master Got on Board a heavy Gale of Wind Came on that it was impossible to send the Boat on Board that the prize Went Without a Copy of Commission or Letters—the prize master being A Nantuckett Man I imagine he will put in theare. I must beg that you will make enquiry And if she is Got safe in, that Cap’ Nantuckett Man I imagine he will put in theare. I must beg that you will make enquiry And if she is Got safe in, that Cap’ Squires the prize master Give You a full Account of every proceeding And if she is sold Depositt the proceeds into your hands. if not Sold you will Give such Orders as you see fitt, the Cargoe being Oranges that Dispatch is requisite, After maning those prizes we being Weak was Oblidged to put in heare on the way fell in with A schooner fitted Out of Gibralter to Cruze took and Burnt her in a few days after fell in with a Lettermark Ship of 16 Carriage Guns And After Some little resistance we took her. the Vessell & Cargoe being Valuable we did not chuse to risque it for the Continent and Orderd her for A Spanish port where if she Can not be disposed of Will proceed to you in Closed you have A List of the Crew And the manner of shares how to be Disposed of these two Vessells being in Commission and Arms. Like wise the Snow Mounting 8 Carriage Guns, my Commission being Continental a Public Vessell I Command As it is to be expected their will be some encouragment Given by the honouable Congress to the Crew—I am [&c.]

GC

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1. There is a detailed list of what vessels Conyngham sent to the care of Jackson, Tracy & Tracy, and the dates he sent them, in his letter to the firm of 2 July. UkLPR, H.C.A. 32/441/7, pt. 1.
2. As seen at ibid., Conyngham was referring to the prize brig Peace & Harmony.
3. Other letters of this time establish that Conyngham was writing from Cadiz, Spain.
4. The schooner was the tender of H.M. frigate Enterprise, which the Continental Navy cutter Revenge captured and burned on 22 Mar. 1778. Letters and Papers of Gustavus Conyngham, insert opposite p. 152.
5. British letter of marque ship Hope, Abraham Jones, master, 250 tons, carrying twelve 4-pounders, built in Bristol in 1766, owned by Alexander Champion, and on a voyage from Bristol to Venice with fruit and raw silk. Revenge captured it on 24 Mar. Lloyd’s Register of Ships, 1777–78; Letters and Papers of Gustavus Conyngham, insert opposite p. 152. According to a letter written by Capt. Abraham Jones on 29 Mar. from Gibraltar, two crewmen were wounded at the engagement’s start, whereupon the rest fled from their posts, otherwise, Jones opined, Hope would not have been taken. He added that thirteen of his men “entered on board” Revenge. The Public Advertiser (London), 24 Apr. 1778. Hope was recaptured by H.M. frigate Enterprise the morning after its capture by Revenge.

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April 7

THE PUBLIC ADVERTISER (LONDON), TUESDAY, APRIL 7, 1778

LONDON.

A Letter from Bristol, dated the 4th Instant, says, this Day arrived here the Britannia, Furse, from Honduras, which Place she left the 26th of January; on the 17th of February Captain Furse spoke the Gayton, armed Ship of 12 Guns, and 60 Men, Chambers Martin, in Latitude 30.20.N. Longitude, 75.40.W. from
London, belonging to Hercules Ross, Esq; of Jamaica, had been out three
Months, and had taken 12 Prizes; he gave the following Account, that he had
been six Days from New Providence, which Place was taken the 27th of January,
by an American Continental Sloop from Charlestown, mounting 12 Guns, and
90 Men, 30 of whom were Marines from the Randolph,\(^3\) they having had Intelli-
gence at Charlestown of several Prizes which the Gayton had taken and carried
into Providence, and also of the Ship Mary, belonging to Mr. Ross,\(^4\) who had put
in there by Stress of Weather, to refit, loaded with Rum, for New York, and which
was the Reason they sent the Sloop to take the Place; they likewise took five of
the Gayton’s Prizes, and 500 Barrels of Rice, which they had rolled into the Sea;
the Inhabitants gave the Americans all the Assistance they could wish in the In-
terim. Captain Chambers was cruising about the Keys, a small Distance off the
Island, not knowing what had happened. The next Day, going into Harbour, the
American Colours were hoisted on the Fort; the Vessels and Fort fired at him,
and killed his second Mate, and one Man, and damaged his Rigging. An eighteen
Pound Shot from the Fort struck him on the main Beam, and fell into his
Hold. The Day after Captain Chambers returned at the East end, when the
Rebels quitted the Fort, and slipt the Cables of the five Prizes and the Mary, they
set two of the Prizes on fire, and got clear off with the rest,\(^5\) leaving Chambers
Possession of the Island. On the 14th of February the Gayton fell in with a Con-
tinental Brig of 14 Guns, and after engaging two Hours, the Brig sheared off;
the Sloop, during the Action, lost no People, but a double headed Shot
wounded her Mast, and by that Means could scarce make any Sail. When the
Sloop left Charlestown, there were 12 Sail of Privateers ready for Sea, none less
than 14 Guns.

1. British letter of marque ship Britannia, James Furse, master, 250 tons burthen, out of Bristol, Eng-
land, owned by J. Fowler & Co., carrying two 9-pounders, six 6-pounders, and ten 4-pounders. Lloyd’s Reg-
ister of Ships, 1777–78.
3. On the capture of New Providence I., Bahamas, by the Continental Navy sloop Providence, Capt.
John Peck Rathbun, commander, see NDAR 11: passim. As seen in the Journal of Marine Captain John
Trevett, November–December 1777, NDAR 11: 1169–71, the voyage of the sloop Providence originated
in Massachusetts, not Charleston, S.C.—though it did visit the latter—nor did the marines manning
the vessel come from the Continental Navy frigate Randolph, although as seen in the journal entry of
Trevett of 1–31 Jan. 1778, Trevett, who commanded the landing party, did propagate a report that the
sloop Providence was attached to the fleet commanded by Capt. Nicholas Biddle of the Randolph. NDAR
11: 247.
5. On the prizes captured by sloop Providence, see The Providence Gazette; and Country Journal, Saturday,
March 7, 1778, NDAR 11: 538.

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

Tuesday April 7th. [Bordeaux]
This Day comes in with pleasant Weather, a Pilot came on Board & we Dropp’d
the Ship down with the Tide to Larmoon,\(^1\) in order to Clean her, but found
the place was not fit to Lay her on Shore.— the latter part of the Day
pleasent.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).
1. That is, Lormont.
April 8

**Musco Livingston to the American Commissioners in France**

Gentlemen

Paris the 8, April 1778—

My business here, was to offer My Services to My Country, in the line of My profession (the Sea). & as I cannot be Employ’d here, am desirous to get to America as Soon as possible, where I have the promise of Some of the principal Members of Congress, that I should be provided for in that line. & as I have been inform’d, that Cap’t Johnston, and Cap’t Nicholson, of the American Navy, and Capt. All late of the Merch’ Servise,¹ are going out Immediately, will be particularly oblig’d to you, if you would get leave for Me, to have a passage by the Same Opportunity; & if it is Necessary, that the destination of the Ship, or the place of her departure Should be kept Secret, I give you My Honour it Shall be particularly Observed by Me & will do my Self the Honour to Wait on you tomorow Morning for your Ans’r. I am [&c.]

M Livingston

L, PHi, Benjamin Franklin Papers, vol. 2, no. 42. Livingston, whose family and property were in Jamaica, had recently arrived in Paris from London. *Benjamin Franklin Papers* 26: 256.


**Captain John Paul Jones, Continental Navy, to John Ross**

Dear Sir,

*Ranger*, Brest April 8th 1778.

Had not the Wind and Weather declared against us on the 5th: and obliged the *Fortunée* and the *Ranger* to put back to Brest I should not have received your esteemed favor of 2d Curt.

As there is an Apparent Mystery in my having quitted the Fleet in Quiberon Bay and in my detention here since my arrival at Cameret the 8th Ult.—I must inform you that finding Mon: la Motte Picquet a Man in whom I might confide I communicated to him and Mr: Carmichael an enterprize which I had long wished to execute—¹ my project met with his entire approbation, and agreeable to his advice I came here along shore—On my arrival at Cameret it was necessary to apply for a Pilot—As the *Ranger* was there in disguise I went² an Officer up in Plain Clothes—Comte d’Orvilliers who Commands the Fleet sent me word tho’ he then knew nothing of my intention that if I would wait a day or two a Frigate should Accompany me—I was more induced as the Wind was directly contrary and as it afforded me an Opportunity of Reducing the *Ranger’s* Yards, which I found Absolutely necessary notwithstanding the Ballast which I had taken in at Quiberon—I finish’d the Reduction of the Yards and Sails in two days and was again ready to proceed—I however waited at Cameret until the 24th without being Joined by the Frigate altho’ I had the utmost reason to expect her every hour—I then received a letter from the director of the Port by Order of the Comte by express desiring me if possible to come up to Brest³ to avert the ill consequences of the then Gale should it shift from West to the N.W. and find me in Cameret—I now understood from the Comte that the *Zephir* that was destined to accompany me at the first was
by the Minister Ordered on a different Service—but the Fortunée of Superior force should supply her place to prevent further loss of time I returned to Cameret and Cleaned the Ranger’s Bottom determining to proceed along rather than loose another opportunity—this morning the weather looks promising and we shall again proceed—the loss of time here will perhaps make it necessary for me to alter my Plan agreeable to circumstances as Milton said of Adam “the World lays all before me.”

I have written to Monsieur De Sartine on the Subject of the New Ship at Amsterdam—Comte D’Orvilliers has inclosed my Letter and assures me that it will have its wished affect—and Mons' De la Porte says he will furnish me with 400 Seamen to man the Ship—I have Communicated this intellegence to the Commissioners—you will perhaps hear from me again return of the Fortunée in the meantime please to present my respects to M’ Lloyd and acquaint him that all his Letters were carefully delivered to M’ Stephenson tho’ not before the Ranger had been a day or perhaps two in Quiberon—The Officers of La Motte Picquet’s Squadron inform me that they parted from the Brune the Night after leaving Quiberon they find great fault with that Ship’s being too Crank and say she could not carry Sail so as to keep her Station in the Squadron—I myself Observed the Ship to be a little Crank—Yet I cannot [believe] her in danger from that Circumstance, she having an upperdeck and as she is reputed a fast Sailor—I think you will hear of her safe Arrival—I have the Honor [&c.]


2. That is, sent.
4. French Navy frigate Zéphyr mounted twenty-six 8 pounders and six 4 pounders; French Navy frigate Fortunée carried twenty-six 12 pounders and six 6 pounders.
5. Ranger left Brest on 11 Apr.
6. Jones is paraphrasing a passage from John Milton’s, Paradise Lost, in which Milton describes Adam and Eve in the Garden of Eden. The passage reads: “The world was all before them, where to choose/Their place of rest, and Providence their guide,/They hand in hand, with wand’ring steps and slow/Through Eden took their solitary way.” Paradise Lost, Book XII, line 646.
8. See Capt. John Paul Jones to the American Commissioners in France, 4 Apr., above.
9. As seen in Jonathan Williams, Jr., to Capt. John Paul Jones, 24 Mar. 1778, NDAR 11: 1116, Jones had been given a letter by John Lloyd, a merchant at Nantes, to deliver to William Stevenson, a merchant from Maryland, who was returning to America. Benjamin Franklin Papers, 25: 406–7.
10. La Motte-Picquet’s squadron had escorted a convoy, including the Queen of France (formerly Brune) that had sailed for America. The American commissioners in France had purchased Queen of France from Ross and then loaded the vessel with a cargo of goods “for the public.” See John Ross to the American Commissioners in France, 6 Feb. 1778, vol. 11: 982–83, and the American Commissioners in France to John Ross, 3 May 1778, below.

JEAN-BAPTISTE LE ROY TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir Pont Labbé [between 1 and 8] april 1778

I am with the honor of your kind and polite letter; I will alwais be pleased when I will meet with the opportunity of Being at aney service to you, and to Evrey men that Belongs your imperial republic. I send you your Joseph Rackleyft in good health, I hope he will meet you so, he Behav’d him self verey well here. I am much pleased to
hear from your officers & offer my Service to them ispeially to Mr. Simson, since your Contry and our, are joign’d togother I do not doubt that Some of your Gentlemen will send some of theyrs children to france, as I have tow I would Be Glad to have a Cople of yong men for a year or tow. Because they would Learn the Both tongue togother. their Board will not Cust in my hous more than ¼ of a Craen a day for all, when my son will be older I will propos one Exchange. he is now but 9 years. I wish you good succes and have the honor to be [&c.]

LeRoy

Memory of the Expensoses for jouer yong man joseph Racklyeft.

vis for the doctor for his clothing for his voige to Brest Left to me given to him his Boarding at 30S a day will cost if you will give them to mr. mancel at Brest a merchand of my friend or mr. moyland at lorient will pay me.

7– 10S 24. 9. 40–.10 7..10 48– 45–

LS, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6723. Addressed: “To/Mr. jones Esq’/Cap’n of the Ranger/actually/At Brest.” Docketed: “from Monsr LeRoy/Pont L’Abbée April 1778/ rec’d Brest April 8th 1778.” Jean-Baptiste Le Roy (1720-1800) was a member of the French Academy of Sciences and a friend of Benjamin Franklin’s. A scientist, he had carried out studies on electricity that promoted Franklin’s theories.

1. The letter is dated only “April 1778.” As seen in the docketing, Jones received it on 8 Apr. According to the log of the Ranger, Joseph Racklyeft or Ratcliffe returned to that vessel on 4 Apr. It is possible, therefore, that the letter was written anytime from 1 Apr. until Jones received it on 8 Apr.

2. Joseph Racklyeft or Ratcliffe, whom Jones in a letter to Gourlade & Moylan of 5 Mar. 1778 called “a Valuable Boy,” had shown symptoms of smallpox when the Ranger arrived in France. To prevent its spread among the crew, Jones left the boy with LeRoy to recover. NDAR 11: 1060–61.


4. Jones asked James Moylan to pay this bill in his letter to Moylan of 9 Apr., below.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Wednesday April 8th. [Bordeaux]
This Day fine pleasan Weather, dropeed the Ship with the Tide up to Bourdeaux, along side of an Old Hulk in Order to heave down & Clean her Bottom.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

April 9

REVEREND THOMAS WREN TO [DAVID HARTLEY]

[Extract]
Sir/

Portsmouth 9. April 1778.

. . . . The Gentlemen at Forton have given me the petition which accompanies this which they pray you, Sir, to deliver to Lord North. I refer this matter entirely
to you. What they chiefly want is that 3. or 4. officers at a time in company with
the Agent or his Clerk might be permitted to go down to Gosport to buy what nec-
essaries they want for their voyage as far as their little quota’s of cash will admit. I
am [&c.]
Tho: Wren.

L, PHi, Benjamin Franklin Papers, vol. 2, no. 43. The recipient is not given but it was undoubtedly
David Hartley, who both administered the money whose expenditure Wren discussed in the portion of
the letter not included and who, on 29 May, wrote Benjamin Franklin that he was enclosing some long-
delayed letters and that Wren had written him about prisoners’ grievances concerning their exchanges.
Franklin Papers 26: 539. For more on Wren, see NDAR 11: 885–87, 909.

1. The petition has not been found.

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, April 1778]

9th. Thursday Pleas’ w’ Cap’ Boardman & Mr’ Dale bro’ Back this Day & Com’td to
B. h’

D, MeHi, Jonathan Haskins Journal.

1. Privateer Capt. Offin Boardman and Master’s Mate Richard Dale, Continental Navy, escaped
diary, Charles Herbert wrote that Boardman and Dale were returned to prison on 10 Apr., “which
makes three of the number brought back who went out on the 31st of January last.” Charles Herbert,
Relic of the Revolution, p. 110.

2. That is, black hole. The black hole was located beneath the prison buildings and prisoners were
confined in it as punishment for serious offenses. The black hole at Mill Prison reportedly often had
standing water in it and prisoners confined there were allowed “but one hour in the day to take fresh
air.” “Humanitas” to Lords Commissioners, Admiralty, 29 Aug. 1777, NDAR 9: 612.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JAMES MOYLAN

Dear Sir, Ranger Brest April 9th 1778

A more early reply was due to your favors of 12th & 24th Ult’—my uneasiness on
account of my detention here which has been protracted so far beyond my expecta-
tion must be my Apoligy— I have been out and was obliged to put back not being
able to weather the Rocks of Ushant.—

Mr’ Bersolles account against the Ranger on the 19th Ult’ Amounted to twelve
hundred and forty livres, fifteen Sols and Nine deniers—with what propriety then
could he say that “his Advances were heavy”—Since that time he has exhibited a Sec-
ond Account of Two thousand three hundred and fifty two livres and a third of two
hundred and twenty livres three Sols.— these three Accounts being the Sum of his
Charges against the Ranger exclusive only of the expence of taking up Seven Men
near Cameret which expence is not yet determined—these Accounts have the Ac-
knowledgement of my Lieu’ at the bottom— 1 but they are notwithstanding liable to
inspection respecting the prices annexed to each Article.— I have received the Boy
from Port l’Abbé—the Charge against him amounts I think to Ninety three Livres
which please to pay— 2 If Mr’ Bersolle had prefered my bills to the Accounts and re-
cceipts they should have been at his Service—Should these Bills be presented to you
perhaps it will be the best way to refer them to the Commissioners, as it will not only
save a Second Commission but Shew them in what manner the expence has been
incurred— 3 I shall again embrace the first Wind—therefore wishing you all possible
good. I am [&c.]
Dear Sir, 

Ranger Brest 9th April 1778.—

When I arrived at Cameret near Brest I had an affair in Contemplation which required some delicacy—\(^1\) the Ranger was therefore in disguise—I communicated my thoughts to Comte d’Orvilliers who Commands the Fleet and met with his entire Approbation—as I expected to proceed every hour I did not write to any person nor should I, had not the Equinoctial Gale made it necessary for me to comply with the Comte’s invitation to this Road which I received by express—the \textit{Zéphir} was to have joined me every hour at Cameret.— On my Arrival here the Comte informed me that he had received Orders from the minister to employ her otherwise but that the \textit{Fortunée}, of Superior force,\(^2\) should supply her place as soon as possible.—

We have been out but obliged to put back not being able to weather Ushant.\(^3\) we shall embrace the first Wind and you will perhaps hear from me again \(\_\_\_\_\_\_\_\_\) return of the \textit{Fortunée}—A disorder prevailed in the Ship which was universally thought the small Pox and of course Alarmed me very much—but the Symptoms are now, I thank God, Subsided.—

And now Sir Accept my best thanks for your several polite favours and admit the foregoing as an Apology for my involuntary Silence—for I can always find “time”—and can never want “inclination” to write to a friend—

You have obliged me much by your letter of introduction—\(^4\) but I have been so very Anxious and uneasy on Account of my detention here that I have not made use of it.— Young proceeded with the Fleet—and Mr. Lloyd’s Packet was daily delivered into the hands of Mr. Stephenson—\(^5\) The Delaps may make the most of what is now in their Hands—their behaviour particularly in not answering my letter is truly mysterious & Surprizing—\(^6\) They have Occasioned the utmost discontent onboard here—and of Course hurt the Service—I am Sincerely [&c.]

N.B. I am very sorry to hear of your illness but hope you are before this time recovered.—\(^7\)

\(^{1}\) The first paragraph of this letter is similar to a portion of Jones’s letter to John Ross of 8 Apr., above, where the matters Jones raises are discussed in notes.

\(^{2}\) The French Navy frigates \textit{Zéphyr} and \textit{Fortunée} mounted 8-pounders and 12-pounders, respectively.

\(^{3}\) The unsuccessful attempt to leave Brest was made on 25 Feb. (Log of the \textit{Ranger}, 25 Feb. 1778, NDA/AR 11: 1189–90)

\(^{4}\) Not found.

\(^{5}\) John Lloyd and William Stevenson were both American merchants in France.

\(^{6}\) Williams discussed Delap & Delap and one of the prizes captured and sent in by the \textit{Ranger} in his letter to Jones of 2 Apr., above.

\(^{7}\) See the postscript in Williams to Jones, 2 Apr., above.
MEMORIAL OF AMERICAN MERCHANT CAPTAINS IN FRANCE TO THE AMERICAN COMMISSIONERS IN FRANCE

To their Excellencies the Ministers Plenipotentiary of the United States of America to the Court of France.

The Memorial of the Captains of the American Merchant Vessels now at Nantes and the neighbouring Ports, Humbly Sheweth.

That your Memorialists apprehend more Danger of Capture by the Enemy on this Coast, than in the whole passage beside.

That as this Kingdom has lately declared that the American Commerce shall be protected, they humbly request the Representatives of their Country to make application to the French Court for such a Convoy off this Coast as they in their Wisdom shall Judge sufficient for their protection.

That they apprehend they will be all ready for Sea by the Fifth Day of May next, and in confidence of obtaining the desired Convoy those of your memorialist that are ready sooner will wait for the others.

Your Memorialists trust that there can be no Impropriety in this application, since, exclusive of their Concern for their Safety and that of the People under their Command, the Pressing necessity of their Country for the Articles with which their Vessels are loaded, makes it their Duty as faithful Subjects of the United States to take every possible method for the Preservation of their Vessels and Cargoes.

Your Memorialists hope for a Compliance with their Request, and as in Duty bound, Will every pray.¹

Nantes April 9th. 1778.

Joseph Chapman, Comr. of the Brig Nantes In the service of the Massats. State
John Harris, Comr. of the Snow Penet, In the service of the Massachs. State
Sam'l Dunn, Comr. of the Brig Venus, belonging to Boston
Charles Jenkins, Comr. Brig Hawk of Nantucket.
John Nicols, Comr. of the Brig Success belonging to Maryland

¹ For authorship of the memorial, see Jonathan Williams, Jr., to Benjamin Franklin, 9 Apr., immediately below.

JONATHAN WILLIAMS, JR., TO BENJAMIN FRANKLIN

[Extract]

Dear & hon'd Sir.

The American Captains that are here have applied to me to draw up a Memorial to the American Ambassadors to obtain a Convoy off this Coast, which I have accordingly done, and in addition beg leave to request your favourable attention to their Request,¹ for it is really the most mortifying of all their Misfortunes to be taken as many have on the Day of their Sailing, and thrown into prisons where they are barbarously treated, & have no Chance of an Exchange, besides which, the preservation of every supply to our distressed Country is a most important public Service.—

Frenchmen that have served on board the Lexington & were taken with her escape hither every Day & demand of me in the first Place their prize money, & next
their wages, I am obliged to answer that I never received a Sol of their prize Money and that as to their wages I have not the Ships Books therefore cannot tell what is their Due nor whether anything, this generally produces impertinent Language, & they bellow everywhere Imprecations against the americans.— These Fellows should have their prize Money if it were but 20 Sols, but I know not where to get it, M' M.3 sold what were brought in here & the Money is the Lord knows where. I wish the Commr had given up what was carried to their credit & taken the loss of M' M-s conduct on themselves, it would certainly have saved an infinity of discredit which our Service has suffered. I beg you will tell me what Sum & whether anything must be given to these People.

. . . . I am with the greatest Respect Your dutifull & affectionate Kinsman

J Williams


1. See Merchant Captains to American Commissioners in France, immediately above.
3. Williams was referring to former Continental Commercial Agent Thomas Morris. Morris, an alcoholic, had died on 31 Jan. 1778. See NDAR 11: 965 and n.

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

Thursday April 9th. [Bordeaux]

This Day drizley & dirty Weather, the people imploidy in getting the Guns & other Articles on Board the Hulk.—

D. MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

**PROCÈS-VERBAL BY THE OFFICERS OF THE FARMERS GENERAL AT BORDEAUX**

Copie [Bordeaux, France, Apr. 9, 1778]

L’an mil sept cent soixante dixhuit et le neuf Avril avant midy a la requette de M’e Laurent David Adjudicataire General des fermes unies de France et de la vente exclusive du tabac, dans toute l’étendue du Royaume demeurant a Paris rûe de Grenelle paroisse St. Eustache ; pour suivites et diligence de M. Delaville Son receveur au bureau general du tabac a Bordeaux y demeurant sur les fossés du chapeau rouge paroisse St. Remy, chez lequel Il fait election de domicile et qui constitue pour son procureur par devant M’e de L’élection de Guyenne a Bordeaux M’e Pierre Seul procureur en la dite Election demeurant au dit Bordeaux rûe de Loup paroisse St. Projet, lequel occupera pour le dit adjudicataire en la presente instance, nous Sous-signés, Edme Quintien Leclerc, Jacques Lacroix et Etienne Bertheche Lieutenants principaux des Fermes du Roy demeurant au dit Bordeaux les tous Separement ; ayant serment en Justice par devant M’e le President Juge des traittes en Guienne, certifions Que la fregate Bostonienne le Boston capitain Jean Tucker1 etant mouillée en ce port depuis quelques Jours ; nous nous serions transportés a differentes Reprises a Bord de la ditte fregatte, ou etant et parlant au ditte capitaine en lui decla-rant par la Voye de son Interprete nos Qualités et commissions l’aurions sommes de nous dire, S’il avois satisfait dans les delais fixés aux articles 11. du titre commun pour Le Tabac de l’ordonnance du Roy de 1681. a l’article 87. de la declaration du
1er aout 1721, et notamment à L’arrêt du Conseil d’État du Roy du 15 7bris 1733. Qui enjoit Aux Capitaines des navires étrangers de faire dans les 24 heures de leur arrivées dans les ports du Royaume ou Ils abordent soit qu’ils viennent par destination, ou que ce soit par relache ; leurs déclarations au plus prochain bureau du tabac de toutes les différentes qualités especes et quantités de tabac de provision Qu’il y aura dans leur Bord, le dit Sieur Capitaine nous aurait repondu Qu’il ignorait les Formalités qui se pratiquoient en France ; que commandant un navire de guerre Il se croyoit exempt de toute especie de visitte et déclarations qu’au surplus nous ne devions pas Ignorer le Traite d’alliance et de commerce Qui avoir ete Fait entre la France et les Insurgentes Qu’au moyen de ce Traité Il croit devoir jouir de toutes les prerogatives Attachées Aux Navires des guerres ou fregate represente au dit Sieur capitanite, que sa Qualité d’étranger ne lui donnoit aucun Titre pour s’exempter des formalités auxquelles les navires de Roy francois etoient eux memes sujets ; que l’article premier de l’arrêt du conseil d’état du Roy du 15 7bris. 1733. permetoit aux commis et preposés du Fermier de se transporter a bord de tout navires étrangers de Quelque nation Qu’ils fussent ; a l’effet d’exiger la Representation du tabac de provision et de prendre les mesures convenables pour qu’il ne fut fait aucun versemen frauduleux ; que nous etions bien eloignés cependant de Suposer que qui que ce fut de son equipage Fut dans le cas mais que quelque bonne volonté que nous voulussions Avoir pour lui nous ne pouvions absolument nous ecarter des lois prescrites ; Jusques a cequ’il en eut été autrement ordonné le dit S. Capitaine nous auroit dit Qu’il avois a son bord quelques livres de tabac et en tres petite Quantité pour la provision de son équipage seulement et qu’il n’entendoit pas se sous traire aux loix du Royaume ; mais Qu’il nous prioit de remetre notre visitte, ainsi que la déclaration que le fermier exigeoit Jusques a ce que Il eut pris l’avis de ces correspondants a quoi ayant acquiescé et nous etant consentié de faire garder la dite fregate a vüe nous y serions Retourné ajourdhuy neuf Courant ou etant et parlant au dit s. capitanite en lui delarant de Ce chef nos qualités et commissions les aurions notifié de nouveau par la voye de son interprette les Edits et déclarations du Roy qui l’assujetissoient a faire declarati[tion] au bureau general des tabacs de provision Qu’il avoit a son Bord, en le sommans de nous les representes ; ou dans le Cas ou Il s’y refuseroit a souffrir qu’il Sut mis des employés a Bord pour la garder a quoi le dit S. capitaine nous auroit Repondu Qu’il navoit de Tabac abord que pour la provision de son Equipage Seulement, que sans doute Il n’etoit sujet a aucune visitte ni declaration puisque les Srs. Bondit et Mesnard ses correspondants ne lui consilloient pas de S’assujetir a aucune formalité ; pretendant qu’a tous egard Il en etoit exempt. objecté au d. S. Capitaine que Jusques a nouvel ordre nous ne pouvions nous dispenser de Nous Conformer aux ordonnances et qu’en consequence nous lui declarions proces verbal de refus de visitte et de declaration protestant pour l’adjudicataire de tous depend domage et Interet et le d. S. persistant toujours dans ses refus ; et nous ayant prié de nous retirer : nous serions effectivement des-
fait et redigé le present proçes verbal pour servir, et valoir au dit sieur, adjudicataire
cque de raison, et telles reserves que dedroit les dits jours mois et an sus dits avant midy
Affirmé Signifie et controle le neuf du dit mois d’Avril.//.2

[Translation]

Bordeaux, France, Apr. 9, 1778

In the year seventeen hundred and seventy eight on the ninth of April before noon
at the request of Mr Laurent David Contractor General of the United Farms of France
and for the exclusive sale of tobacco throughout the whole kingdom residing in Paris
Rue de Grenelle parish of St. Eustache; at the suit of M. Delaville his collector at the
general office of tobacco at Bordeaux therein dwelling at the Fossés du Chapeau Rouge parish of St. Remy, at whose dwelling he appoints his domicile and who consti-
tutes as his procurator before the assessors of the jurisdiction of Guyenne at Bor-
deaux M’ Pierre sole procurator in the said jurisdiction dwelling in the said Bordeaux
Rue de Loup parish of St. Projet, who will appear for the said Contractor in the pres-
ent instance, we the undersigned, Edme Quintien Leclerc, Jacques Lacroix and Et-
ienne Bertheche, Principal Lieutenants of the King’s Farms, dwelling in the said
Bordeaux each separately, being sworn before the presiding judge of Customs in
Guyenne, certify that the Bostonian frigate the “Boston” Captain John Tucker,1 being
anchored in this port for some days past, we proceeded at different times on board
the said frigate, where being, and speaking to the said captain declaring to him
through his interpreter our office and commission we called upon him to tell us
whether he had satisfied within the prescribed limits the articles under the common
heading of tobacco of the royal ordinance of 1681, article 87 of the declaration of the
1st August 1721 and especially the decision of the King’s Council of State of the
15th September 1733, which enjoins captains of foreign vessels to make within twenty-
four hours of their arrival in the ports of the kingdom where they put in, whether it
be their destination or merely a stopping place, their declaration to the nearest to-
bacco office of all the different qualities kinds and quantities of tobacco which they
may have on board, the said captain replied to us that he did not know the formalities
which were observed in France, that being in command of a ship of war he thought
himself exempt from any kind of examination and declaration, that, moreover, we
could not be ignorant of the treaty of alliance and commerce which had been made
between France and the Insurgents, that by means of that treaty he thought he ought
to enjoy all the prerogatives attached to ships of war or frigates; it being represented
to the said captain that his character as a foreigner gave him no claim to exemption
from the formalities to which French vessels were themselves subject, that the first
article of the decree of the King’s Council of State of the 15th September 1733 al-
lowed the clerks and officers of the Farmer to go on board every foreign vessel of
any nationality whatsoever, for the purpose of demanding the declaration of tobacco
and of taking suitable measures to prevent any fraudulent landing of it, that we were,
nevertheless, far from supposing that anyone of his crew would do so but that how-
ever obliging we might wish to be to him we absolutely could not deviate from the
prescribed laws, until it had been ordered otherwise, the said captain told us that he
had on board a few pounds of tobacco and a very small quantity for the supply of his crew only and that he had no intention of evading the laws of the kingdom, but that he begged us to defer our visit, as well as the declaration which the Farmers required, until he had taken the opinion of his correspondents, to which having agreed and being satisfied with keeping the said frigate in sight we returned to it today the 9th instant where being and speaking to the said captain again declaring to him our office and commission we re-notified to him through his interpreter the edicts and proclamations of the King which obliged him to make at the general office a declaration of the tobacco which he had on board, calling upon him to produce it to use; or, in the event of his refusing, to allow employees to be put on board to guard it, to which the said captain replied that he had no tobacco on board except for the use of his crew, that he was certainly not subject to any examination or declaration since Messrs Bonsis and Mesnard his correspondents did not advise him to submit to any formality, claiming that in every respect he was exempt. It being observed to the captain that until further orders we could not dispense with conforming to the ordinances and that consequently we should draw up a procès-verbal of his refusal to allow examination and to make declaration acknowledging the Contractor responsible for all costs and damages, and the said captain still persisting in his refusal and having begged us to withdraw we did actually leave the said frigate summoning him to follow us to our office in the town-hall there to be present at the procès-verbal which we were going to draw up against him, to hear it read, to sign it with us, to receive a copy of it with a summons which being refused, we declared to him that we reserved to ourselves the right to serve him with a copy of the present with a summons on board the said frigate through the medium of a bailiff in the time prescribed by the ordinance, and immediately in our said office at the town-hall we have made and drawn up the present procès-verbal to serve and stand according to law to the said Contractor, with all due reservations the said day month and year named above before noon. Sworn notified and registered the ninth of the said month of April. / / 2

Stevens’s Facsimiles, vol. 22, no. 1909. Endorsed: “joint à la lettre du M. Necker du 6. mai 1778/April 9.” “annexed to M. Necker’s letter of the 6th. May 1778/April 9.” In his cover letter, Jacques Necker to Comte de Vergennes, 6 May 1778 (ibid., no. 1922), Necker, directeur général des Finances, wrote, “It appears that the Treaty of Commerce concluded with the United States of America has misled that Captain. The Farmers-General . . . have written to their officers on the spot not to prosecute him. They limit themselves to asking that the captains of the same provinces be warned of their obligations, in order that the same difficulty may not arise again.” Although dated 9 Apr., this is apparently the report sent to the Royal Council on 29 Apr.

2. In response to this report, the Comte de Vergennes wrote to the American Commissioners in France on 13 May, to “ascertain if the Boston really is a war vessel belonging to the United States or whether it is merely a privateer with letters of marque.” Adams Papers 6: 112–13. The commissioners confirmed that Boston was a Continental Navy ship on 16 May (ibid., pp. 125). For Vergennes’ subsequent directive to the farmers-general, see the Comte de Vergennes to Jacques Necker, 17 May, below.

WILLIAM LEE TO BENJAMIN FRANKLIN

[Extract]

Dear Sir

Frankfort sur le Main. April 9, 1778.

. . . On the supposition that War is inevitable I do not know a better stroke than to send la Motte Picket with 6 Ships of the Line & 3 or 4 frigates well mann’d
to Boston, there to be join’d by such arm’d vessels as are ready & taking on board 1000 or 1500 Soldiers go immediately to Halifax which must fall into their hands directly with all the Naval stores to supply the whole British fleet in America which w’d be a heavy stroke & I think the success w’d be infallible if conducted with Secrecy, & put in execution with alacrity & expedition. Advice sh’d be sent as soon as possible to the Board of War at Boston to be in a certain manner provided & in such a time for a secret expedition. If the Court of France has any scruples about taking such a step in it own Name the thing might be easily cover’d by letting the Ships sail from Boston under Congress Orders & under Congress Commissions. If this plan strikes you as it does me I have no doubt of your laying it before the proper Minister. . . .

W: Lee


April 10

**WILLIAMSON’S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE, FRIDAY, APRIL 10, 1778**

LONDON, April 1, 2.

The *Four Friends*, Lloyd, from South Carolina to Nantz, with 140 barrels of indigo and 60 hhd. of tobacco on board, is taken by a letter of marque, and carried into Lisbon.

**THE PUBLIC ADVERTISER (LONDON), FRIDAY, APRIL 10, 1778**

LONDON.

The Gunner’s Mate of the *Fox*,¹ who joined the Americans, and made Capt. Manly fight again after he had struck,² was hung up at the Yard-Arm of the *Rainbow*, in the Port of Halifax, pursuant to the Sentence of a Court Martial.

1. Thomas Dixey was the gunner’s mate of H.M. frigate *Fox*, Capt. Patrick Fotheringham, commander, who joined the crew of Continental Navy frigate *Hancock*, Capt. John Manley, after *Hancock* and the Continental Navy frigate *Boston* captured *Fox* on 7 June 1777. N DAR 9: 47, 828.

2. As seen in Capt. Sir George Collier, R.N., to Philip Stephens, 12 July 1777, N DAR 9: 272, Manley had not surrendered before re-engaging H.M. frigate *Rainbow*, but there had been a pause in the action as Manley considered a surrender demand from Collier, *Rainbow*’s commander.

**JOURNAL OF CHARLES HERBERT**

[Mill Prison, Plymouth]

[April] 10. To-day Captain Boardman and Mr. Deal¹ were brought back to prison, which makes three of the number brought back who went out on the 31st of January last. The other two were Captain Henry Johnston, of the *Lexington*, and Captain Eleazer Johnston, of the *Dolton*.² These, we suppose have got clear. . . .


INTELLIGENCE REPORT ON THE FRENCH FLEET, I

à Brest, Le 10e avril, 1778.

je ne Vous ai envoyé que par Lambeaux le nom des Vaisseaux qui composent notre Escadre actuelle, mais comme il y a eu des mutations, je pense que vous serés bien aise d’avoir Le tableau général, Le Voici.

Canons

<table>
<thead>
<tr>
<th>Vaisseau</th>
<th>Type</th>
<th>Lieu général</th>
</tr>
</thead>
<tbody>
<tr>
<td>La Bretagne</td>
<td>110.</td>
<td>M. d'Orvilliers</td>
</tr>
<tr>
<td>Le S' Esprit</td>
<td>84{</td>
<td>M. Le Duc de Chartres</td>
</tr>
<tr>
<td>Le St.Esprit</td>
<td>84{</td>
<td>M. de La Motte-piquet</td>
</tr>
<tr>
<td>La Couronne</td>
<td>80.</td>
<td>M. du Chaffaut</td>
</tr>
<tr>
<td>Le Duc de Bourgogne</td>
<td>80.</td>
<td>M. de Rochechouart</td>
</tr>
<tr>
<td>L'actif</td>
<td>74.</td>
<td>M. de Vaudreuil.</td>
</tr>
<tr>
<td>Le fendant</td>
<td>74.</td>
<td>M. Le M° de Vaudreuil.</td>
</tr>
<tr>
<td>Le Conquérant</td>
<td>74.</td>
<td>M. de Monteil.</td>
</tr>
<tr>
<td>Le Robuste</td>
<td>74.</td>
<td>M. de Grasse.</td>
</tr>
<tr>
<td>Le Bien-aimé</td>
<td>74.</td>
<td>M. d’aubanton.</td>
</tr>
<tr>
<td>Le Zodiaque</td>
<td>74.</td>
<td>M. de la porte Vezins.</td>
</tr>
<tr>
<td>Le glorieux</td>
<td>74.</td>
<td>M. de Beausset.</td>
</tr>
<tr>
<td>Le palmier</td>
<td>74.</td>
<td>M. de Réals.</td>
</tr>
<tr>
<td>L'orient</td>
<td>74.</td>
<td>M. Hector.</td>
</tr>
<tr>
<td>Le Magnifique</td>
<td>74.</td>
<td>M. de Brach.</td>
</tr>
<tr>
<td>L’Intépide</td>
<td>74.</td>
<td>M. de Beausnier.</td>
</tr>
<tr>
<td>Le Dauphin-royal</td>
<td>70.</td>
<td>M. de Nieul.</td>
</tr>
<tr>
<td>L’artesien</td>
<td>64.</td>
<td>M. d’amblimont.</td>
</tr>
<tr>
<td>Le Saint-Michel</td>
<td>64.</td>
<td>M. de Miton.</td>
</tr>
<tr>
<td>Le Solitaire</td>
<td>64.</td>
<td>M. de Briqueville.</td>
</tr>
<tr>
<td>Le alexandre</td>
<td>64.</td>
<td>M. de Trémignon.</td>
</tr>
<tr>
<td>Le Réflechi</td>
<td>64.</td>
<td>M. de Gillart.</td>
</tr>
<tr>
<td>Le Bisarre</td>
<td>64.</td>
<td>M. de Soulange.</td>
</tr>
<tr>
<td>Le Roland</td>
<td>64.</td>
<td>M. de L’archantel.</td>
</tr>
<tr>
<td>L’Éveillé</td>
<td>64.</td>
<td>M. de Boderue.</td>
</tr>
</tbody>
</table>

ajoutés autant de frégates ou Corvettes et vous aurés La Totalité de notre Escadre. nous Comptons qu’elle sera en rade Le 20e.

17 Vaisseaux sont en rade où en armement a Toulon, ainsi que plusieurs frégates et chebecs. Le Brillant de 64 Canons est aux isles de France et de Bourbon, avec quelques frégates:1 nous avons aux antilles Le protée aussi de 64 Canons et neuf frégates: enfin La France a dans ce moment-ci 102 navires de guerre à La mer où en rade—L’Espagne est aussi fortement armée et cela est imposant.

La pluspart de nos frégates et corvettes sont dehors et croisent sur nos côtes depuis dunkerque jusqu’a Bordeaux; elles n’ont point ordre de prendre, mais d’Empêcher Les anglois d’inquiéter notre commerce et celui de nos Bons amis Les amériéans, nous Craignons toujours ici que ces préparatifs immenses ne soient inutiles, jamais La France ne trouvera Un moment plus favorable que celui-ci, soit [pour la] détresse de ses ennemis, soit [pour une ?] position Vraiment Respectable [illeg.]

1
[Translation]  

Brest, 10 April 1778

I have only sent you by Lambeaux the name of the Ships of the Line that make up the current Squadron, but as there have been some changes, I think that you would like to have the general table here.

Guns

La Bretagne 110. M. d’Orvilliers, Lieut. général
M. Le Duc de Chartres Lieut. général

[. . . For the full list, see the French text above.]

add so many Frigates or Corvettes and you will have The Whole of our Squadron. We Expect it to be in the Roadstead on the 2nd.

17 Ships of the Line are in the Roadstead or fitted out at Toulon, as well as several Frigates and xebecs. The Brilliant of 64 Guns is at the Isles de France and Bourbon, with several frigates:1 we have in the West Indies the protée also of 64 Guns and nine frigates: in sum France has as this moment 102 ships of war at sea or in port.

Spain is also strongly armed and that is imposing.

The majority of our frigates and corvettes are out and cruising on our coasts, from Dunkirk to Bordeaux: they are under no orders at all but to Prevent the English from disturbing our trade and that of our Good friends The americans. We Fear always here that these immense preparations will be useless. France never will find a moment more favorable than this, either for the distress of its enemies, or for a position truly respectable.


1. Île-de-France, present-day Mauritius, and Bourbon, present-day Réunion, are islands in the Indian Ocean.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Fryday Aprill 10th [Bordeaux]

This day the People Imployd in geting the Ship Clear very pleasent Weather.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon’d Sirs Bordeaux 10th Ap’I 1778

Upon Mature deliberation and the advise of Experience’d Officers at this Port Captain Tucker has alter’d his resolution of laying the Ship a Ground,¹ as there are proper Conveniences to heave down large Ships he has brought his Ship up to the Hulks and getting all ready to have her hove down next Week which he and the Carpenter tells me will take eight Days. I therefore hope we shall get her out of the Carpenters hands before the Easter Holidays.

The Captain has order’d the respective officers to make out their returns for the Stores wanted provisions excepted that Object entirely depending on
your Honors Instructions all which will be duly Provided. The Schooner Ann, John Widger from Edenton arrived at this Port the 8th Instant he left Edenton 8 March. brings no intelligence of any Nature had only two Letters on board and no Papers he mentions the Arrival of several Ships from France at that Port but knows not the Names of Ships or Masters. a small schooner left N° Carolina with him for this Place whose Captain we hope will be more Intelligent.

A little Jersey Privateer that has infested this Coast lately has taken two french Vessels coming from Bilboe to this Port with Tobacco.

The Officers of the Tobacco Farm Insisted of Captain Tucker’s entering & Landing the Ships provision of that Article I have waved Complying and the Officers have assented to wait for Instructions from their respective Boards on this head— in like manner permit me to request your honors Instructions for my Government in future.

Should it be agreeable that an Extra Stock of Medecines and Slops be shipt per the Boston as any quantity of each may be collected on Short Notice your pleasure shall be strictly adher’d too.

The Underwriters have got the premiums up to so exorbitant a Pitch that unless Government will grant a Convoy the Trade with the United States will entirely Cease—the premiums at present to America only are 50 £ Cent consequently to cover the amount of the outfit requires an equal advance for the Insurance. freights thereby are proportioned a vessel of two Thousand pounds Value requiring four Thousand pounds Capital that in reality four Capitals for One or Sales @ 400 £ C. then will not more than realize the Outfit and the same with the return Cargoes, which returns are so uncertain that none but Men of very extensive Fortunes can embark without Risque of Failing, and the Opulent Merchants from a regular path wherein their Capitals are advantageously employ’d are not very Anxious to embark where such heavy Charges lay against them, with humble Submission permit me to recommend your honors particular attention to this object as a means to greatly encrease the adventures from France.

Captain Tucker has on board a quantity of Pig Iron if you approve a quantity say Twenty Ancors of proper Sizes may be purchased here very reasonably and taking out as much of the pig Iron as will nearly pay the value of the Ancors replace the object of Balast for which the Iron was put on board with good dry Gravel. I have mentioned it to Cap’ Tucker who commends the exchange.

A french Ship from the West Indies Arriv’d last night fell in with an American Twenty Gun Ship to the Eastward of Cape Finister bound for France which ship may be hourly expected in some port on this Coast. I am [&c.]

John Bondfield


2. See Procès-verbal by the Officers of the Farmers General at Bordeaux, 9 Apr., above.
April 11

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL VISCOUNT HOWE

[Admiralty Office, London]

By &c.

Whereas the King has been pleased to appoint the Earl of Carlisle, William Eden & George Johnstone Esqrs. (together with the Commanders in Chief of the Fleet and Army in North America for the time being[1])1 his Majesty’s Commissrs. to treat, consult & agree, upon the means of quieting the Disorders now subsisting in certain of the Colonies, in pursuance of the Authority vested in His Majesty by the Act of the present Session of Parliament for that purpose, And whereas, in pursuance of His Majt’s pleasure we have appointed His Majt’s Ship the Trident to carry them with their Suite, Servants & Baggage to New York.2 You are hereby required & directed upon the arrival of the said Ship to give every aid and assistance in your power to the Commissrs. abovenamed in the execution of their Commission during their residence at New York, And, if there is any probability of their remaining any considerable time in North America, You are to direct Commodore Elliot to return immediately in the Trident to Spithead, and to remain there until he receives further Order, sending Us an Account of his arrival and proceedings, But if there is not any such probability & the said Commissioners shall be likely to return soon to England, you are to detain the said Ship at New York, in order to bring them back, and to give Commodore Elliot directions for that purpose, so soon as they are ready to embark, taking care to give Orders for them their Suite, and Servants to be victualled during their continuance on board, in the same manner as the said Ships Company shall be victualled. Given &c. the 11th April 1778.

Sandwich
H. Palliser

By &c. P.S. Mulgrave

P.S. Mulgrave


2. The Lords Commissioners of the Admiralty issued orders the same day to Commo. John Elliot to carry the commissioners to New York in H.M.S. Trident. LB, UkLPR, Adm. 2/104, fols. 222–23.

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN ELLIOT, R.N.

[Admiralty Office, London]

By &c.

Whereas we think fit that you shall hoist a Broad Pendant on board the Ship you command so soon as she gets out of the British Channel, and that you shall have a Captain under you, And whereas we have sign’d a Commission appointing Captain Molloy (Commander of His Majt’s Sloop Senegal now in North America)3 Captain of the said Ship, and another for Lieu’t Inglis your fourth Lieutenant4 to be Commander of the Senegal in his stead, both which Commissions are inclosed in the Pacquet you will receive herewith for Vice Adm’t Lord Visc’t Howe Comm’t in
Chief of His Majts. Ships in North America, or, if he is not at New York to the Commanding Officer of His Majts. Ships there for the time being, You are hereby required & directed when you get out of the British Channel to hoist your Broad Pendant on board the *Trident*, and to wear the same until your return to England, or until you receive further Order, And, on your arrival at New York, you are to deliver the abovemention’d Pacquet to Lord Howe, or the Commanding Officer of His Majts. Ships there in his absence, who is directed, in case Capt. Molloy is not there, to order Capt. Inglis to command the *Trident* til’ he arrives & takes upon him the command of her, & then to repair to his duty on board the *Senegal*. Given &c. the 11th. April 1778.

Sandwich
H. Palliser
Mulgrave

By &c. P.S.
By Express next day at ½ past 4. P.M.


2. Lt. John Inglis [2].

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN WILLIAM DUDDINGSTON, R.N.

[Admiralty Office]

By &c

You are hereby required and directed to proceed in the Ship you command,1 without a moments loss of time to Greenock in the River Clyde, where you are to make enquiry for, & take under your Convoy, such Transport Vessels as shall be appropriated for carrying to Ireland Two Regiments of Highlanders commanded by Colonels Gordon2 & Murray,3 & so soon as those Regiments shall be embarked You are to make the best of your way with the said Transport Vessels to Belfast, where the said Regiments are to be landed unless the Commandg. Officer of them should on his arrival there receive orders from the Lord Lieutenant of Ireland, or the Commander in Chief of His Majesty’s Forces in that Kingdom to land all or any part of them at any other Port in the said Kingdom in which case you are to accompany the Transports having seen them safely thither, proceed and cruize in the Ship you command, between Belfast Lough & the Mull of Cantire, for the protection of the Trade of His Majts.Subjects, and to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with; And in case you shall receive well founded Intelligence that any such are in parts contiguous to, tho’ not actually within the abovemention’d Station, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station when you have taken, destroyed or driven them away, or you shall be thoroughly satisfied that none such are there.

You are to continue upon the said Station and Service until you receive further Order, calling frequently & alternately at Campbelltown & Carrickfergus to enquire for Orders, & cruize as abovemention’d. And you are to send Us frequent Accounts of your proceedings, and of any intelligence you may procure proper for our knowledge. Given &c. the 11th. of April 1778.
JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Saturday April 11th. [Bordeaux]
This day pleasant, People imployd in Clearing the hold of Casks & Wood, got down the Top Masts

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

On Board Ship Boston, Burdeux April. 11th. 1778.—

Gentlemen
These may serve to inform your Honours of my present Situation, and how far advance’d, in Readiness; I am at the Pantoon and shall Careene my Ship on Tuesday next. and Expect by the last of the Week to have her finished as to heaving down; after that I hope in a short Time to be prepared for Sea. My Ship & Riging being so much shattered, it will take me some Time longer then I imaganed to get in Readiness, but having a Gentleman (John Brondfield Esqr.) to apply to who exerts himself in every Measure for the befenfit of the Ship will Expedite my geting ready. I hope your Honours may have Dispatchd Cap¹ Palmes before this comes to Hand. I should be extremely happy to hear from Paris. There is a small Schooner arrived here from Charlestown South Carolina, thirty Days passage, I’ve had a short Conversation with him, he brings us nothing new about our American Affairs, we have it here that four Days Past a Guernsey Privatere took two Spaniars from Bilboa and one small Brig from Bayone off the Mouth of this River. I’ve nothing more to add at Present, but Remain [&c.]

Sam¹ Tucker

1, MHi, Adams Papers. Addressed at foot: “To the Honble American/Commissioners/att Paris.”

UNIFORM REQUIREMENTS FOR CONTINENTAL NAVY FRIGATE BOSTON’S MARINES

Wanted for the Use & Service of Marines belonging to this Ship
40 Green Coats faced with white—
40 White Waistcoats &
40 White Breeches—
The Buttons for the whole to be a plain White.
Coats to be open sleeved, & a Belt to every Waistcoat.

In behalf of the Cap' of Marines

William Jennison Lieut' of marines


April 12 (Sunday)

FRANCIS COFFYN TO SILAS DEANE

Hon'd Sir.

The warr which was expected to be declared soon after the Treaty concluded between France and America, was notified by the Count De noailles to the British Court, having not taken place yet, this keeps in Suspendence several Merchants who are inclined to fit out privateers to annoy the Trade of the common Ennemy; but as no French Commissions can be granted before the declaration of warr, I know that several of these Merchants would be glad to obtain Commissions from Congress to fit out their vessels under the Collors of the united States, provided it should be allow'd to bring the prizes into the French ports. I take the liberty to request your opinion on these two points, wether such Commissions could be granted by the Hble. Commissioners, and wether the prizes taken in virtue of the Same could be brought into the ports of this Kingdom, and Sol'd for the Captors. as it may happen that Some American privateers should push into the German Ocean this Summer and send their prizes to this port, I beg you would illucidate this matter in order to regulate my conduct accordingly; as in case by some political views which I can not penetrate, the Same order which was given some time ago, that the privateers and prizes should not be allow'd to stay longer then 24 hours should still Subsist, I might take such prudent steps as the circumstances may require. This leads me to an overture made to me by Cap'n Christopher Farran of Rush in Ireland a noted Smugglar on that Coast, which uses this port, he is now here with a Cutter that carries 12 Three pounders, he Seems to be an attach'd friend to the American cause as most of his Countrymen are who groan under the same opression of the British Ministry. this man in the course of a conversation I had with him, gave me to understand that if he could obtain a Commission from the Congress, he would undertake to cut out of Dublin Harbour one of rich linnen ships which load there four times a year for Exeter or London, and bring her to a port in France, if he was allow'd to do it; he gives me very plausible reasons to believe that his scheme could be put in Execution and attended with Success, for he Says that every voyages he makes to Ireland, when he has landed his goods on the Coast, he goes up with his vessell to the town of Dublin, and nobody takes any notice of him, so that he would never be Suspected; he would stay there till the Linnen ship is loaded and her sails bent, and in the night before her intended departure when the people on board were a Sleep, he would board her cutt her Cables and carry her off without any more ceremony, even the people on shore should know nothing about the matter.

This Captain is a very bold and resolute man, he has had Several Engagements with the Customs House Cutters and allways bet them off, he Says that he would be Satisfy[ed with] a third part of the value of the prize, provided his vessell was insured
to him. He has another Cutter building at Plymouth burthen 150 Tons, which will carry 14 four pounders, but she can not be got ready for sea, before two months hence. I would not give this man any encouragement before I know your Sentiments on the matter, but I have communicated his Scheme to Mr. Dechaumont, with whom I have contracted a partnership for operations in case of a war, this Gentleman has given the hint yesterday to M. DeChaumont with whom you may concert the necessary measures to have it put in Execution if you think it proper. I am prompted to give you communication of this scheme by a real desire I have to serve the cause you have so gloriously defended, and in order to merit the confidence you have been pleased to place in me.  

with an unexpressible pleasure I have received an account from Bordeaux of the safe arrival there of the Hble. M' Adams, whose confidence I shall be equally desirous of meriting, during his stay in this Kingdom, hoping that you'll be pleased to recommend me to this Gentleman, and to the other Hble. members of the Congress for any thing they may have to transact at this place; in a memoire I formerly sent to M' Carmichael I have shewn the advantages this free port offers to the American Trade, of which I will gladly send you a Copy if you think it can be of any service. interim I have the honor to remain [&c.]  

Françis Coffyn  
Dunkirk 12th April 1778

2. There is no evidence that the American Commissioners responded to this proposal.  
should recommend to you to take a Voyage towards the Entrance of the Baltic, or some other distant Seas, where the ships Company might have an opportunity, of making ample Profits to themselves, as well as acquiring the Honour of Serving their Country in her most essential Interests, by Striking an important Blow to her Enemies: But We leave this entirely to your Discretion, as We do also an attempt to take or destroy any considerable Part of the Enemies Fishery at the Banks of Newfoundland, or any of the Seas adjacent.

Having mentioned these Things, We leave it entirely to your own Judgment, to plan your Voyage homewards, and to touch at such Ports as you shall think necessary, in France, Spain, the West India Islands or North America, recommending it to you to do every Thing in your Power, to take as many Prizes as possible, and to get into safe Ports as many as you can man, and destroy all others. You are to be careful to make Prisoners of all officers Passengers and seamen, who are British subjects on Board the Vessells you may take, and transport them to America, that they may be exchanged for our brave, but unfortunate Brethren, in the Hands of the Enemy.

We recommend Mr. M. Livingston as your first Lieutenant, if upon Examination you find no Objection to him: the other Places you will fill up as you think best for the Service.

You will take particular Care that these orders may not, in Case of Misfortune which God forbid, fall into the Hands of the Enemy. We wish you, a prosperous Voyage and are [&c.]

B Franklin
Arthur Lee
John Adams

Journal of Continental Navy Frigate Boston, Captain Samuel Tucker

Monday April 13th

This day pleasant Weather, the Carpenters from Larmoon to Work on Board, the People employd in Clearing the Ship.—

Vice Amiral Comte d’Estaing to Gabriel de Sartine

N 2. a Bord du Languedoc le 13 avril 1778

Monseigneur
J’ai l’honneur de Vous Rendre compte que M. le Cte de Bouainvilliers, M le Ch de Borda, M. le Cte de St Sauveur, M. de Chouin major d’Infanterie, Gautier ingenieur Geographe, et M. Ozanne que vous avés Bien Voulu m’accorder En qualité d’ingenieur Constructeur, sont arrivés et Embarqués a Bord du Languedoc.

Je ne joins point à cette Lettre L’état des 500. hommes du Regiment d’hainault, et des 500. hommes du regiment de foix, qui conformement aux ordres du [Roi] ont été embarqués; et Repartis sur les différent Vaisseaux de L’escadre. le Li-
vret que J’arrêterai, et que J’aurai l’honneur de vous adresser dès que Je serai sous Voiles designe L’état nominatif des officiers, et la quantité d’hommes que Chaque navire a Reçu. J’y ajoutera par la première occasion les contre ou états nominatifs des detachemens de celles deux Corps. J’ai l’honneur d’être [&c.]

[Translation]
No. 2 on board the Languedoc 13 April 1778
My Lord,
I have the honor of reporting that M. the Comte de Boulainvilliers,1 M. le Chevalier de Borda,2 M. le Comte de St. Sauveur,3 M. de Chouin, major of Infantry,4 M. Gautier, Geographic engineer,5 and M. Ozanne, whom you have had the kindness to grant me in the capacity of a Construction engineer,6 have arrived and embarked on board the Languedoc.

I am not enclosing with this letter the state of the 500 men from the Hainault Regiment and of the 500 men from the Foix Regiment, who, conformable to orders of the [King] have been embarked and Divided among the different Ships of The squadron. The memorandum book that I shall detain and that I shall have the honor of sending to you as soon as I shall be under sail indicates the names of the officers, and the number of men that Each vessel has received. I shall add to it, by the first opportunity, the list of names of the detachments of those two Corps. I have the honor to be [&c.].


2. Jean-Charles, Chevalier de Borda, lieutenant de vaisseau, Languedoc’s first lieutenant, was an explorer, scientist, and inventor of navigational instruments.
3. Perhaps a mistake for Louis-Alexis Perier, Comte de Salvert, capitaine de vaisseau, Languedoc’s second captain. There were two Saint Sauveurs serving in d’Estaing’s squadron, neither of whom was a count: Jean-Henri, Chevalier Du Quesnoy de Saint Sauveur, garde de la marine in Flore; and Grégoire Le Henault de Saint-Sauveur, lieutenant de vaisseau in Tonnant.
4. André-Michel-Victor, Marquis de Choin, d’Estaing’s aide-de-camp and maréchal général des logis for the land forces with the squadron.
6. Pierre Ozanne, sous-ingénieur-constructeur, was an accomplished draftsman and artist who would make drawings illustrating d’Estaing’s cruise.

April 14

PIERRE PENET TO BENJAMIN FRANKLIN

[Extract]
Monsieur

J’ai l’honneur de vous envoyer cy joint un memoire, que des capitaines americains m’ont remis;1 je vous serai bien obligé de faire scavoir a Mr. votre parent Williams,2 resident a nantes, s’il y a moyen d’obtenir du ministre de la marine ce que demendent ces Capitaines par le dit memoire. il seroit à desirer que cela put avoir lieu, nos batimens partiroient avec plus de sureté, attendu que les côtes de Bretagne sonts remplies de Batimens anglais et Corsaires de jerse et guernese, qui interceptent tant les navires qui arrivent D’amerique, que ceux que nous y envoyons. j’ai actual-
lement a nantes deux navires appelés le nante, et le penet lesquels je compte expedier incessament pour compte de L’office de la guerre. Si j’etois certain que ces navires fussent escortée je metrois a Bord des canons de Bronse que j’ai actuellement en magasin. . . .

P. Penet

Paris le 14. avril. 1778.

[Translation]

Sir

I have the honor to send you, enclosed, a memorial, which some American captains have sent me; I would be much obliged to you to inform your relative Williams, residing in nantes, if there is a way to obtain from the minister of marine what these Captains request by the said memorial. It would be desirable that that may take place, our ships would sail with more security, expecting that the coasts of Brittany are filled with English Ships and Privateers from Jersey and Guernsey, who intercept so many of the ships that arrive from america, as well as those that we send there. I have currently at nantes two ships called the nantes and the penet which I plan to dispatch soon on the account of the board of war. If I were certain that these ships were escorted I would put on board some bronze cannon that I currently have in a warehouse. . . .

P. Penet

Paris, 14 April 1778

STATEMENT BY GEORGE DIGGES

Cap’ Barnet, Carolina & who was in the employ of M’ Euge, informed George Digges that M’ Chamont advised Cap’ McFarlen & himself, that should they be in want of Seamen when they got to Bourdeaux to get the vessel away that M’ Chamont had engaged them to go in to Boston, they might prevail on Some of the Men in the Boston Frigate Capt Tucker, which was then lying at Bourdeaux to go with them—this was mentioned in the presence of Cap’ McFarlen.

Paris April 14th. 1778

Geo Digges

2. Unidentified.
5. Possibly John McFarland, an escapee from prison in England, and presumably the master of the brigantine Industry, condemned by the British in 1775 for failure to post bonds. Benjamin Franklin Papers, 26: 415–16; NDAR 2: 133, 1376; 4: 34.
6. French privateer ship Vengeance.
Tuesday April 14th. [Bordeaux]
This day very pleasant Weather the people imploy’d in Clearing out the Ship

John Bondfield to Benjamin Franklin and Arthur Lee
Hon° Sirs Bordeaux 14 Ap1 1778

Cap’ Tucker pays unwearied attention to get forward the Ship1 so that on a Days notice we shall be soon in readiness to obey whatever Commands your Honors will see fitting to give her Sails Rigging and Stores are all preparing

There has been no arrivals from the United States on this Coast since my last of the 10th Inst1 The present unsettled State creates great Stagnation to Trade The Merchant not daring to adventure from the very heavy Charges attending which in case of reconciliation would ruin the adventurer we cannot remain long in this present undecided State There are many Opulent Merchants whose Operations wait suspended until War is declared or Peace is establish’d

Two hundred Vessels arrived at this Port yesterday under Convoy of Two Frigates the Trade appear to dread the Jersey & Guernsey Privateers more than all the British Fleet, we have had some Arrivals from the West Indies these two Days Past they met no British Men of War its therefore apprehended they have alterd their Station I am most respectfully [&c.]

John Bondfield


April 15

American Commissioners in France to Captain Samuel Tucker, Continental Navy
Sir Passi near Paris Ap. 15. 1778

We this moment had the Pleasure of your Letter from Bourdeaux of Ap. 11.1 and approve of your Activity in getting your ship ready for sea.

We have this Day dispatched to Captain Palmes, your Orders, for your future Government, and shall write this Day to M’ Bondfield to supply you with all necessary Provisions.2 and are [&c.]

B Franklin
Arthur Lee
John Adams

1. Above.
2. Immediately below.
Sir Passi near Paris Ap. 15. 1778

We had this Moment the Pleasure of your Letter of the 10. Instant. You will please to furnish Captain Tucker, all such necessary Provisions for his future Voyage, as he shall require, recommending to him at the same Time, as much Frugality as may consist with the public service.

We approve of your Proposal of exchanging the Ballast of Pigg Iron for Anchors as these are much wanted in America.

We should Advise you to ship on Board the *Boston* a Chest of Medicines, and slops for the Use of the ships Company, acquainting Capt. Tucker with the Prices that he may know how the Sailors are to be charged.

The other subject of your Letter shall be, attended to as soon as may be. We are &c.


1. Above.
3. See American Commissioners in France to Comte de Vergennes, 19 Apr., below.
ACCOUNT OF DISBURSEMENTS FOR CONTINENTAL NAVY SHIP RANGER,
4 DECEMBER 1777 TO 15 APRIL 1778

No. 9
The Continental Ship Ranger
John Paul Jones Esq' Commdr.
To Jonathan Williams for her Outfitt viz—

To the following Slops, taken from the Acc't of Soldiers Clothing and for which that Acc't has Credit—

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1777</td>
<td>100 Jackets</td>
<td></td>
<td>175' . . 15/</td>
</tr>
<tr>
<td>Dec 24</td>
<td>100 Shirts</td>
<td></td>
<td>5' . .</td>
</tr>
<tr>
<td>1778</td>
<td>100 Shirts</td>
<td></td>
<td>175' . .</td>
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<tr>
<td>Jan 8</td>
<td>198 ditto</td>
<td></td>
<td>990' . .</td>
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<tr>
<td>1778</td>
<td>100 Trowsers</td>
<td></td>
<td>5' . . 9</td>
</tr>
<tr>
<td>Feb 9</td>
<td>100 Great Coats</td>
<td></td>
<td>315' . .</td>
</tr>
<tr>
<td>1778</td>
<td>100 Jackets</td>
<td></td>
<td>175' . .</td>
</tr>
<tr>
<td>Mar 10</td>
<td>1 Waistcoat &amp; 1 Breeches to Wm. Hart</td>
<td>30 . .</td>
<td>9890' . .</td>
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<tr>
<td>Jan 8</td>
<td>10 doz Woolen Caps...of Carie</td>
<td></td>
<td>225' . .</td>
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<tr>
<td>Dec 24</td>
<td>6 doz Handkerchts of Bedert</td>
<td></td>
<td>115' / . 66 .</td>
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<tr>
<td>Dec 4</td>
<td>6 dozn Buckles</td>
<td></td>
<td>42 . .</td>
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<td>Jan 7</td>
<td>Massoneau</td>
<td></td>
<td>32 . . 8</td>
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<tr>
<td>Dec 19</td>
<td>Schweighauser</td>
<td></td>
<td>14568' . . 11 . 9</td>
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<tr>
<td>Lighterage</td>
<td>d°</td>
<td></td>
<td>128' . 10</td>
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EUROPEAN THEATER
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<td>Feb 27</td>
<td>Gourlade</td>
<td>Lead a 20%</td>
<td>30168</td>
<td>6184.5</td>
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<tr>
<td></td>
<td></td>
<td>Freight of d° from L'Orient to Quiberon</td>
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<td>408.6</td>
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<td></td>
<td></td>
<td>Gourlades Letter 10 Ap' 1778</td>
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<tr>
<td>Jan 7</td>
<td>Marion</td>
<td>2 ps. Duck</td>
<td></td>
<td>129.13</td>
</tr>
<tr>
<td>Feb 3</td>
<td>ditto</td>
<td>Sail Cloth &amp;c</td>
<td></td>
<td>1123.13</td>
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<tr>
<td>Jan 20</td>
<td>Gaudin</td>
<td>3600 round shot</td>
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<td>720.</td>
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<td>152. Star. d°</td>
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<td>100 slid d°</td>
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<td></td>
<td>200 swivel d°</td>
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<td></td>
<td>Shipping</td>
<td></td>
<td>1700.</td>
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<tr>
<td>Feb 3</td>
<td>Meyrite</td>
<td>2 Bar° fine Gunpowder</td>
<td></td>
<td>314.14</td>
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<tr>
<td></td>
<td>Gauche</td>
<td>6 Blunderbusses</td>
<td></td>
<td>144.1</td>
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<tr>
<td></td>
<td></td>
<td>from Magazine of Arms 20 Pistols</td>
<td></td>
<td>200.</td>
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<td></td>
<td></td>
<td>30 Cutlasses</td>
<td></td>
<td>290.</td>
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<td>Le Brun Stationary</td>
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<td>50.</td>
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<td>Jan 27</td>
<td>Meinert</td>
<td>1208 in 6 bundles Iron hoops 26/-</td>
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<td>314.1</td>
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<td>Carried Over</td>
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<td>25631.18</td>
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<tr>
<td>Jan 19</td>
<td>Chauvet</td>
<td>491 Velts Brandy</td>
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<td></td>
<td>Voynee</td>
<td>180 Velts d°</td>
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<td>1375.12</td>
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<td>Feb 12</td>
<td>Bouaner</td>
<td>151½ Velts &amp; service</td>
<td></td>
<td>1171.4</td>
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<tr>
<td></td>
<td>Walden</td>
<td>5 Gallons d°</td>
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<td>18.10</td>
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<td>Corvaissier</td>
<td>1 Gallons d°</td>
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<td>95.4</td>
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<td>brought Over</td>
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<td></td>
<td>Chauveau</td>
<td>29½ Velts Rum</td>
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<td>163.3</td>
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<td>Cap° Jones</td>
<td>84.9° Gin</td>
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<td>294.</td>
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<td></td>
<td>Louvier</td>
<td>Medecines</td>
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<td>217.2</td>
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<td>Jan 16</td>
<td>Gasnier</td>
<td>3 Barr° Flour</td>
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<td>96.</td>
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<td></td>
<td>Lubry</td>
<td>Barr° Rice</td>
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<td></td>
<td>Poiron</td>
<td>11 Barr° Pork</td>
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<td>Feb 7</td>
<td>Gaudron</td>
<td>52 Bush Pease</td>
<td>93.12—</td>
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<td>From Home 100th butter</td>
<td>74.—</td>
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<td></td>
<td>10 Pigs 91 Fowls</td>
<td>322.10.—</td>
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<tr>
<td>Ap 1</td>
<td>M'Carthy</td>
<td>14th Tea</td>
<td>66.—</td>
<td></td>
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<tr>
<td>Jan 8</td>
<td>Brico</td>
<td>100th Sugar</td>
<td>92.10.—</td>
<td></td>
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<tr>
<td></td>
<td>Berthelin</td>
<td>Table Linnen</td>
<td>47.10.—</td>
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<td>Feb 5</td>
<td>Cussard</td>
<td>ditto</td>
<td>196.—</td>
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<td></td>
<td></td>
<td>Hamon Sail maker</td>
<td>1970.5.—</td>
<td></td>
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<td></td>
<td></td>
<td>Guilleme ditto</td>
<td>78.1.—</td>
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<tr>
<td></td>
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<td>Francois Rope maker</td>
<td>736.2.4</td>
<td></td>
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<td></td>
<td></td>
<td>Chala ditto</td>
<td>24.12.—</td>
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<td></td>
<td>Hautecaeur Butcher</td>
<td>4397.8.—</td>
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<td></td>
<td>Brelet Baker</td>
<td>734.19.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Herve ditto</td>
<td>689.17.—</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Roche Smith</td>
<td>187.19.—</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ditto Spikes at Painboeuf</td>
<td>15.—</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Massoneau 3 dozen locks</td>
<td>81.—</td>
<td></td>
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<tr>
<td></td>
<td>Recottillon</td>
<td>Tinware, bunting wax candles</td>
<td>470.—</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Sundry Tinware</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Duchesne</td>
<td>Broker expedition</td>
<td>252.16.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Odea at Painboeuf for sundry supplies from</td>
<td>2600.10.—</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>the 2nd Dec to the 12th Feb 1778 acco'</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Berneval, Ship Chandler from 13 Dec to 7th</td>
<td>1810.15.—</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Feb 7</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>9 Berve 200 shoes, 30 boots</td>
<td>1310.—</td>
<td></td>
</tr>
<tr>
<td>Mar 19</td>
<td>Wander-sluys</td>
<td>Painboeuf Stores</td>
<td>135.16.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Guerin, at auray Stores</td>
<td>630.—</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Commissn</td>
<td>12.12.—</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>¼ of 60th allow’d to Becutris, for his attend on 3 Ships</td>
<td>20.—</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tohoureaux Surgeons Instrument</td>
<td>112.4.—</td>
<td></td>
</tr>
</tbody>
</table>
Carried Over

brought Over

<table>
<thead>
<tr>
<th>Date</th>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>7354.14.</td>
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<td>— .14.</td>
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<td>53488.9</td>
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<td>.9 .9</td>
</tr>
<tr>
<td>12</td>
<td>Williams 2 Rheames of paper 100 quire</td>
<td>34.</td>
</tr>
<tr>
<td>Feb</td>
<td>Agaisse Potatoes</td>
<td>105.6</td>
</tr>
<tr>
<td>6</td>
<td>Brouard Boatsw. whistle</td>
<td>27.</td>
</tr>
<tr>
<td>Cap a J. Paul Jones . Cash 5th Jan</td>
<td>2400.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17th d o</td>
<td>2400.</td>
</tr>
<tr>
<td></td>
<td>6 Feb y</td>
<td>900.5</td>
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<td></td>
<td>8th d o</td>
<td>3601.</td>
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<tr>
<td></td>
<td>18th Feb y 720.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Bridon Wine &amp; Raisins</td>
<td>135.</td>
</tr>
<tr>
<td></td>
<td>A Cask wine</td>
<td>300.</td>
</tr>
<tr>
<td></td>
<td>Bottling</td>
<td>80.</td>
</tr>
<tr>
<td>6</td>
<td>Bricaud Cheese Sugar Oil &amp;c a</td>
<td>794.76</td>
</tr>
<tr>
<td></td>
<td>ditto 18 Boxes Candles</td>
<td>466.14.3</td>
</tr>
<tr>
<td>Jan</td>
<td>Derancep 125 Tobacco</td>
<td>377.1.3</td>
</tr>
<tr>
<td></td>
<td>Gaudin 2 Moulds for Howitzers</td>
<td>52.</td>
</tr>
<tr>
<td>Feb</td>
<td>Bernard Pilot Painbœuf to Quiberon</td>
<td>119.</td>
</tr>
<tr>
<td>Dec</td>
<td>Gilard, a Gabar, from 9th to 23 Dec</td>
<td>180.</td>
</tr>
<tr>
<td>Jan</td>
<td>Laurenceau d o . . . 10th Dec to 3rd Jan</td>
<td>300.</td>
</tr>
<tr>
<td></td>
<td>Gillard . d o . . . 31 days</td>
<td>372.</td>
</tr>
<tr>
<td></td>
<td>Sundry Boat hire</td>
<td>48.</td>
</tr>
<tr>
<td></td>
<td>My expences to Painbœuf</td>
<td>30.</td>
</tr>
<tr>
<td>Feb</td>
<td>Carrying Slops, Porterage Barge Hire &amp;c a</td>
<td>25.10</td>
</tr>
<tr>
<td>Jan</td>
<td>Barge hire 3 times, Porterage</td>
<td>78.15</td>
</tr>
<tr>
<td></td>
<td>A Blanket 7th 10 &amp; Cash 6th to Wm Hart</td>
<td>13.10</td>
</tr>
<tr>
<td></td>
<td>Odeas Acco of expences for Hart and Renik</td>
<td>198.</td>
</tr>
<tr>
<td></td>
<td>Cash adv W. Hart, at sundry times</td>
<td>121.4</td>
</tr>
<tr>
<td></td>
<td>Horse hire for ditto</td>
<td>12.</td>
</tr>
<tr>
<td></td>
<td>Board for d o</td>
<td>27.10</td>
</tr>
</tbody>
</table>
The Commission is charged at 5 C being carried to
the Credit of the late Tho' Morris to his Letter 4th Decr 1777

D, Cy, Jonathan Williams Account Books. Number 9 in “Accounts and Vouchers Refer’d to in the Account Current between Jonathan Williams Junr. and the Hon-
ble. The Commissioners of the United States of America.”
1. William Hart was a member of the crew of the Continental Navy sloop Ranger.
2. Bernard Gourlade was a principal in the merchant firm of Gourlade & Moylan, which served as American commercial agent at L'Orient.
**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**  
Wednesday April 15th  
This day pleasant Weather at 10 in the Morning began to Carreen the Ship, at 12 she was hove down, the Carpenters at Work on her Bottom, at 8 PM. righted Ship.—  
D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

**JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES**  
[Frigate Boston, Bordeaux]  
[Apr.] 15 Procured a Brig along side to put the movable Contents of the Ship in whilst she was hove down to be graved—  

**APRIL 16**

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**  
Thursday April 16.  
This begins with pleasant Weather, this day being a holliday¹ the Carpenters finished our Starboard side & at 12 oClock went on Shore.  
D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).  
¹ The holiday was Maundy, or Holy, Thursday.

**INTELLIGENCE REPORT ON THE FRENCH FLEET, II**  
Extrait d’une Lettre de [illeg.] en date du 16e avril.  
M’ Le Comte d’Estaing est [illeg.] moment parti ou en partance; s’il a été en état de profiter des Vents qui ont soufflé ici et qu’ils aient aussi régné dans La Méditerran-née, il doit être à la Voile: nous en serons avertis par Un Courier qui doit en apporter la nouvelle. Deux chambres tapissées de Velour qu’il a à son bord, sans destination connue au public, font croire qu’il Ramene quelques députés du congrés, en ambigue.¹  
on dit que nos frégates et corvettes qui sont à La mer ont ordre de courir sus aux corsaires de jerzey et guernezey.  
on assure que L’amiral Keppel, ainsi que L’officier général auquel sur Le refus du premier,² on a offert Le commandement de La flotte que l’Un et L’autre ont trouvé trop mal équipée, on assure, dis-je que ces Deux généraux ne cessent de s’Ele-ver contre Les administrateurs de La marine Royale qui L’ont Laisé dépérir. cepen-  
dant les anglois rassemblent tous Leurs matelots et L’on dit qu’ils ont envoyé trois navires Croiser devant Dunkerque. C’est Un bien petit effort et L’amiral Howe sera dans Une position bien facheuse, si comme on Le croit, M’ D’Estaing Va à Boston.  

_Brest._  
Canons³  
Dans l’inde⁴—Le _Brillant_  
à la Martinique⁵—Le _protée_  

**Brest.**  
64.  
64. M. de Cherisey Cap⁶
Frégates à la mer ou armées.

Canons.

La renommée 40.
La Terpsicone 40.
La belle-poule 36.
La Tourterelle 36.
La dédaigneuse 36.
La Sensible 32.
L’Inconstant 32.
La Boudeuse 32.
La Nymphé 36.
La Sybille 36.
L’Andromaque 36.
La fortunée 36.
L’Iphigenie 34.
La charmante 34.
La concorde 34.
La résolue 34.
La courageuse 34.
La jupon 34.
La Blanche 36.

Canons.

Le Triton 32.
Le Licorne 32.
Le Zéphir 32.
L’Aigrette 32.
La Danaé 32.
L’oiseau 32.
Le diligente 32.
L’amphitrite 32.
La pallas 26.
L’aigrette 32.

Corvettes à la mer ou en Rade.

La Sylphide 12.
La Subtile 20.
L’Étourdie 20.
Le chasseur 10.
Le courreur 8.
L’Espiegle 6.

La Sylphide 12.
La Subtile 20.
L’Étourdie 20.
Le chasseur 10.
Le courreur 8.
L’Espiegle 6.

Brest.

Recapitulation.

Corvettes à la mer où en Rade.

Canons

La Sylphide 12. navires armés dans L’océan 9
La Subtile 20. Vaisseau de Ligne 10 27.
L’Étourdie 20. frégates 11 28.
Le courreur 8. 69.
L’Espiegle 6.

Toulon.

Période Escadre.

Le Languedoc 90. M. d’Estaing Vice-amiral.
Le Tonant 80. M. de Breugnon chef d’Esc.
Le Cesar 74. M. de Brove, id.
Le Zélé 74. M. de Barras. Cap.
Le Hector 74. M. de Moriés, id.
Le guerrier 74. M. de Bougainville. id.
Le Marseilhois 74. M. de Vertrieux
Le protecteur 74. M. d’apchon. id.
Le Vaillant 64. M. de chabert. id.
La provence 64. M. de champourcin. id.
Le fantaska 64. M. de Suffren. id.
Le Sagittaire 50. M. d’albert de Rions. id.

Toulon.

Seconde Escadre.

13
14
Le Destin 74. Le cap n’est pas nommé.  
La Victoire 74. M. d’Albert St. Hyppolite.  
Le caton 64. M. d’Espinousse.  
Le hardi 64. M. de La grange.  
Le Lion 64. Le cap n’est pas nommé.  

Fregates armées où à la mer.  
La gracieuse 26. M. de Vialis.  
La pleyade 26. M. de Martell.  
La flore 26. M. de préville.  
L’alcmene 26. M. de Bonneval.  
La Sultane 26. M. de Bonneste Gineste.  
La fleche 18. M. de Montmaur.  

Le Réquin 18. M. de Barbasan.  
Le Singe 18. M. de Vintimille.  
Le Seduisant 18. M. de Forbin.  
Le caméléon 18. M. de Montgrand.  
Le Renard 18.  

Récapitulation.  

<table>
<thead>
<tr>
<th>Navires armés dans la Méditerranée.</th>
<th>17.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vaisseaux de Ligne</td>
<td>17.</td>
</tr>
<tr>
<td>Fregates</td>
<td>11.</td>
</tr>
<tr>
<td>Chebecs</td>
<td>5.</td>
</tr>
<tr>
<td></td>
<td>33.</td>
</tr>
</tbody>
</table>

Récapitulation générale.  

<table>
<thead>
<tr>
<th>Navires armés dans l’océan</th>
<th>27.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vaisseaux de Ligne</td>
<td>44.</td>
</tr>
<tr>
<td>Frégates</td>
<td>28.</td>
</tr>
<tr>
<td>Chebecs</td>
<td>11.</td>
</tr>
<tr>
<td></td>
<td>39.</td>
</tr>
<tr>
<td>Corvettes</td>
<td>14.</td>
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<tr>
<td></td>
<td>14.</td>
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<tr>
<td>Chebecs</td>
<td>5.</td>
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<tr>
<td></td>
<td>102.</td>
</tr>
</tbody>
</table>

[Translation]

Extract of a Letter from [illeg.] dated 16 April.

M. The Comte d’Estaing has this moment left or is about to sail; if he has been in a state of profiting from the Winds, which have blown here and which have also
ruled in The Mediterranean, he should be setting sail: we will be informed of it by
courier, who should bring news of it. Two rooms upholstered in velvet that he has
on board, without a destination known to the public, makes one believe that he car-
ries several deputies of Congress, in obscurity.\footnote{1}

It is said that our frigates and corvettes that are at sea have orders to fall on the
privateers of Jersey and Guernsey.

One is assured that Admiral Keppel, as well as the general officer to whom on
the refusal of the first,\footnote{2} has been offered the command of the fleet the one and the
other found too poorly equipped. One is assured, I say, that these Two general offi-
cers do not cease criticizing the Administrators of The Royal navy which they have
allowed to decay. Nevertheless, the English are assembling all their sailors and it is
said that they have sent three ships Cruising before Dunkirk. It is a rather small effort
and Admiral Howe will be in a rather disagreeable position, if as is believed, Mr. D’Es-
taing Goes to Boston. [. . . \textit{For the list of ships, see the French text above. For translations of
notations in the list, see footnotes 3-24.}]

\textit{D, MH-H, Arthur Lee Papers, vol. IV, no. 82. Stains obscure parts of the text. For the first part of this re-
port, see “Intelligence Report on the French Fleet, I,” at 10 Apr., above.}

1. Silas Deane and the French ambassador to the United States, Conrad-Alexandre Gérard, had been
brought clandestinely on board \textit{Languedoc} to be transported to the United States.

2. As early as 1776, George III had designated Adm. Hon. Augustus Keppel to command the Channel
Fleet in the event of war with France. Keppel accepted his orders, dated 18 Mar., to take command of the
Channel Fleet. \textit{Sandwich Papers,}\ 2: 3, 17–19; \textit{NDAR}: 11: 1083, 1084; David Syrett, \textit{The Royal Navy in European

\textit{CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LACOUTE & CO.}

\textit{Gentlemen [Cadiz] 16\textsuperscript{th} April 78}

This P.G. will be handed you by Cap\textsuperscript{t} A. Walsteame who Goes prize master of the
Brig \textit{Taphy}\textsuperscript{t} whome I fell in with this morning she not being Worth sending to
America have therefore determined on Sending her to your Address\& are to pray that youll in the best Manner you can sell her Cargo & Invest its produce in salt &
Other Articles which youll ship in same Vessell for Newburry port in No. AM to ad-
dress of Mess\textsuperscript{t} Jackson Tracy & tracy, Ordering them to hold produce of said Goods
at Disposall of the Crew and Owners of this Vessell I am [&c.]

GC


**CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO MICHEL LAGOANERE**

Cadiz April 16th. 78-

I wrote you At my Arrivall heare on the first of this month With the particulars of our last Cruze and the reasons of putting in heare¹ We are now ready and have Got Some men that I hope to be Able to mann two prizes if fortune favours us And you must not be Surprised if Such enters your port.² the English frigatte is Cruzing off heare full plenty And as Customarry Shure of us.³ the Other Day A Verry pleasing Affaire happend off this port. An english Cutter with Dispatches to Gibralter fell in With the Alarm Cap¹ man² Altho the[y] both hoist english Colours neither of them would beleive or trust them And in Consequence Cap¹ Man being quite Sure it being Our Cutter he had not the patience or Would not Waite to he come up A Long side fired Write Aboard him And kill³ 5 men from Such Unhuman proceedings What Can be expected from Some english men

the[y] have Degenerate So much that from being A brave enemy the Are the Contrary—

it is Verry likley and You may expect to see me before Long that if Cap¹ peel & boy⁵ is with you let them remaine as before keep the sum I desired of you in your hands in Case I Shall put in any Wheare and be Necessitated to draw on you and I am [&c.]

¹. See Conyngham to Lagoanere & Co., 1 Apr., above.

². Corunna, Spain.

³. In his memoirs, Conyngham wrote: “An English ship of the Line & two frigatt’ were laying in Cadiz on our arrival—in their usual & diabolick mode of Warfare had determined in the Night by their boats to set the revenge on fire—A Good french man on board one of them Gave notice to the french Consul of their designe, who advised of. Consequently was prepared for them, they did appeare in the dead of the night but took Care to Keep their distance, the spanish admirall had this notice & he politely offered a 74 Gun ship to protect us—We acknowledge the favor, but was noways apprehensive of any danger, to the 15th Contrary it was our wish they would make the Attempt.” “Narrative of Captain Gustavus Conyngham, U.S.N., While in Command of the ‘Surprise’ and ‘Revenge,’ 1777–1779,” *The Pennsylvania Magazine of History and Biography*, Vol. 22 (1898), pp. 483– [get page nos.]

⁴. H.M. frigate Alarm, Capt. Robert Man, commander. The cutter has not been identified.

⁵. Presumably, Benjamin Peel, who served as a prize master under Conyngham’s command. The “boy” has not been identified.

April 17

**LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL ROBERT DUFF, R.N.**

By &c⁶

Whereas there is reason to believe that a French Squadron may shortly sail from Toulon and pass through the straits of Gibralter, you are hereby required and
directed to employ His Majesty’s Ship *Proserpine*,\(^1\) by whose Commander you will receive this and also one of the Frigates of your Squadron to cruise constantly (one in the inner, and the other in the outer, part of the said Streights) and to direct their Commanders very diligently to look out for the said Squadron, & upon falling in with, or discovering the same, to endeavour to find out how many Ships of the Line it consists of and to watch their motions until they can ascertain the route they take, and then to make the best of their way to the first Port they can reach in England and to send an account thereof and of their proceedings by Express to our Secretary.\(^2\)

You are to direct the Commanders of the said Frigates to use their best endeavours to discover whether the said Squadron in case it shall pass through the Streights shall be joined by a Spanish Squadron from Cadis, and if after such junction, they should shape their course into the Streights of Gibraltar, to make the best of their way to England & send accounts thereof to our Secretary as above-directed; But, if the French Squadron alone, or, after being joined by the Spanish Squadron from Cadis, should proceed to the westward, you are to direct the said Commanders in that case to follow them and watch until they are to the westward of Cape S\(^\circ\) Vincent and until they can ascertain the course they steer whether towards the west Indies, America, or Brest or whether they appear to be destined to cruize off that Cape or elsewhere in the Track of the Ships bound to Gibraltar, where they may be likely to fall in with and intercept the reinforcement of Troops which will be shortly sent out from hence to that Garrison; in any of which cases, the Commanders of the said Frigates are to make the best of their way to England, and to send an account thereof as above directed, diligently looking out in their way for the Transports which may have on board the above mentioned Reinforcement, and, upon falling in with them to acquaint the Commanding Officer of His Majesty’s Ships under whose convoy they may be with what they may have observed or been informed of respecting the Squadrons above mentioned, and endeavouring to pass the Latitude of Ushant, between Ten and Twenty Leagues distance from it, to look out for the English Squadron under the command of Admiral Keppel, and upon falling in with it to give the said Admiral or the Commanding Officer of it for the time being similar Information, and all the Intelligence proper for his knowledge, which they may have gained. But if it shall happen that the above mentioned Squadron shall not sail from Toulon within the space of one month after the *Proserpine* first joins you, or sailing from thence should not pass the streights but be found destined to some place within the Mediterranean you are in either of those cases to send the said ship immediately to England with accounts thereof as above directed.

Given &c 17th April 1778

Sandwich
Lisburne
H. Palliser

By &c PS.

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2. That is, Philip Stephens, who also added his initials to this letter below the signatures of the Lords Commissioners.
Lords Commissioners of the Admiralty to Captain Evelyn Sutton, R.N.

By &c.

Whereas you will receive herewith a Packet for Vice Admiral Duff, Commander in Chief of His Majesty’s Ships and Vessels on the Mediterranean, or, in his absence for the Senior officer of the time being for His Majesty’s Ships in Gibraltar, you are hereby required and directed to proceed without a moment’s loss of time to Gibraltar, and having delivered the said Packet to the said Vice Admiral or to said Senior officer find yourself under his command and follow his orders for your further proceedings. But in case it shall happen that you shall be the Senior officer there, you are in that case to open the abovementioned Packet and carry into immediate Execution the orders you will find therein contained for your further proceedings.

And whereas there is reason to believe that the French Squadron at Toulon may shortly sail from thence and pass through the straits of Gibraltar and that it may probably be joined by a Spanish Squadron from Cadiz, you are in case of falling in with said squadrons either jointly or separately before you get the Length of Gibraltar, not to proceed to that place but to follow, and watch their motions until you can ascertain the route they take, and (if they should proceed to the westward) until they shall get to the westward of Cape St. Vincent and you can discover the course they steer whether towards the west Indies, America, or Brest, or whether they appear to be destined to cruise off the abovementioned Cape or elsewhere in the Track of Ships bound to Gibraltar, where they may be likely to fall in with, and intercept the Reinforcement of Troops which will be shortly sent out from hence to that Garrison and then you are to make the best of your way to the first Port you can reach in England and to send an account thereof and of your proceedings, by express to our Secretary, diligently looking out, in your way, for the Transport which may have on board the abovementioned Re-inforcement, and upon falling in with them to inform the Commanding Officer of His Majesty’s Ships under whose Convoy they may be with what you may have observed or been informed of respecting the Squadrons abovementioned; and you are to endeavour to pass the Latitude of Ushant, between Ten and Twenty Leagues distance from it, to look out for the English Squadron under the command of Admiral Keppel, and upon falling in with it to give the said Admiral or the Commanding Officer of it for the time being similar information, and all the Intelligence proper for his knowledge which you may have gained.

Given & ca. 17th April 1778.

Sandwich
Lisburne
H. Palliser

By &c. J. 1

Copy, UkLPR, Adm. 2/1334. Addressed below close: “Captain Sutton—Proserpine, at Sea.”

1. Undoubtedly, George Jackson, deputy or second secretary of the Admiralty.

Lieutenant Commandant Augustin-Étienne-Gaspard, Chevalier de Bernard de Marigny to Gabriel de Sartine

Monseigneur

Vendredi Dix De ce mois à Deux heures après Midy Le vent qui avait été tout Le matin presque Calme et De la partie Du ouest passa au Nord et N.E. En fraichis-
sant; je me préparai à appareiller et à cinq heures du Soir je Sorti De la Rade de Brest avec la frégate américaine le Ranger que J’avais ordré D’escorter jusqu’à La hauteur Du Cap Clare et dont le capitaine m’avait remarqué Le plus grand empressement pour partir le plutôt possible.

à Sept heures du Soir etant Nord et Sud De la pointe De St. Mathieu par une Brise assez fraiche du N.E. mais avec une brume fort épaisse qui en Se levant pouvait abattre Le vent et me Laisser en calme au milieu Des Courants violents qu’il y à Dans cette partie, La frégate américaine qui n’était Encore que devant La Baye De Carmaret fit Le Signal De demande à me parler et arriva comme pour aller prendre ce mouillage

J’avais quitté le capitaine de cette frégate à trois heures après Midy ; il ne m’avait parlé que de Son Desir de partir Et point Du tout qu’il Eut affaire à Camaret ; il n’avait fait aucun Signal D’incommodité ni D’accident arrivé En appareillant ; le mouillage De Camaret Est mauvais De vent de nord, il était instant De profiter De La brise favorable que nous avions pour Sortir Du milieu Des Dangers qu’ils y à jusqu’à ouessant, je pris Le parti De repondre au Signal que m’avait fait le Ranger par celui De forcer De voiles que j’accompagnai D’un coup De canon afin De Le Lui faire remarquer Route ; Le Ranger aussitôt La reprit Et me Suivit.

nous avons En assez beau temps pour nous rendre à notre Destination Et n’avons fait aucune rencontre qui nous ait inquieté. nous n’avons vu que très peu de Bâtiments Et pas un qui eût l’apparence D’être de guerre. Le Lundy treize à onze heures Du Matin ayant Le vent au N.O. avec son temps fort brumeux, nous estimant par cinquante Degrés trente Six minutes De latitude nord et par onze Degrés Cinquante huit minutes De longitude à l’occident De paris, point qui, Sur la carte générale Des côtes De L’Europe Sur L’ocean comprises depuis Drondheim En Norvege Jusqu’au Detroit De Gibraltar, repond à Environ Six Lieues au Sud un Degré ouest Du Cap de Clare, La frégate Le Ranger me fit, à L’instant ou je me préparais à le faire moi même, Le Signal De Demander à parler et met en panne. Je l’accostai tout De Suite Et Le Capitaine De cette frégate me fit dire qu’il me remerçait De mon Escorte, qu’il allait faire route pour La mer D’irlande et n’avait pas besoin De rien. Je Lui répondis qu’il m’avait prévenu que m’Estimant par mon pointe nord et Sud du Cap de Clare à Six lieues Environ je trouvais avoir rempli L’ordre que j’avais de lui Donner l’escorte jusqu’à La hauteur De ce cap Et que j’allais faire route pour une autre Destination que j’avais à remplir après les Compliments D’usage nous nous Separames et primes chacun notre parti nous étions à peine à une demi lieue l’un de l’autre que je vis La frégate Le Ranger mettre En panne et refaire le Signal De Demander à me parler je virais au plus près sur le champ Et retournai à elle. Le Capitaine me fit Dire qu’il me priait De Continuer De l’Escorter jusqu’à vue De terre ou jusqu’au Lendemain au jour.

En Courant Sur la terre autant que le vent nous le permettait, à moins D’un Erreur Considérable dans notre point, ce qui n’était pas probable il ne nous eut pas fallu ce qu’il y avait Encore De jour pour parvenir a la voir et en même temps la brume considerable que En venait nous [illeg.] aurait eté la vue jusqu’à ce qui nous Eussions Eté Dessus, Je pense que cette manoeuvre Eût Ete contraire aux Defenses que me Sont faites par mes instructions De Commettre D’hostilités et De Compromettre l’honneur du pavillon que Si nous Eussions Eté rencontrés Si près De terre par des forces quelconques, En Supposant qu’elles Eussent bien voulu S’en rapporter aux
assurances que je leur aurais Données que Le Batiment Sous mon Escorte était françai-
s Et ne Lui rien Dire ni faire, je me Serais trouvé exposé à ce qu’on me demandât
cart ce que nous cherchions et faisons Sur Des Côtes et Des mers ou nous n’avons rien
et avec un temps Si favorable pour aller chercher nos parages; d’après cela je m’En
Eut à repondre au Capitaine Du Ranger que j’avais Satisfait à L’ordre que m’avait été
donné De L’Escorter, que j’avais D’autres ordres à remplir que j’étais obligé De Sui-
vre Et nous reprimés chacun notre route.

Mardy quatorze à trois heures après Midy Courant Sur Le Se et le SO toutes
voiles dehors par une brise assez fraîche Du N.E. pour tâcher de prendre avant La
nuit Connaissance De l’isle d’ouessant Dont je me faisais à Sept où huit lieues à
l’ouest quelques degrés nord, j’apperois trois Batiments à environs quatre lieues
Sous le vent à moi. Le premier me parut une galiote hollandaise qui courait vent
arriere : le Second un Batiment de trois mâts et Le dernier un Senault ces deux
paraissaient naviguer De Compagnie et courir à O.S.O. à quatre heures, instant au
quel je Decouvris ouessant un peu au vent à moi ce que m’obligeait de Serrer le
vent Le plus possible pour Donner Dans la manche ainsi que j’en avais L’ordre, je
vis Le Batiment à trois Mâts amener Ses perroquets et les carguer ainsi que Ses
basses voiles, le Senault que le Suivant fît la même chose et je vis qu’ils avaient leur
pavillon qui me parut être Le français. J’étais trop eloigné De ces Batiments pour
Lui faire Des Signaux De reconnaissance et en arrivant Sur Eux pour m’en rappro-
cher j’aurais perdû L’instant Du flot qui commençait et me favorisait pour at-
tendre ces parages cy.

Depuis que je Suis Dans La manche je n’ai vu que très peu De Batiments même
Sur les côtes D’angleterre que les vents m’ont forcé De prolonger depuis Le cap
De Gouastart jusqu’à L’isle D’Wicht : Le plus grand nombre de Ceux que j’y ai ren-
contré étaient hollandais et Danois, pas un qui avait paru armé. Mercredi à Midy je
parlai à une petite Barque française qui me Dit être partie De l’avant veille De Dun-
ququerque Et aller à Bordeaux, n’avoir rien rencontré qui l’eût inquietée. Dans La
nuit je parlai à un petit Batiment marchand qui me Dit venir Du Cap isle S. Do-
ingue,1 En être parti Depuis Cinquante Six jours n’avoir rien vu ni été acosté par
aucun Batiment et qu’il allait à Dunquerque ; j’étais pour Lors à vue de portland
Sur la côte D’angleterre.

Je parlai hyer à un pêcheur Du havre Dont j’ai pris le patron pour me Servir
De pratique pendant ma Station icy ce pêcheur m’à Dit qu’il n’avait entendu
parle D’aucun corsaire ni qu’il eût été rien fait aux Batiments de La nation Dans
ces parages cy

J’ai écrit à Monsieur Mistral2 par Le Bateau de ce pêcheur pour lui demander
Les nouvelles De la côte Et un pratique pour La Deroute et Les environs De St. Malo
ou je me propose D’aller tout de Suite Si rien ne me retient icy Et De là me rendre
à Brest conformément aux ordres que m’en à Donné Monsieur Le Cte. D’orvilliers,
Et recevoir ceux que vous y aurez fait passer pour moy.

Je ne puis, Monseigneur, que vous repeter ce que j’ai eu L’honneur De vous
mander par ma Derniere Sur la grande facilité avec la quelle la frégate La fortunée
gouverne et vire De bord; quant à la marche je n’ai Encore eu occasion de la com-
parer qu’avec la frégate américaine Sur la quelle La fortunée à toujours Eu un très
grand avantage Sur toutes Les allures et D’après cela je presume qu’elle marche
mieux que mal. Elle porta mieux la voile que je ne m’y attendais vu la petite quantité
[Translation]

My Lord

On Friday the tenth of this month at two o’clock in the afternoon the wind, which had been almost calm all morning and from the western quarter, shifted to north and NE, freshening. I prepared to get underway and at five o’clock in the evening I departed from Brest Anchorage with the American frigate Ranger, which I was ordered to escort as far as abreast of Cape Clear, and its captain had expressed to me his great haste to depart.

At seven o’clock in the evening being north and south of St. Mathieu Point in a stiff breeze from NE but in a thick fog, which in lifting could beat down the wind and leave me becalmed in the midst of violent currents existing in this area, the American frigate, which was yet only off Camaret Bay, signaled a request to speak with me and sailed up as though to moor there.

I had parted from the captain of this frigate at three in the afternoon. He had spoken to me merely of his wish to depart and not at all of business in Camaret, and he had not hoisted any signal of inconvenience or accident while getting underway. The Camaret roadstead is poor with wind from the north. It was the moment to profit from the favorable breeze we had, to come out of the dangers extending to Ushant. I chose to answer the Ranger’s signal by hoisting: spread more sail, and firing a gun to draw his attention to it and sight it before nightfall, about to descend, and I proceeded on course; the Ranger resumed it at once and followed me.

We had enough fair weather to reach our destination and did not meet anyone who disturbed us. We saw very few ships and not one having the appearance of a warship. On Monday the thirteenth at eleven o’clock in the morning, with the wind from NW and very foggy weather, estimating our position at fifty degrees thirty six minutes of north latitude and eleven degrees fifty eight minutes of longitude west of Paris, a point which, on the general chart of European coasts on the ocean extending between Trondheim, Norway, and Gibraltar Strait, locates at six leagues southward and one degree westward of Cape Clear. The frigate Ranger, at the very moment I was preparing to do it myself, signaled a request to talk, and hove to. I quickly went alongside and the captain of this frigate had me told that he thanked me for my escort, that he was going to shape course for the Irish Sea, and needed nothing more. I answered that he had anticipated me, that estimating by my northerly and southerly position to be about six leagues from Cape Clear, I found that I had executed the order given me to escort him as far as abreast of this Cape, and that I was going to follow a course to another destination assigned. After the customary ceremony we separated and each went his way. We were hardly half a league apart when I saw the frigate Ranger stop and rehoist the signal requesting a talk. I immediately turned tightly and returned to it. The captain had someone tell me that he asked me to continue escorting him to within sight of land or until daybreak.

By running as close to land as the wind permitted us, unless there was a considerable error in our position, which was improbable, we would not have needed more
daylight hours to arrive to see land, and meanwhile the appreciable oncoming fog would have blocked the view until we were upon it. I think that this exercise would have gone against the prohibition cited in my instructions of committing hostilities and of compromising the honor of the ensign, for if we were met so close to land by any type of force, and supposing that they relied on the assurances I would have given them that the ship under my escort was French and say and do nothing, I would have been exposed to being asked what we were doing and seeking close to the coasts and waters where we have nothing, and in weather favorable to go looking in our own vicinity. On that basis I was moved to answer the captain of the Ranger that I had satisfied the order given me to escort him and that I had other orders to fulfill that I was obliged to follow, and each of us resumed his course.

On Tuesday the fourteenth at three o’clock in the afternoon, running SE and SW with all sails set in a very strong breeze from NE, attempting to recognize Ushant Island before nightfall, from which island I was seven or eight leagues to the west and a few degrees northward, I sighted three ships at approximately four leagues to leeward. The first appeared to be a Dutch galiot running before the wind, the second a vessel of three masts, and the last a snow. The latter two appeared to navigate in company running WSW. At four o’clock, the time I discovered Ushant a little to windward of me, which forced me to close-haul to enter the English Channel as I was ordered, I saw the three-masted ship strike his topgallants and also clew his lower sails. The snow following him did the same and I saw that they were flying their ensign which seemed to be the French one. I was too distant from these ships to send them a recognition signal, and by going toward them to draw nearer I would have lost the beginning of the flood tide favoring me to reach these waters.

Since I have been in the Channel very few ships have appeared, even close to the English coast, which the wind forced me to run along from Cape Gouastart to the Isle of Wight; the majority of those I met were Dutch or Danish; not one which appeared armed. Wednesday at noon I spoke with a small French bark who told me he had departed on the eve before last from Dunkirk and was going to Bordeaux, and had met no one who had made him anxious. During the night I spoke to a small merchant ship who said he came from the Cape on the island of Saint-Domingue, and had departed there fifty six-days before, saw nothing, was not approached by any ship and was en route to Dunkirk. I was then in view of Portland on the English coast.

Yesterday I spoke with a fishing vessel from Le Havre whose master I took as my pilot while stationed here; this fisherman told me that he did not hear any mention of privateers or that they had done anything to our nation’s ships in this vicinity.

I wrote to Monsieur Mistral via this fishing vessel to ask for news of the coast and a pilot for the detour and neighborhood of St. Malo, where I intend to go very soon if nothing delays me here, and from there sail to Brest in execution of orders from the Count d’Orvilliers, and receive those which you may have had passed to me.

I cannot but repeat, My Lord, what I had the honor to send you in my last on the great ease with which the frigate Fortunée steers and tacks; as to its speed I have not yet had the opportunity to compare it except with the American frigate, over which the Fortunée always has had great superiority with any trim, and from that I presume that it moves better than poorly. It carries its sail better than I expected.
with the small quantity of ballast which the seven months of provisions and three
months of water left me to take aboard. I am [&c.]
Off Le Havre, 17 April 1778

1. Cape François [Cap Français], Saint-Domingue is now Cap Haïtien, Haiti.
2. Jean-Louis-Roch Mistral, commissaire de la marine at Le Havre.

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

Fryday April 17th

[Bordeaux]

This Day being a holliday\(^1\) no Work done on Board until 12 oClock.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of Boston).
1. The holiday was Good Friday.

April 18

**JACQUES-DONATIEN LE RAY DE CHAUMONT TO COMTE DE VERGENNES**

[Paris, 18 Avril 1778]

Anecdote interessante.
on a appris depuis peu que le Cape Folger americain parti du havre pour L’amerique
Septentrionale avec des despeches des deputés du Congrès, avait été très Surpris de
ne remettre au Congrès que des papier Blanc Sous les mesmes envelopes des despe-
ches dont il etoit Chargé. Ce Capitaine faisoit Chambre Commune au havre avec
un autre Capitaine americain qui passa tout de Suitte en angleterre et qui en Revint
pour faire des propositions analogues aux Circonstances de la part de Lord North a
Messeurs les deputés qui ne se doutoient pas alors—de L’interception des despe-
ches,\(^1\) Cependant Mses Dean et Franklin ne voulurent pas le voir et il Retourna en
angleterre s’embarquer sur un vaisseau de guerre qui a Pris Le thamas Koulican qu’il
a fait Reconnoirte \(^i.e.,\) Reconnoître pour etre le pacifique qu’il avait vu armer au havre
a la destination de L’amerique.\(^2\) Cet homme suivant Les apparences ayant vecu en
France avec tous les insurgents avait leur Secret et n’en etoit que plus util a L’espio-
nage anglais. Je Compte luy faire proposer le Commandement d’une fregatte de
trente Canons, Si Je le prends a cette amorce, il ne la Conduira Certainement pas
en angleterre.

A quelque Chose le malheur est Bon. Les dispositions de la France pour L’ame-
rique a L’époque du mois d’8bre etoient très Equivoques, on rendoit aux anglais les
prises faittes par les americains, un M. Gonet Commissaire de la Marine a L’orient\(^3\)
ve xoit injurieusement les Capitaines des fregattes du Congrès, on avait desarmé plu-
sieurs de leurs Corsaires, on refusoit dans tous les ports L’embarquement des Muni-
tions de guerre n’importe sur quels Navires. Les Secours en argeant etaient promis
faiblement et les Besoines etoient Extremes, hodges\(^4\) sentoit encore la prison de la
Bastille et L’hostel de Passi\(^5\) etait Consterné quoique le patron Chaumont fit L’im-
possible pour Soutenir Le Courage abattu des deputés. ainsy leurs despeches volées
a Cette epoque ne leuraient pas Le Congrès de grandes esperances, et Lord North
en a été la dupe, il a Cru a la tranquilité de la France, aux Resveries triomphantes
du Lord Stormont et a la possiblite de mettre le divorce dans le Congrès Comme il le voyait dans les deputés, Car il avait aussi les depesches particuliers de Chascuns ; et il lisait dans celles de M. Lée Ses Execrations Contre M. Dean, aussi et ce a L’epoq du mois d 8bre, que Ce divorce a percé. Je Soubconne M. North d’avoir encore des fomentateurs qui travaillent actuellement a etablir unne Scission entre M. Franklin, M adams et M. Lée, C’est un fou qui S’en mesle et qui ne se doute pas du mal qu’il fait, il a pour Conseil des anglais et entre autre un irlandois plein d’astuce et un des plus forte intrigants que J’aye rencontré.

Si on Combine les epoques on peut adapter le Rappel de M. Dean en amèrique a la possibilite ou Lord North a été d’intriquer dans Le Congrès d’après La Jouis-sance des depesches qu’il a fait voler. C’etoit pour luy unne Bonne teste a abattre que Celle de M. Dean en la prenant un Chemin, et Celle de M. Franklin ne luy Sera pas indifferente, C’est a la France a la proteger et au ministre a trancher la Scission des deputés

il faut S’attendre que lord North scait a Livre Sou Maille et Denier les Secours que la France a Donné parceque les depesches volées faisoient mention de touttes Les anciennes depesches, Cela m’a decidé a mettre Sous Les ieux de M. le Comte de Vergennes Cette anecdote en la Supliant de m’en garder le Secret, M. le Comte de Maurepas Excepté a qui Je suis devoué de pere en fils et a qui Je ne puis mieux transmettre Ce qui peut interesser ma patrie que par le plus honneste des hommes.

[Translation]

Paris, 18 April 1778

An interesting anecdote

It has recently been learnt that Captain Folger, an American who left Havre for North America with dispatches from the Deputies of Congress, had been very much surprised at delivering to Congress nothing but blank paper, in the very envelopes of the dispatches committed to his care. This captain shared the same room at Havre with another American captain, who immediately went over to England, and returned from there in order to make proposals, adapted to the circumstances, from Lord North to the Deputies, who did not then suspect the interception of the despatches.1 However, Messrs Deane and Franklin would not see him, and he returned to England to embark on a man of war which captured the *Thamas Koulican*, which vessel he caused to be recognized as the *Pacifique*, which he had seen arming at Havre for America.2 This man, according to all appearances, having lived in France with all the insurgents, was in possession of their secrets, and was on that account all the more useful as an English spy. I intend getting him offered the command of a frigate of thirty guns, if I catch him by this bait, he certainly will not take it to England.

Misfortune is not altogether evil. The disposition of France towards America in the month of October was very equivocal, the captures made by the Americans were returned to the English; a Mᵉ Gonet, Naval Commissioner at L’Orient,3 was treating the Captains of the Congress frigates very offensively; several of their privateers had been disarmed; permission to embark munitions of war was refused at all ports, no matter on what ships. Help in money was feebly promised, the requirements were extreme, Hodges4 was still in the prison of the Bastille, and the
Hotel de Passi was terrified, although Chaumont did all he could to keep up the fallen courage of the Deputies. Thus their dispatches which were robbed at this period did not hold out high hopes to Congress, and Lord North was duped by them; he believed in the tranquility of France, in the triumphant musings of Lord Stormont, and in the possibility of planting discord in the Congress as he saw it amongst the Deputies, for he also had the private dispatches of each and he read in those of M' Lee his denunciations of M' Deane, and indeed it was about the month of October that this discord showed itself. I suspect Lord North of still having mischief-makers who are at present working to cause a division between M' Franklin, M' Adams, and M' Lee. He is a madman who meddles in the matter, and who does not suspect the harm he does; he has as advisers some Englishmen, and amongst others an Irishman full of cunning, and one of the cleverest intriguers I have met.

If we compare dates, we find that the recall of M' Deane to America coincides with the period when Lord North was able to intrigue in Congress, guided by what he had read in the despatches which he had caused to be stolen. M' Deane's head was a good one for him to strike down, taking it on the way, and M' Franklin's will not be indifferent to him: it is for France to protect it, and for the Minister to put an end to the discord between the Deputies.

It must be expected that Lord North knows to a farthing the help France has given, because the stolen dispatches made mention of all the previous ones; that has decided me to bring this anecdote to the notice of the Comte de Vergennes, begging him to keep it secret from all except the Comte de Maurepas, to whom I am devoted as my father was, and to whom I cannot better transmit what interests my country than through the most honest of men.


1. In October 1777, Joseph Hynson, stepbrother to Capt. Lambert Wickes, Continental Navy, surreptitiously substituted blank paper for the Commissioners' dispatches, which the Commissioners had entrusted to John Folger, an American ship captain, for delivery to Congress. Hynson took the dispatches to London, where he turned them over to British intelligence agent, Lt. Col. Edward Smith. William Bell Clark, Lambert Wickes, Sea Raider and Diplomat: The Story of a Naval Captain of the Revolution (New Haven, Conn.: Yale University Press, 1932), 354–55.

2. For the capture of Thomas Koulikan by H.M.S. Hector on 11 Jan. 1778, see NDAR 11: 905–6, 907, 951, 936, and 946–48. Hynson had not merely seen Pacifique fitting out with a cargo of munitions for America, but he had been intended as her captain, until the French authorities had prohibited her sailing. NDAR 8: 855–56, 9: 656.


5. The American Commissioners in France made their headquarters at the summer home of Le Ray de Chaumont at Passy, outside Paris, where Benjamin Franklin had taken up residence.

Jonathan Williams, Jr., to the American Commissioners in France

Nantes 18 April 1778

Your Excellencies favour of the 13 Instant I have duly received. You may depend that I shall not make any new Engagements without your express Orders. I apprehend I shall very soon satisfy every demand on the public Account, ’till when I must beg a Continuation of your Approbation of my Drafts on Mr. Grand. Had I not
been prevented by Illness my Accounts would have been at present before you. I hope in about a Fort-night or three Weeks to lay them before you in person.

I have hitherto employed the Workmen in repairing those of the Arms that required the least Repair, judging that their Value in America depended on their speedy arrival, and by this means I have now between 3 and 400 Cases ready. To finish the whole number compleat would I suppose require at least 2 Years. I have about 40 Men at Work every Day, and I pay them every Monday morning, were the operation to be stopped, all these men must be sent at your Expence to their own Homes which are principally at Leige about 200 Leagues from this, and the arms to remain in their present State would not be worth anything to the public; indeed if we can’t find some method of sending them to America, they can do the Public as little good when repaired. When I come to Paris I will give you the best Information on this and many other Subjects which the sudden Departure of Mr. Deane may render necessary: During his presence you could be well informed of all that is transacted here. I will try to get Freight on board the American Vessells, but do not expect to do much at present.

I beg Mr. Adams acceptance of my Congratulations on his safe arrival. I have the honour to be with the greatest Respect Your Excellencies most obedient & most humble Servant.

Jona Williams
Nantes April 21, 1778

P.S. The Letter on the other side was intended for the last Post, but was unfortunately too late. I have nothing new to communicate to your Excellencies and have the Honour to be as before.

J W


JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Saturday April 18th. [Bordeaux]
Fine pleasant Weather, Carreend the Ship & finished her Bottom & got the Shears\(^1\) down.

1. Also called *sheers* or *shear legs*; a framework for hoisting heavy weights, consisting of two or more spars with their legs separated, fastened together near the top and steadied by guys, which support a tackle.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon\(^d\) Sirs Bordeaux 18 Ap\(^l\) 1778

Yesterday Mons\(^s\) Le Comte de Fumel Governor of the Castle call’d at my Lodgings to inform me that Monsieur De Sartine in answer to the Letter he wrote had sent him Instructions to pay all the Honors due to Ships of War of foreign States to the *Boston* Frigate and to every other Vessel belonging and in the Service of the United States of America, requesting I would give him Notice before the Frigate Sails that he may prepare the return due to her Salute.

Her Carreens will be finish’d this Evening the Holidays will break in a little on
the other workmen but shall be attentive to get every part executed with dispatch, we
are without any Arrivals on this Coast since I had the Honor to write you Last. I am [&c]

John Bondfield

L, MHi, Adams Papers. Addressed at top: “Paris/The Honble.the Commissioners/from Congress.”

April 19 (Sunday)

CAPTAIN JAMES GURLEY, BRITISH REVENUE SERVICE, TO RICHARD WORDSWORTH, COLLECTOR OF CUSTOMS, AND GEORGE HALY, COMPTROLLER OF CUSTOMS, WHITEHAVEN

Gentlemen

Yesterday Morning about 10 “Clock observed a Large Ship1 with a Cutter at some Distance standing to the Northward off the Point of Air2; We immediately gave Chace to the Cutter apprehending her to be a Smugler when about one in the Afternoon off the Bigger Scar in Glenluce Bay3 on the Coast of Galloway, was intercepted in the Chace by the said Ship which bore down upon us & coming to her the Captain asked me if I would let him have a Pilot (the Revenue Colours being then Hoist and flying on Board) I answered that I was upon a Cruize & could not spare a Man, then I enquired the Name of the Vessel, was Answered the Molly of Glasgow Said he was unacquainted on the Coast and again desired that he might have One, upon this I desired to know where he came from but received no An-
swer, he then Ordered me to bring too or he would Sink us and fired a Musket with Ball at us which had no Effect, then Ordered his Ports to be hauled up & the Great Guns to be run out, on Our Seeing that, We first Tacked to the Southward and then to the Northward in Order to prevent him getting his Guns to Bear upon us, he still keeping a constant Fire at us (which damaged our Rigging and Sails but none of Our people were hurt) by which means we got clear of him—The said Ship appeared to be about 250 Tons burthen, Hake Stern4 & had on a Man’s Head with his face towards the Larboard Bow, painted Yellow and a Yellow Stroke round her, with a Badge on each Quarter with Double Stanchents & Netting round the Waste, Mounted with 20 Carriage Guns, 6 and 9 Pounders, with a Union Jack flying at the Fore Topmast Head, but shewed no other Colours, after getting clear of the Ship as abovementioned, We steered towards the Mull of Galloway intending for Belfast to Acquaint any of the Ships of War that might be stationed here but was prevented in proceeding by the said Cutter who bore down upon us with all the Sail she could make which obliged us to put about and Stand along the Scotch Shore into Wigtown Bay, he continued the Chace till about 9 oClock at Night, growing thick & hazy Weather; We lost Sight of her & directed Our course to White-
haven to repair our Damage where we arrived about 4 “Clock this Morning & I thought it my Duty to acquaint you of the foregoing particulars for your information. I am [&c.]

James Gurley

Whitehaven on board the Hussar Wherry 19th. April 1778
NB. during the above transaction The Wind was W.S.W. Moderate Weather
JG.


2. Point of Ayre, northern cape of the Isle of Man.
3. The Big Scares are ledges near Luce Bay, north-northwest of the Isle of Man.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN GUSTAVUS CONNYINGHAM, CONTINENTAL NAVY

Sir

We have received a Complaint from the remaining part of your officers and Crew, of an unfair distribution of prize Money by M: Hodge.1 To prevent any Such Complaints in future, We desire that you will put your prizes into the Hands of Messieurs Gardoqui at Bilboa, and into those of the Principal Merchants at Cadiz or Corogne,2 directing them to make a speedy distribution of the prize Money among the Crew and Account to Us for the public part. You will inform Us, at the same Time of their Contents and what they are supposed to be worth.

We wish to have immediately an Account of what you have hitherto taken, their supposed Value and to whom committed. You will use your utmost Endeavours to make up your Crew and taking a Cruise where you can with safety, come to Bordeaux, Brest or Nantes. We can there examine into your Disputes and settle your future Establishment, with much more Ease and Effect.

Where you make a prize you should take Copies of her Bills of Loading or an Inventory of her Contents; by sending Us Copies of which We can check the Merchants Account and prevent any Impositions. We wish to be favoured with a Copy of your Commission. We are &c

NB: You will inform your Ships Company of the directions We have given to provide for their Satisfaction in future.3

Copy, DNA, PCC, item 84, vol. 1: 127–28 (M247, roll 111). Addressed below the close: “To Capt: Cunningham of the Revenge at Cadiz.”

1. For more on the charges leveled against William Hodge, see American Commissioners in France to Hodge, this date, below.
2. That is, Corunna, Spain.
3. There is a less restrained draft for this letter by Commissioner Arthur Lee. It reads: “The interest which the public has in the vessel you command makes us regard her as a continental Ship of war. Mr. Hodge and Mr. Ross have therefore no right to direct or controul you. Neither had Mr. Deane alone any right to dispose of the vessel; nor of the produce of the prizes you made, as Monsr. Lagonere informs us he has done. You will give us an account for the future of your plans and proceedings; and the Individuals who may be concern’d in her, (for we know not who they are nor how far they have contributed) will have their share when they prove their right.” DLC, Benjamin Franklin Papers, misdated 1777?, no. 2167.
AMERICAN COMMISSIONERS IN FRANCE TO WILLIAM HODGE

Sir, Passi April 19th 1778.

We find by our Bankers Account that you have received upwards of one hundred Thousand Livres of the public Money, for which there is no account from You among the Papers Left by M' Deane—

Captain Cunningham of the Revenge writes Us, that you have claimed that Vessel as the Property of M' Ross and You, and under your direction. It appears too, as well by a Letter from the Merchant at Corogne into whose Hands the prizes made by that Ship were put, as by one dated from thence and Signed by the Remainder of the Crew, that you have assumed to yourself the produce of those prizes, and the distribution of the prize-Money. In the Execution of this, the Ship’s Company complains of great Injustice; and that in Consequence of your Conduct, the Vessel is almost entirely abandoned.

We wish to hear You, before We determine upon the Justice of these Complaints and the propriety of your proceedings. We therefore desire to have your State of the Matter, and the Orders under which you act, as soon as possible. The Vessel being confessedly half public property, We shall direct Captain Cunningham touching his future conduct—It is our desire that the full Prize Money be distributed among the remaining Officers, Seamen and Marines, and who engage to abide by the Vessel, without any deductions, or reservations, that are not already just. We are &c.

Copy, DNA, PCC, item 84, vol. 1, p. 148 (M 246, roll 111). Addressed at foot of page: “M' John Hodge at Cadiz.” Although the address indicates the letter was directed to John Hodge, William Hodge replied on 10 July. Moreover, the substance of the letter refers to the activities of William Hodge and not his brother, John.

1. According to the accounts submitted to the Commissioners by Ferdinand Grand, their banker, on 10 June 1777 and 24 Jan. 1778, Hodge had spent 92,435.12.3 livres or, in 1775 equivalents, £3,940, which had been supplied by Silas Deane. Adams Papers 6: 41n.

2. The letter from Capt. Gustavus Conyngham has not been found, but see American Commissioners in France to Conyngham, this date, above.

3. The letter, probably from Lagoonere & Co., has not been found, nor has that from the crew of the Continental Navy cutter Revenge.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir, Passy, April 19. 1778

The Bearer of this, Capta Livingston, is understood by us to be well qualified for the Office of Lieutenant in your Ship. If upon discoursing with him, you should be of the same Opinion, you will fill up with his Name the enclos'd Commission and date the same upon the Day.— We leave this Matter to your Judgment; for tho’ we have a good Opinion of the Gentleman ourselves, we would not impose an Officer on you, contrary to yours. We are [&c.]

B. Franklin
Arthur Lee
John Adams


1. Musco Livingston.
AMERICAN COMMISSIONERS IN FRANCE TO COMTE DE VERGENNES

Sir,

By sundry Letters from Merchants of Bourdeaux and Nantes, we are inform’d, that many Adventures to America are discouraged by the high Price of Insurance, and the Number of Captures made by the English, which together have an Operation almost equal to an Embargo; so that the Commerce which might be so advantageous, to both Countries, by supplying their mutual Wants, is obstructed, and the Intention of the late Treaty in a great Degree defeated.—1

Convoys that might secure the Merchant Ships from the Depredation of the Enemy; would immediately remove these Impediments, and open a considerable Commerce which waits only for that Protection. We therefore most earnestly entreat your Excellency, to procure the appointment of such Convoys for the Trade from Bourdeaux and Nantes to the United States, as his Majesty, in his Wisdom, shall deem sufficient.2 We have the Honour to be [&c.]

Passy, April 19th
1778

B Franklin
Arthur Lee
John Adams

Stevens’s Facsimilies, vol. 8, no. 812. Addressed below close: “To, his Excellency, the Count De Vergennes.”

1. See “Memorial of American Merchant Captains in France to the American Commissioners in France, 9 Apr., and John Bondfield to the American Commissioners in France, 10 Apr., above.
2. Vergennes replied on 29 Apr., below.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Sir, We have the honor of inclosing you the proceedings at Bordeaux relative to the Frigate the Boston, a Ship of war belonging to the United States of America.1 The Officers allege, that they have no Orders to treat our ships of war as those of Sovereign States in Alliance with France; from which we apprehend some mischief may happen. We therefore pray your Excellency to direct such Orders to be expedited to the Kings Officers as are proper in the present case & for their future government.2

Passi April 19th 1778

Df, ViU, Lee Family Papers. Addressed at top: “To his Excellency the Minister of the Marine.”

1. For Sartine’s orders to the port officials, see Gabriel de Sartine to Capitaine de vaisseau Jacques-Pierre Guillaume de Lavigne-Buisson, 27 Apr., below.
2. Sartine replied on 26 Apr., below.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Sunday April 19th. [Bordeaux]

This Day fine pleasant Weather, confined some of the People in Irons for making Disturbances.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).
April 20

“EXTRACT OF A LETTER FROM PORTSMOUTH, DATED APRIL 20”

“This morning arrived at Spithead his Majesty’s ship Antelope,1 Admiral Gayton, from Jamaica, and a schooner taken by the said ship, from Bilboa, bound to America, laden with iron and blankets.2 The Antelope sailed the first of March. Remains at St. Helen’s his Majesty’s ship Trident, with the Commissioners on board.”3

The Antelope has brought over a large quantity of specie, part of which is the property of Admiral Gayton, and received as his eighth of prizes taken while on that station,4 and the remainder belongs to the Merchants.


1. H.M.S. Antelope, Capt. Charles Holmes Everitt, commander.


3. H.M.S. Trident, Capt. John Elliot, commander. The “Commissioners” were the Commissioners for Quieting Disorders, often called the Carlisle Commission.

4. Vice Adm. Clark Gayton commanded the Jamaica Station from the beginning of the war with America until 1 Mar. 1778.

586 EUROPEAN THEATER

COMTE DE VERGENNES TO AMERICAN COMMISSIONERS IN FRANCE

a Versailles le 20 Avril 1778

J’ai recû, Messieurs, la Lettre que vous m’avez fait l’honneur de m’ecrire hier, pour représenter l’interet dont il seroit d’assurer par des Convoys le depart de vos batimens pour L’Amerique. Cet objet regardant uniquement, M. de Sartine, je vais lui faire passér la traduction de votre Lettre, et je Serai tres empressé, a vous faire Part de Sa Reponse. J’ai l honneur d’etre [&c.]

De Vergennes

[Translation]

Versailles, 20 April 1778

I received, Gentlemen, the letter that you did me the honor to write yesterday pointing out the advantages of providing convoys for the security of your vessels leaving for America. This matter concerns M. de Sartine only, I am therefore forwarding a translation of your letter to him and will send you his reply without delay. I have the honor to be [&c].

De Vergennes

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Monday April 20th.1

[Bordeaux]

It being a holli day1 on Shore, we had very little Work done on Board, let some of the people go on Shore.—

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of Boston).

1. The Monday after Easter Sunday was a holiday in France.
“Extract of a Letter from Lisbon, April 20.”

“Two ships from the coast of Guinea, and one from Alicant, bound to London, called the Illustrious Hero, were lately taken by the Deane provincial privateer, and brought into this harbour, where the crew were set at liberty, and, on application being made to the Admiralty, the prizes were seized, and, it is said, will be restored to the owners. This affair has greatly dissatisfied the friends of America, who talk loudly of the injustice of the transaction.”

The London Chronicle, 9–12 May.


April 21

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN ROBERT PALLISER COOPER, R.N.

[Admiralty Office, London]

By &c.

Whereas we have received Intelligence (of which the inclosed is a Copy) that a Ship mounting 20 Guns & a Cutter supposed to be American Cruizers therein more particularly described were seen on the 17th. inst. off the point of Air where they gave chase to & fired at the Hussar Revenue Wherry & that they were supposed at the time the Intelligence is dated to be skulking off the Isle of Man; You are hereby required & directed, notwithstanding former Orders, to proceed in the Ship you command without a moments loss of time into the Irish Channel calling off Dublin for a Pilot for the said Channel & for Intelligence, and if you get any that can be depended upon of a later date than that herewith sent relative to the Cruizers therein mention’d, or any others belonging to the Rebellious Colonies of N° America being in those Seas, you are to proceed in pursuit of them according to such Intelligence & use your best endeavours to take or destroy them or drive them away but if you meet with no later intelligence you are to proceed to Ramsey Bay in the Isle of Man & sending on shore for intelligence there, proceed in quest of the said Vessels or of any other American Cruizers which you may hear of any where in those parts as above directed.

You are to continue upon this Service until further Order calling frequently at Liverpool for Orders, & sending to Us an Account of your proceedings & of any Intelligence you may procure proper for our knowledge. Given &c the 21. April 1778.

Sandwich

J Buller

H. Palliser

By &c P.S.7

By Express at ¾ past 11. PM


1. The enclosure, “Relation of Captain James Gurley, British Revenue Service, 18 Apr.,” is almost identical to what Gurley wrote to Richard Wordsworth and George Haly, 19 Apr., above.
3. The cutter has not been identified.
4. Point of Ayre, northern cape of the Isle of Man.
5. See Gurley to Wordsworth and Haly, 19 Apr., above.
JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]
The Honble. the Commissioners from Congress
Bordeaux 21 Ap\(^1\) 1778
Hon\(^a\) Sirs

A Prisoner lately escaped from New York who in his resistance lost many of his Men and suffered severely during his Imprisonment has applied to me to write to your honors for a Commission. if convenient to be granted a privateer of Force will be emidiately fitted out and given him. he is a Canadian. there is a suitable vessel just off the Stocks that might be fitted to Sea in twenty days after a Commission obtained and if agreeable to your honors would be a Consort to the Boston\(^1\)

I am not honord with any of your commands since the two packets of the 5\(^{th}\) & 7\(^{th}\) which leave this to Day I am thereby prevented from proceeding to lay in the Provisions for the Boston not knowing the quantity required which depends on your Instructions. the Ship is taking in her Ballast, the Cordage, Sails and other Articles are and will be ready shortly.

with due respect I am [&c.

John Bondfield


JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Tuesday April 21st [Bordeaux]
This Day rainey Weather the people imployd in necessary Duty found the Main mast sprung so badly, that I shall be oblidged to get a New one, begun to Clear the Riggen.—

D, MH-H, Samuel Tucker Papers (MSS Am 812), vol. 6 (Log Book of Boston).

April 22

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN MACBRIDE, R.N.

[Admiralty Office, London]
By &c.

You are hereby required and directed to proceed without a moments loss of time, off Brest and take the first opportunity of wind & weather to look into that Port and to endeavour to discover what Fleet is in Brest Water and to speak with some Vessels coming out of the said Port in order to gain the best intelligence you can respecting the Fleet there or whether any Ships of War have sailed from thence or arrived there from other Ports.

7. Philip Stephens, secretary of the Lords Commissioners of the Admiralty.
If during your being off Brest or on your passage to or from thence, you should fall in with any French Ships of War or Frigates, you are to avoid speaking with them, especially if they are of a superior force; but if you cannot avoid speaking with them you are not to act offensively unless they should observe a different conduct by offering any insult to you.

You are to continue upon this service until you have had an opportunity of looking into Brest Water or of speaking to, and getting good intelligence respecting the abovementioned Fleet, from any Vessel coming out of that Port and then make the best of your way back to Plymouth, and send an account thereof, and of your proceedings to our Secretary, by Express; And, having so done follow such Orders as you may find there from the Honble Augst Keppel Admiral of the Blue &c, for your farther proceedings.

Given &c 22d. April 1778.

Sandwich
J Buller
Lisburne

By &c PS.1

1. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

22 APRIL 1778 589

CREW OF THE CONTINENTAL NAVY SHIP RANGER
WHO PARTICIPATED IN THE WHITEHAVEN EXPEDITION

Mens Names, on the Whitehaven Expedition 22d April 1778.

David Cullam . . . . . . . . . . . . Master
Samuel Wallingsford . . . . . . Lieutenant of Marines
Benjamin Hill . . . . . . . . . . . . Volunteer
Joseph Green . . . . . . . . . . . . Midshipman

5 Thomas Palmer . . . . . . . . . . Gunner’s mate
James Gooch . . . . . . . . . . . . Captain’s Clerk
Edward Myers . . . . . . . . . . . . Boatswain’s mate
M’ Miers (Sweed) . . . . . . . . . . Volunteer
Edward Gale . . . . . . . . . . . . Carpenter’s mate

10 Joel Hutchings . . .
Thomas Becke
James Laighton
Edmund Boynton
William Stacy

15 John Colbath
Oliver Crummett
Joseph Trefathom
Samuel Odiorne
Daniel Jacobs

20 Michael Ryan
Robert Moore
George Roberts

Seamen & Marines.—
Nicholas Caverly
John FitzGerald
Amos Abbott
Benjamin Rutcliff
Simon Staples
David Smith
James Broughton
David Woodd
Nathaniel Perkins

By


CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

These with my respects to your Honnour I am Very glad to hear of your Safe arrival at Parris by a Gentlman Who Saw your Honnour the Evening before you went to Verseils Who acquainted me your Honnour was Very well after your Long Journey and give me a great deal of Pleasure to hear of your Son Mast' Jackey & Mast' Jese being Very well as the fatigues of a Long Journey does not agree in General with Such Youth1 But Hon'd Sir I Still Remain on board Ship and Seldom or Ever on Shore you honr knowing my Sutivation [Situation?] Equally as well as I Can Explain it to you The Multiplycity of Business draws my attention Strictly on board at my duty A Lewtenant Would not be amiss to Ease me of Some of my trouble as the duty falls hard on M' Reed2 without my assistance I need not Inform your Honnour of the Little trouble being a hard-ship but Rather a pleasure at Present but on my departing from hence the Officer will be wanting Sir if one Could be Recommended I Should be Very Glad but if none I must make it as Easy as Possible3–my Officer at Present and men are all in Good helth the doctor has no duty at Present Gods name be Praisd I Remain [&c.]

Sam'l Tucker

NB I Should be Very happy to have a Line or two from your Honnour by the first opportunity

1. John Quincy Adams and Jesse Deane.
2. Lt. Benjamin Reed.
3. The Commissioners had anticipated Tucker’s request for a lieutenant. See the American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Wednesday April 22d

This Day rainey Weather, got two long spars for Shears to hoist out the Main Mast.
Captain John Paul Jones, Continental Navy
April 23

PORT CAPTAIN JOHN BOTTERELL, R.N., TO PHILIP STEPHENS, SECRETARY OF THE LORDS COMMISSIONERS OF THE ADMIRALTY

Whitehaven 23d April 1778

Sir

The Ship Ranger an American privateer, John Paul Jones Master carrying Eighteen Six pounders pierced for 20—150 Men landed 30 Men at this Port between two and three o clock this Morning with an intent to set fire to the Shipping. David Freeman a Man belonging to the privateer and of the party who landed was either by accident on their return, left behind, or escaped, which, is not yet certainly known, He alarm’d the Town to prevent their destruction, One ship was in a blaze, and as the Harbor was then dry, it might soon have spread and burnt the whole which are numerous but providentially it was got the better of by about Six and no other damage happened but to this Single Ship. Matches of an extraordinary nature were found on board several other Vessels.

The Town is much alarmed, the Magistrates and Merchants call’d a meeting and have sent expresses to all the Capital Sea ports in this Channel, likewise by Sea to Dublin, Belfast &c

The Privateer continued off this port till ten o clock then made Sail to the Northward.

Inclos’d is the Weekly return. I am [&c.]

Jnº Botterell

The Privateer is of Piscataua
She Sail’d from Brest 1 April

L, UkLPR, Adm. 1/1498, fol. 742. Addressed below close: “Philip Stephens Esq.”

PRINCIPAL INHABITANTS OF WHITEHAVEN, ENGLAND, TO EARL OF SUFFOLK

Whitehaven 23d April 1778—

My Lord

We beg leave to acquaint your Lordship that this Morning about Three O’Clock a large Privateer from America called the Ranger Commanded by one John Paul Jones, mounting Eighteen Guns, six pounders landed Thirty Men in two Boats, and set Fire to one of the Vessels in this Harbour, which very providentially was soon got under by the Alarm being given to the Inhabitants; But as this Vessel has been Ten days in the Channel as appears by one of the Men now in Custody who left the Boats, in the Course of whose Examination it appears that this Vessel was hired at Brest for this purpose, and was Convey’d thro’ the Bay into the North Channel by a French Frigate of Thirty Eight Guns and the Vessel still hovering off this Port, and the Commander a desperate Fellow who served his Time in this place, We therefore pray your Lordship will be pleased to order such protection to this place as to your Lordship may seem meet. We are [&c.]

Sam'l Martin
Peter Gale
John Sarjeant
Tho’ Hartley
Daniel Baynes
W Brownrigg
Hen’ Ellison
Rich’d Wordsworth Coll’
Geo Haly Comp
Thom Lutwidge
William Grayson  
Sam Potter  
Richd Parker  
John Hodgson  
John Coupland  
Tho' Harrison  
Isaac Stephenson  
Richard Fletcher  
Isaac Shelsick  
Joseph Mayson


1. David Freeman.

“Extract of a Letter received Yesterday from Corke.”

[before 23 April 1778, Cork, Ireland]

“The Master of the Blossom transport, arrived here from New York, says, that in lat. 50. 30. long 9. he fell in with an American privateer, whom he engaged some time, he having 10 six-pounders on board. During the action, a man of war coming in sight, and bearing down to them, the privateer crowded all the sail she could, and left him. The privateer is described to have 16 guns, a black vessel, snow rigged, and to have a great number of hands on board. The Blossom in her passage, fell in with another privateer, of eight guns, which she beat off after an engagement of two hours.”


1. Ship Blossom, Thomas Rigmaiden, master, 160 tons burthen, built in Liverpool 1768 and given new upper works in 1775; owned by James & Co. Lloyd’s Register of Ships, 1777–1778. A list of ships under convoy of H.M. frigate Pallas, from Bluefields, Jamaica, 10 Nov. 1777, has Blossom as being 100 tons burthen and carrying eight guns. UkLPR, Adm. 1/240.

LORD NORTH TO EARL OF SANDWICH

Bushey Park, 1 23 April 1778.

My dear Lord—There is very good authority to believe that the Comte d’Estaing will sail with six ships of the line from Toulon. It is said that he expects to be joined (but I do not know where) by three more ships of the line from the West Indies, and by three more ships of force which have been for some time building in North America. He hopes likewise to be assisted by several frigates and smaller vessels belonging to the Americans.

What I have mentioned depends upon good authority, but I think that it is almost certain that the destination of the Comte d’Estaing is North America. Every circumstance that I can learn seems to confirm it. If he arrives there unmolested, he will do a great deal of mischief even with six ships. He expected to sail either on the 20th or 21st of this month. If he is sailed, it is only with six ships of the line: if he is determined not to leave Toulon with a smaller number of ships of the line than ten, he has not yet been able to set out. I am [etc.].

P.S.—There has been such pains taken to conceal M. d’Estaing’s destination, and the success of his expedition is apparently so much at heart, that I do not think it probable he will be inclined to strike any stroke in the European seas unless attacked.
It may therefore be less dangerous to send out a squadron of seven or eight ships of the line to watch his motions, and to attack him only in case they shall think themselves superior or equal. This is a nice point. I am rather inclined to run the risk, and wish you would consider it. I send this letter to Mr Stephens, who will send it after you.

Sandwich Papers, 2: 33–34.

1. Bushey Park was Lord North’s residence in Teddington, in southwestern London.
2. On 27 Apr., North wrote Sandwich, “There can now be no doubt of his [d’Estaing’s] destination. He is certainly bound to North America, and will probably begin his operations either upon the fleet in the harbour of New York or against the army at Philadelphia.” Ibid., 2: 35.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Thursday April 23rd. [Bordeaux]
The fore part of the Day, cold, clear Weather, the People geting ready to hoist the Mast out, in the Afternoon got it out and found it to be gorn in 3 different places.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

April 24

CAPTAIN JOHN GELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

Sir

Thetis River Clyde 24th April 1778—
The Transports not arriving, the enclosed intelligence of an American Privateer1 having appeared on this Coast— hope my Lords Commissioners will approve of my proceeding to Sea with his Majesty’s Ship—2 being apprehensive if the intelligence is true that some of the Transports may be taken— Should there be an opportunity whilst I am out shall take care to acquaint the Lord Lieutenant of Ireland3 that his Majesty’s Ship is at Sea in consequence of the enclosed intelligence— The Lord Provost of Glasgow4 sends me information of this Privateer which he received by Express from Whitehaven—

I am informd the Boston5 is under orders for the River Clyde— should we meet shall give her orders agreeable to the intelligence received or may receive hereafter— The Service which my Lords Commissioners have already ordered me upon will not be retarded by his Majesty’s Ship being out for a short time— I am [&c.]

J. Gell

Since the above was wrote an Express is arrived which gives intelligence of the Privateer having plundered the House of Lord Selkirk at S’ Mary Isle near Kirkubright6

UkLPR, Adm. 1/1838, sec. 6, no. 5. Addressed at foot: “Philip Stephens Esq’” Notation by Stephens on reverse: “4 May/Own rec’/&/approve.”

1. Continental Navy ship Ranger, Capt. John Paul Jones, commander. The “enclosed intelligence” was a letter from James Logan and Patrick McIntire, the customs officers at Stranraer, Scotland, to the Collector and Comptroller of the Port of Glasgow dated 20 Apr, reporting that a “three-masted ship, supposed to be an American Privateer of considerable force” had been observed in their district. UkLPR, Adm. 1/1838, sec. 6.
2. H.M. frigate Thetis.
HENRY ELLISON AND WILLIAM BROWNRIGG TO EARL OF SUFFOLK

My Lord

No 136. Whitehaven April 24th 1778

We take the Liberty of laying before your Lordship the Inclos’d Examination of David Freeman wth. a sequel annex’d of the proceedings of John Paul Jones & his Crew when on shore in this place;¹ We thought this step absolutely necessary as your Lordship will see by the Examination the French have taken an Active part in the Affair by conveying the said privateer to the Mouth of the Channel—Every step was taken by the Inhabitants of this place to alarm the Coast, but are sorry to acq’ Your Lordship it did not prevent this daring Pirate from plundering Lord Selkirks House in Scotland directly opposite to this place, this Intelligence we receivd by a Boat this Morning from the Custom House at Kirkudbright—We are not without hopes however, that some of his Majesty’s Cruisers will meet with her before she gets out of the Channel—We are [&c.]

Hen’. Ellison

W Brownrigg.²

¹. Immediately below.
². The Earl of Suffolk laid this letter and its enclosures before the king, who approved the authors’ “Diligence in collecting the Particulars” of Jones’s raid on Whitehaven. Earl of Suffolk to Henry Ellison and William Brownrigg. 19 Apr. 1778, in ibid.

EXAMINATION OF DAVID FREEMAN

[Whitehaven, England, Apr. 24, 1778]

to Wit

The Examination of David Freeman taken on Oath the 24th day of April 1778 before William Brownrigg and Henry Ellison Esq’; Two of His Majesty’s Justices of the Peace in and for the said County—

Who saith that he is a Native of Ireland now about Twenty two Years of Age, and at the Age of Five Years or thereabouts, never having known his parents, was carried to America by Thomas M’Millan an Irishman, a Black Smith by Trade, who settled in the Town of Worster, after that in Limster,¹ both in the province of Massachusetts Bay, that He the said Freeman, was brought up to the Trade of a Black Smith in the Service of the said M’Millan, and continued with him till the time New York was taken from the Rebels by His Majesty’s Forces; when travelling with his said Master towards New York, in order to join His Majesty’s Forces, they were taken by the Rebels, and by them confined in prison.

That his said Master found means to escape out of prison in Two Months, that he the said Freeman did not escape till Twelve Months after, when he made the best of his way to the Eastern Shore, a place where he was certain he was not known, and for fear of being again confined Shipt himself on Board the Ranger a Rebel privateer fitted out at Piscatqua, whereof John Paul Jones is Commander; in hopes of
making his escape from the said Privateer or of her being taken, and that he might some way find an opportunity of returning to his native country.

That on the 2d of December, he arrived in the said Privateer, in the River of Nantz, where he staid till Feb 3 then came in the said Privateer to Quiberon Bay where they remained near a Month; and from thence sailed to Brest, there took in a French Pilot, and from Brest set sail about three Weeks ago, Under the Convoy of the Britagne a French Frigate of 38 Guns, and four hundred Men, 2 as he was informed which Frigate accompanied them thro’ the Bay to the Chops of the Channel.

The Orders which they received from the said French Frigate were not to speak or give chaise to any Vessel until the said Frigate left them—After the said Frigate left them the first Vessel they took was a Brigantine loaden with Flaxseed from England to Ireland which Vessel they sunk and sunk, after taking out the Men; leav- ing every thing else in the Ship fearing that he might be discovered—

The next Ship they took was bound from London to Dublin loaden with Rum Sugar and other goods & General Irwins Baggage; 4 the Cap’ put Men on Board her and sent her to Brest—

When the Captain came into Solway Firth the men were made acquainted with his Intention of landing some where by the preparations he was making and his declarations to the Men; he himself acted as Pilot, and mentioned his being well acquainted with the Town of Whitehaven, and all the places in its neighbourhood. On the night of Good Friday April the 17th he made preparations for landing; and David Freeman believes he was then very near Whitehaven, but the Weather coming on stormy he durst not attempt to Land, therefore stood off towards the Scotch Coast; The next day he was observed by a Cruizer, and not being able to take her stood off to the Irish Shore, and then took a Scotch Schooner loaden with Barley, & Oates, and sunk her; on Sunday or Monday Night sailed into Belfast Lough with Intent to attack an Arm’d Vessel (which they had an Account of lying there) by Surprize; but standing within ½ Gun Shot of her, and finding them upon their Guard after being hailed, and Answering they had slip’d their Cable and were returning back, got off. then took a Sloop from Dublin to London in Ballast which they sunk; Drew again near Whitehaven on Wednesday April the 22d and made preparations, for Landing; the Weather being then fine & the Wind gentle and favourable. In the night he explained his Design fully to his Men; and exhorted them to stand by him, that he woud be the first who landed, and the last who left the Shore; said he hoped to destroy all the Ships in the Harbour, and to set fire to the Town; That if Success attended the Undertaking as he fully expected, the Honour woud be great to himself, which was all he desired; To money he resigned all pretensions to his Men who he assured ym. woud receive the same reward for burning, and destroying the Ships as if they had taken them—

The Captain and Thirty Men in two Boats landed, on Thursday Morning, at day break the 23d in two parts of the Harbour; but the said Freeman made his escape from the Boat he was in, as soon as it was possible alarmed the Town, and delivered himself up to a Man in the Streets unarmed having thrown his Arms away soon after his escape—
Taken and Sworn before us this
Twenty fourth day of April 1778
W Brownrigg
Heny' Ellison


2. French Navy frigate Fortunée accompanied Ranger.

"SEQUEL OF THE PROCEEDINGS OF CAPT' PAUL JONES
AND HIS CREW AT WHITEHAVEN—"

After Captain Jones and his party had landed in the Harbour of Whitehaven they immediately took possession of a Fort adjoining to the Harbour, and spiked all the Guns which are 32. pounders and some which carry 42. pounds. The people of the Town being then in the greatest security and no guard or watch being then kept either in the Fort & Batteries, or in the Harbour. And in the Ships (which were about 200) there were none on board any of them except a few apprentice Boys who were all asleep. The Tide was then flowing into the Harbour but none of the Ships were then on float. The Captain and his Men immediately on landing prepared to set the Ships on Fire, but it happened fortunately that they had neither brought lights or other fire with them, tho David Freeman says they have two Lanthorns to each Boat, and also have plenty of flint and steel and Tinder on board. They therefore were obliged to break into a Watch house on the Key where a small family lives who were all asleep, so that it took up a considerable time to provide themselves with Fire and Candle. They had brought with them many Faggots made of long square and very slender rods of Pine well covered with Pitch Brimstone and other combustibles, tied up together so as to be compact, but with many openings between them; These bundles were covered with canvas that had been dipt in a mixture of Rosin Brimstone and other inflammable substances; they had also many torches; and large matches of Canvas a foot long and four or five inches Broad, covered over with Rosin Turpentine brimstone and Nitre &ca and tied to sticks of about a yard in length. Many of these Faggots and other combustible Substances they had disposed in the holds of eight ships, that lay towards the middle and in the most crouded part of the Harbour. They had only set fire to these combustibles in one Ship; and had made some attempts to kindle some in other ships. Which failed thro their great hurry; As the Town was alarmed and many were moving from all parts towards the Harbour they thought proper to make a very precipitate retreat, leaving their work unfinished. The fire in the Ship in which their combustibles were kindled, burnt with very great violence and was with difficulty extinguished, had two or three ships been set on fire; in that case all the ships in the Harbour must have been consumed, with some parts of the Town. There are now three Companies of Militia marched into the Town, and a Watch of Seamen established for the Security of the Harbour; so that such attempts will not so easily be carried into execution for the future—It is very evident that all the Com-
Detail from a map of England and Wales
bustibles were made up, and put on board in France. David Freeman is positive
they were not made up in the ship, neither does that seem a proper place for
carrying on such operations.

W Brownrigg
Hen' Ellison


DS, UkLPR, S.P., Domestic, 37/12. Docketed: “Whitehaven April 24th 1778./M' Ellison/&/M' Brownrigg
Justices of the Peace.” Notation: “R. 28th.” Identified at top as: “N” 136II.

“PRISONERS TAKEN BY THE RANGER”

[after 24 April 1778]¹

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Surgeon &amp; Purser of the Drake</td>
<td>3</td>
</tr>
<tr>
<td>Five Masters of Merchantmen with their Mates and one Passenger</td>
<td>11</td>
</tr>
<tr>
<td>Under officers Warrant officers &amp; Seamen in good Health</td>
<td>166</td>
</tr>
<tr>
<td></td>
<td>180</td>
</tr>
</tbody>
</table>

NB Exclusive of sick and Wounded.

D, PPAmP. Benjamin Franklin Papers, vol. 58, fol. 95.

1. The list is undated but was seemingly drawn up soon after Continental Navy ship Ranger's capture of H.M. ship-rigged sloop-of-war Drake on 24 Apr.

“Extract of a Letter from Portsmouth, dated April 24.”

“This day came in here the John schooner,¹ a prize taken by the Antelope man of war:² she was bound from Bilboa for North America.”

The London Chronicle, 23–25 April 1778.

1. Schooner John, Azariah Woodberry, master, from Boston, captured on its voyage from Bilbao to Boston with a cargo of bale goods and iron. UkLPR, H.C.A. 32/570/5; NDAR 11: 453.
2. H.M.S. Antelope, Capt. Charles Holmes Everitt, commander. In the prize list of Vice Adm. Clark Gayton, John’s capture was credited to Antelope and to H.M. sloop Diligence, Comdr. Thomas Davey, commander. NDAR 11: 453.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Fryday April 24th.— [Bordeaux]

This Day cold & Cloudy Weather, the people imployd in getting the Iron Ballast out of the hulk, on Board, the Carpenters on Shore to Work on the Mast.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate Boston, Bordeaux, France]

[Apr.] 24 M' Bates the Sailing Master & myself were ordered on Shore after 6 men who had deserted the Ship—but could not discover them—

April 25

CAPTAIN JAMES CRAWFORD, BRITISH REVENUE SERVICE, TO JAMES LOGIE

(Copy)

Cumbras Wherry of[f Corshill point 25th April 1778

Sir,

I wrote you at 3 oClock in the afternoon to which I refer—I am sorry now to inform you of the result of the Engagement that we heard of Last Night; His Majestys Ship the Drake is taken by the Ranger American Privateer Captain Jones of 18 Six pounders, and 140 Men after a Smart Engagement in Which the Cap† of the Drake was Killed, & the Lieutenant & 20 men wounded. — On the part of the Americans one or two is killed and as many wounded, one of their killed is their Cap† of Marines. — I cannot enumerate all the mischiefs that I hear has been done of late by this Privateer, many a Vessel she has Sunk and taken, and I am told the Cap† Landed at Whitehaven & with his own hands Set fire to the Vessels in the Harbour than laying a ground. all this News I learnt from a Boat that I spoke just after she left the Privateer, in this Boat were five or Six old men & Boys that Capt. Jones, had set at Liberty to go on Shore.

At Eight oClock at Night the two Ships were laying too between Corshill point and the Mull of Kantyre, The Man of War as the Boat Informed me is so much Disabled that She will not be fit to make much way for another day I am therefore going to run in With this Intelligence to the Man of War at Greenock as I think there may be a chance of Intercepting her Still, I wish you would send over an Express to Campbeltown to let them know their danger. I saw them take a Brig before Sun Set.

I have taken good care of the Cumbras Wherry for I have still keepet at least three miles to the Windward of The Privateer which is a Remarkable fast Sailor. I think the Ships at The Cairn should all go up to the town; Pray send them Notice for I fear that the Privateer will spend a Nother day or two in this Neighbourhood

Signed Jas. Crawford


1. That is, Corsewall Point, the cape at the northern terminal of The Rinns of Galloway, the peninsula on the western side of Loch Ryan, a sea loch at the base of which lies Stranraer.
5. Campbeltown is a seaport on the Kintyre Peninsula, northeast of the Mull of Kintyre.
6. Cairnryan stands on Cairn Point, a small headland on the eastern shore of Loch Ryan.

“SECRET INSTRUCTIONS FOR THE HON™ AUGUSTUS KEPPEL ADMIRAL OF THE BLUE SQUADRON OF HIS MAJESTY’S FLEET AND COMMANDER IN CHIEF OF A SQUADRON OF HIS MAJ’S SHIPS EMPLOYED & TO BE EMPLOYED”

By &c

Whereas the very considerable Armaments making in the Ports of France, together with the late offensive proceedings of the French Court give the strongest reason to apprehend that their Intentions may be hostile against His Maj’s Domin-
ions and Subjects; And whereas from Intelligence received there is reason to believe that the French Squadron fitted out at Toulon is designed to join the Squadron at Brest; And it being of great importance that the junction of those Squadrons should if possible be prevented, and that the Troops destined to reinforce the Garrison of Gibraltar, which are to embark at Portsmouth about the 26th Ins' and proceed from thence under the Convoy of Commodore Evans in the Invincible in conjunction with the Exeter, should be protected from any attempts that may be made to interrupt them by the Ships from Brest; You are therefore, in pursuance of His Majesty’s pleasure signified to us by Lord Viscount Weymouth one of His Principle Secretaries of State, hereby required & directed, so soon as the Troops beforemention’d are embarked, to take Commodore Evans under your Command (he being directed to obey your orders) and putting to Sea with the first opportunity of wind and weather with the Commodore & his Convoy and such of the Ships of the Squadron under your Command as are in readiness, You are to proceed down the Channel; and having seen the Commodore and his said Convoy into the Latitude of Ushant, direct him to prosecute his Voyage to Gibraltar agreeable to the Orders he shall have received from us; ordering, if you judge it necessary, some of the Ships of your Squadron, to accompany the Convoy, for its greater security, so much further on its way as you may think proper, and then to rejoin you on such Rendezvous as you shall appoint.

When you have dispatched the Convoy for Gibraltar as abovementioned, you are in further pursuance of His Majesty’s pleasure to cruize at such a distance, and upon such a station, off the Port of Brest, as you shall judge most proper to prevent the junction of the French Squadrons abovementioned, and to intercept any Ships that may attempt to sail from Brest to molest the Convoy going to Gibraltar.

If you fall in with, or discover the Toulon Squadron attempting to push into Brest, you are to use your utmost endeavours to take or destroy it, And if the Brest Squadron or any part of it should put to Sea, you are to use the like endeavours to take or destroy such of the Ships as you may be able to come up with.

If the Brest Squadron should slip by you and proceed up the British Channel, or to any part of the Coast of Ireland, you are immediately to follow it; or, if you receive certain intelligence of its having taken any other Route, you are in that case to pursue it, if there is a probability of your being able to overtake it without leaving Great Britain and Ireland exposed, the protection of which must always be the principal object of your care and attention.

If in the course of your cruize, any of the Ships of your Squadron, in chasing, or otherwise, should fall in with any French Ship of the Line of Battle they are to use their endeavours to take or destroy them, and in case any French Frigates of War should attend upon the Fleet or appear to be watching your motions you are to oblige them to desist, & on their refusal to seize them & send them to England.

Intelligence having been received that several rich Ships bound to France from the East Indies (a list of which is inclosed) are shortly expected at Port L’Orient or some other Port in the Bay of Biscay, you are to direct the several Commanders of the Ships of your Squadron in case they fall in with the said ships or any of them to seize them, and send them to some convenient Port in England to be secured, until His Majesty’s further pleasure concerning them shall be known, taking care that every person belonging to all Ships so seized or intercepted be well treated and that no Plunder or Embezzlement be made of any Effects on board.
In case the Toulon Squadron shall have joined the Squadron at Brest before you arrive upon your Station, or, while you are upon it, should elude your vigilance & find the means of passing you into that Port, and the two Squadrons when combined should venture to come out, or, if at the time the Toulon Squadron may be attempting to push into the Port of Brest (pursued perhaps by the Squadron under your Command) the Squadron in that Port should come out in order to succour and effect a junction with the other; you are, in either of these Cases, if the Superiority of the French Fleet is not very apparent, to give them Battle: But if the French Fleet when the Squadrons abovementioned are joined, shall be Manifestly superior to yours, and should come out to meet you, or if you are satisfied that after the junction of the two Squadrons at Brest they are superior to you, tho’ they do not come out, you are, in either of these Cases, to return with the Squadron under your Command to St. Helens for a Reinforcement, it being our intention to direct not only the Ships of your Squadron which may not be intending to sail with you, but also such others as shall from time to time be got ready, to assemble at that Place for the purpose of reinforcing you if it be necessary.

You are during the course of your cruize to take or destroy all such Ships and Vessels belonging to the Rebellious Colonies, and all Ships & Vessels going to, or returning from trading with those Colonies, as you may fall in with.

And Whereas the great armaments that are making in the Ports of Spain may eventually be ordered to join those in the Ports of France, the preventing of which is of very great consequence; you are therefore, in pursuance of His Majesty’s further pleasure signified as aforementioned, hereby required and directed to endeavour to seize any Spanish Ships of war of the Line that you may discover or meet with, acting in conjunction with the French, and to intercept such as may be attempting to enter, or are evidently bound to, any of the Ports of France. But in all other Cases you are to consider the Ships of Spain, as those of a Power at Peace and in Friendship with Great Britain, & to afford them any assistance or protection they may stand in need of.

You are to transmit to Our Secretary for Our information, before you sail, a Copy of your intended Rendezvous, and of the Signals by which the Ships of your Squadron are to know each other; and you are to send to him during your cruize frequent accounts of your proceedings with such intelligence as you receive that may be necessary to be communicated to us, directing the Officer by whom you send your Dispatches to forward the same from the Port from where he arrives by Express.

While you are employed on the service beforementioned, you are to protect such of the Trade & Ships of His Majesty’s Subjects as may fall in your way.

You are to continue on the said Service for the space of one Month after you arrive upon your Station, and at the expiration of that time, to return with your Squadron to St. Helens; sending by an Express an account of you arrival & proceedings and waiting there for further Orders.

Given &c. 25th. April 1778.

Sandwich
J. Buller
Lisburne
H. Penton

By & c. PS.\textsuperscript{1}
THE LONDON CHRONICLE, THURSDAY, APRIL 23, TO FRIDAY, APRIL 25, 1778

LONDON. The Betsey, James Morgan master, from the Leeward Islands for Halifax, was taken the 10th of March by two South Carolina brigs, called the Enterprize and Defiance, and sent into the Dutch port of Curacao, where, within these few months, several British prizes have been publicly sold.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Honble Sirs

Bordeaux 25th Apr 1778

The Mainmast of the Boston was yesterday Surveyd and Condemnd unfit for Service. That no accident happend to the Ship from the defect on the Passage is very fortunate in One part it was it had not three Inches hold and in two others the Splitt went half throw We have met with a Mast that will replace it and will be got ready with all possible dispatch some other alterations the Captain thinks Requisit particularly an Iron Hearth for Cooking the one had on the passage broke down and the heavy weight of Stones employ’d therein put the vessel out of Trim which the Frame he now proposes will releive I have therefore given orders for the Smith to make One agreeable to the Captains directions. this with other Necessaries he recommends will I hope meet your honors approbation I am [&c.]

John Bondfield


CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen,

Bordeaux Aprill 25. 1778

I am sorry to Inform your Honours of my Situation, which is now lying with my mainmast out & condemned. I thought proper to get a Jury sufficient to Condemn it, which Consisted of three Captains of Merchant Ships & Six Carpenters. & Mr Brondfield till the present Gentlemen, I’ve waited for your Honours Orders, with a clean hold, but this Day for fear of being hurried, I’ve began to take in my Ballast, as I suppose your Honours would have wrote me if your Intentions was to put any materials on board for America. But not receiving a Line yet, I hope I am not doing amiss, on preparing for a Cruze. I must acquaint you that my Ship was in a Worse Situation then I thought she was on my Arrival. I would acquaint your Honours that the Officers under his Christian Majesty has taken the Liberty of deluding my Men away & entring them in the Regements of the Irish Brigade, I apprehended five this Day, and I am determined to find out the Officers & enter my Complaint for Satisfaction, as they have taken several of my men before. the above Number were confined in a Private Room four Days and where to Imbark to Morrow for S’ Martins, but I am happy to think I disappointed them of
their Intentions—

Gentn I should be glad to see Cap‘ Palms return, as I wish to heare from your Honours. I am [&c.]

Saml Tucker

1. Tucker commanded Continental Navy frigate Boston.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Saturday April 25th. [Bordeaux]

Receivd a Second Lieut from Parris1 Do Capt Palm Return2 This Day, pleasant Weather, the People imployed in getting the Ballest on Board. John Hilger recd 12 lashes on his Back with a Cat for cutting a French-man with a Scraper.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).
1. This was Lt. Musco Livingston. On his appointment, see John Adams to Capt. Samuel Tucker, 29 Apr., below.
2. Capt. Richard Palmes, who commanded the Continental marines on Boston. On his mission to Paris, see Tucker to the American Commissioners in France, 1 Apr., above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Apr.] 25 [Frigate Boston, Bordeaux]

Cap‘ Tucker got Information of them1 & took them on board & put them in Irons—

1. By “them,” Jennison referred to the six deserters who he mentioned in his journal entry of 24 Apr., above.

April 26 (Sunday)

CAPTAIN JAMES CRAWFORD, BRITISH REVENUE SERVICE,
TO PHILIP STEPHENS, SECRETARY OF THE LORDS COMMISSIONERS OF THE ADMIRALTY

Cambraes Murry,1 Greenock,

Sunday, April 26th [1778], 3 P.M.

Sir—In the morning of Tuesday2 the 24th current, I put into Loch Ryan with the sloop under my command to get intelligence about an American privateer that was said to be on this coast. About 8 o’clock the same evening, I got notice by a countryman from Port Patrick that two ships were seen engaged off that place at an hour before sunset, on which I sailed from Stranraer to know the result of the action or what engagement it was. Next day at noon I descried the two ships lying to on the coast of Ireland, a little to the south of Belfast; and proceeding towards them, I observed that one of them wanted her main topmast. I followed them till the evening, keeping aloof at some little distance. About sundown, a row-boat dropped astern from one of the ships; and on speaking with this boat, I was informed that the two
ships were his Majesty’s ship the *Drake* and the *Ranger*, an American Congress ship commanded by one Jones, mounting 18 six-pounders with 140 men, and that the *Drake* was taken by the *Ranger* the preceding evening off Port Patrick after an action of an hour and five minutes, in which the captain of the *Drake* was killed and the lieutenant and twenty men wounded—on the part of the American, two killed and three or four wounded. After parting with the boat, I kept following the ships till 9 o’clock at night to trace their course, and then made all sail in for the Clyde to give notice thereof to the *Thetis* man of war. And this morning at 7 o’clock, I met her off Lamlash, turning out-channel in quest of said privateer. I went on board and informed Captain Gell that she and her prize the *Drake*, together with a brig which I saw her take in the afternoon, were at 9 o’clock at night all lying to off the Mull of Kintyre (with their heads to the north, wind then at S.W.), and that the boat had informed me that the *Drake* was so much shattered in her masts and rigging that she could not be refitted to sail with any expedition in less than twenty hours.

The weather is at present exceedingly thick and rainy and the wind in the south, so that it is judged the privateer and her prize will go north about to France, of which Captain Gell wishes that the Lords of the Admiralty had immediate notice; and as he had not time to write their Lordships himself, he desired that notice might be sent upon receipt of this letter, which I beg you will be pleased to lay before the honourable Board for their directions. I have [etc.],

(Signed) JAS CRAWFORD

P.S.—The boat’s crew from whom I got the intelligence was liberated by the American commander. It seems that a few days ago they had gone off to him from Belfast and offered to pilot his ship into the Loch, not knowing what she was till they came alongside, and then they were accordingly detained. They further say that when they left the ship they understood that she and her prize were to go for the port of Brest in France.

The captain of the *Thetis* desired that an express might be sent with this letter, if the post should be gone from Greenock before I arrived, as he is anxious to have the Board of Admiralty immediately informed of the loss of the *Drake*, that steps may be taken if possible still to intercept her getting safe into the ports of France.

*Sandwich Papers* 1: 271–73.
1. Cumbras Wherry.
2. That is, Friday.
5. Philip Stephens sent this letter to Lord Sandwich on 1 May, writing: “I thought that my Lord George [Germain], when I was with him yesterday, did not seem to be very well satisfied with the stopping the *Thetis* from proceeding with the troops to Halifax.” *Sandwich Papers* 1: 273n.

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**CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY**

By John Paul Jones Esquire, Captain in the American Navy &C
Lt. Thomas Simpson

Sir.

You are hereby appointed Commander of our Prize, the English Ship of war *Drake*. You are to keep company with me, and to pay punctual Attention to the Signals delivered herewith for your Government—Your are to superintend the Navigation,
and defence of the Ship under your command—and to Support me, as much as pos-
sible, shou’d we fall in with, and Engage any of the Enemies Ships. The honour of
our Flagg is much concerned in the preservation of this Prize, therefore keep close
by me and she shall not be given tamely up. You will take your Station on the Ranger’s
Starboard quarter, at or about the distance of a Cables length, should bad weather
or any accident separate you from the Ranger—You are to make the best of your way
to France, and I recommend the Port of Brest to your Preferance—You will secure
all the books—Charts, Instruments, and Effects, belonging to the deceased Captain
and Officers &Ca. for which this shall be your Order.—Given on board the American
Continental Ship of War Ranger, off the Island of Ila, for which this shall be your Order.—Given on board the American
Continental Ship of War Ranger, off the Island of Ila,1 in the Channel between Scot-
land and Ireland—the 26th Day of April 1778.2

Signed John Paul Jones

A True Copy

Thom Simpson

Copy, PPAmP, Benjamin Franklin Papers. PPAmP has two copies of Jones’s orders, one of which Simpson
endorsed.

1. Islay I., southernmost of the Inner Hebrides.
2. On the same date and in orders that repeated much of what he wrote to Simpson, Jones appointed
Prize Master Solomon Lowd to command the brigantine Patience, another prize of the Ranger. DLC, Peter
Force Collection, John Paul Jones Papers.

PORT CAPTAIN JOHN BOTTERELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS
COMMISSIONERS OF THE ADMIRALTY

Sir,

Whitehaven 26th April 1778

Information has been brought here by a Vessel the Mary Ann Robinson—Mast—
Who left Belfast last night at 7 oclock, that the Drake Sloop of War was taken on Friday
afternoon off that port by three American privateers, after an engagement of two
hours, the Master declares he was within view of the privateers soon after he Sailed,
Two Ship rigg’d and one a Brig off Belfast about half Channel over, Steering to the
Northwd1 under an easie Sail, often seeming to be speaking to each other, and not
making away. He was not near enough to distinguish their force, but the Ships ap-
pear’d remarkably long, expresses have been sent by the Merchants and Magistrates
of this place to all the Capital Sea ports, with this information2 I am [&c.]

Jn’ Botterell

L, UkLPR, Adm. 1/1498, section 14, no. 36. Addressed at foot: “Philip Stephens Esq’ Admty.” Notation:
“30 Apl/Own Rec’t.&/let him know hope that the/acco is not true/ & that/from the Number of cruizers
in the/Irish Sea/ the Privateers/ there upon will be taken.”

1. Drake engaged and capitulated to not three, but one American vessel, Continental Navy ship Ranger,
Capt. John Paul Jones, commander.

MEMORANDUM BY ARTHUR LEE

Memorandum 1778

On Sunday April 26th 1778, in the afternoon in Mr. Adams’s Chamber, Dr. Bancroft
told Mr. Adams & Mr. Lee that the destination of Count d’Estaing’s fleet was for N.
York to get possession first of the transports & merchant goods, before they attackd
Philadelphia. That the Court had been advis’d to pursue this plan, & unless there
had been some subsequent alteration, he was sure of its being so.
GABRIEL DE SARTINE TO COMTE DE VERNENNES

Copie d’une Lettre de M. de Sartine a M. le Comte de Vergennes
Versailles le 26 Avril 1778. J’ai reçu M. la Lettre que vous m’avez fait l’honneur de m’écrire Le 20 de ce mois, a laquelle etoient jointes la traduction des representations qui vous ont été adressées par les Deputés americains,1 relativement au décourage-
ment que marquent les negocians de Bourdeaux et des Nantes, qui ont fait, jusqu’a prént le Commerce d’Amérique, et la demande que font ces Deputés de Congrêrs
pour la sureté de ce Commerce.— Depuis prés d’un mois les côtes de France situées sur le golphe de Gascogne et une partie de celles situées sur la Manche sont gardées
et protegées par 20 frégates et corvettes distribuées tant au large, qu’a l’entrés des
ports et Riviéres. Celles qui occupent ces derniers stations, prennent sur leur convoie
les bâtimens francais, ainsi que ceux appartenants aux Américains qui mettent a la
voile, et les escortent jusqu’au dehors des caps. Si elles trouverent a la sonde des ba-
timens faisant leur retour elles les protegent jusqu’a l’entrée des ports. Les frégates
qui occupent les stations plus au large sont employées a escorter les Corsaires de Jersey et de Guernsey qui donnoient de l’inquietude au Commerce. Les mêmes ordres
ont été données dans les Colonies, ou les Frégates qui y sont en station, escortent
jusqu’ hors des debarquement les batimens, des Etats unis, et ceux de la Nation. Et
j’ai lieu d’etre assuré par les comtes qui me sont rendus, que ces ordres sont ponc-
tuellement exécutés, a que la protection s’extend, sur les vaisseaux américaines, avec
la même autorité que sur ceux des sujets de sa Majesté. Vous juges sans doute comme
moi, M. que cette espece de protection est, quand a present, la seule qui soit possible
de donner au Commerce, et que les Convois jusqu’a l’Amerique soiraient impracti-
cable dans les circonstances presentes, et sont dans tous les tems peu surrs, et sujet
aux plus grands inconveniens. Proteger les atterages, assurer la libre entrée et sortie
des ports, en éloignant les Corsaires en escortant jusqua hors des Capes. Voila ce
que le Commerce doit donner et qu’il peut attendre. Et c’est a quoi les ordres de sa
Majesté ont pourvu depuis longtemps. Ce servit a tout que les Deputés americains se
plaidroient lorsqu’a cet egard, les Batimens des Etats Unis sont traités a l’égal de
celui qui appartiennent au sujets de sa Majesté. J’ai l’honneur &c

Signé de Sartine

[Translation]

Versailles, April 26, 1778
Sir: I have received your letter of the 20th instant, accompanied by the translation
of the representations addressed to you by the American commissioners1 relative to the
fears of the merchants of Bordeaux and Nantes, who have hitherto transacted business
with America, and by the request of the commissionners with regard to the protection
of that commerce. For nearly a month the French coast along the Bay of Biscay, and
a part of that on the Channel, have been guarded by twenty frigates and corvettes,
distributed in the open sea, as well as along the entrances of harbors and rivers. Those
stationed at the latter places take under their protection the French and American
ships which sail from those points, and convoy them beyond the capes. If they meet
any vessels inward bound, they convoy them to the entrance of the harbors.
The frigates stationed farther out at sea are employed in chasing away the Guernsey and Jersey privateers, which are a great interruption to commerce. The same orders have been issued in the Colonies, where the frigates there stationed convoy the French and American vessels from the coasts. The reports made to me assure me that these orders are promptly executed, and that the protection is extended as fully to American as to French vessels. You will agree with me that this kind of protection is, for the present, the only one which it is possible to give to commerce; and that convoys to America would be impracticable under present circumstances, and are always insecure, and subject to great inconveniences. To protect the coasts, to assure a free access to the harbors, to remove the privateers, and afford a convoy beyond the capes, these aids commerce requires, and has a right to expect; and they have long since been provided by the orders of his majesty. The commissioners cannot reasonably complain when, in this respect, the American vessels are on an equal footing with those of his majesty's subjects.  

1. American Commissioners in France to Comte de Vergennes, 19 Apr., above.  
2. See, Vergennes to the American Commissioners in France, 29 Apr., below.

Gabriel de Sartine to the American Commissioners in France

Versailles Le 26 Avril 1778

J'ai reçu, Messieurs, la Lettre que vous m'avez fait l'honneur de m'écrire le 20 de ce mois.  

Lorsque la Sommation a été faite à Bordeaux, par les Officiers du Siège de l'Amirauté, à la Frégate des Etats-unis, Le Boston ; les ordres du Roi n'etoient point encore parvenus dans ce Port, de traiter les Vaisseaux de guerre appartenant à ces Etats, comme ceux des Etats libres—alliés de La France. Ces ordres Se sont croisés, sans doute, avec la Lettre qui vous a été écrite de Bordeaux pour Vous faire part de la démarche de l’Amirauté, qui n’aura point eu d’autre Suite aussitôt que les Intentions du Roi auront été connues. Je dois vous observer que dans tous les cas, il sera nécessaire que les Bâtimens Américains qui aborderont dans nos Ports Se légitiment pour Vaisseaux de guerre des Etats-unis, lorsqu’en effet ils leur appartiendront ; car vous n’ignorez pas que ils étoient purement Corsaires, ils rentreroient dans l’ordre des Bâtimens particuliers appartenant à d’autres Etats, qu’on ne force pas à saluer ; mais auxquels les Places & Forteresses ne rendent point de salut, lorsqu’ils le font. J’ai l’honneur d’être [&c.]

de Sartine

[Translation]

Versailles, 26 April 1778

I have received, gentlemen, the letter that you did me the honor to write on the 20th of this month.  

When the United States frigate Boston received a summons from the officers of the Admiralty in Bordeaux, the King’s orders to treat men-of-war belonging to
the United States as those of free countries—allies of France—had not yet reached that harbor. These orders must have crossed the letter sent to you from Bordeaux informing you of the demarche of the Admiralty, which will be without effect as soon as the intentions of the King are known. However, I must inform you that American vessels which drop anchor in our harbors must in any case identify themselves as men-of-war of the United States, when indeed they belong to them, for you know that if they were only privateers they would enter the category of private vessels belonging to foreign states, which are not compelled to salute and to which the stations and fortresses never return a salute even if given. I have the honor to be [&c.]

de Sartine


1. American Commissioners in France to Gabriel de Sartine, 19 Apr., above.

2. For the orders Sartine issued the ports, see Gabriel de Sartine to Capitaine de vaisseau Jacques-Pierre Guillaume de Lavigne-Buisson, 27 Apr., below.

April 27

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, April 1778]

27th. Monday Rainy Wd. at E.
Cap^1 Burnell & Le Craw gone to the Hospital, the former with the Rheumatism the Latter to be Inoculated for the S. pox^1
Cap^1 Boardman & M^e Dale Ret^4 from the Black hole before their time was Out & whilst there they had the Liberty of being in the Hospital when they Chose it which Indulgence is the first of the Kind^2
Bl.[ac]k Cuff & Cesar was Apprehended upon Suspicion of their being Informers, & by Examination was found Guilty—
[Bro^t Over] & Each of them was judged Worthy of 3 Dozn^a Stripes which was put on Accordingly in the After Noon when turned out into the Yard Cuff Leap’d Over the pallisadoes in Order to save his Ears (which was threatened) in Consequence of which Cesar was taken from the L- Prison^3 he with Cuff Conveyed to the B. hole^4


3. Long Prison, a two-story windowless structure along the north side of Mill Prison, where prisoners were housed. Cohen, Yankee Sailors, p. 36.

4. In his diary entry of 26 Apr., Charles Herbert writes: “For some months past we have thought it presumption to try to make our escape from prison by digging out, on account of there being traitors amongst us. An innocent man has borne the scandal of this a good while, but upon being told of it by a friend, he took no rest day or night until he had found the traitors, and upon examination we discovered them to be two negroes, a man and a boy. Accordingly, they were tied up and whipped—the boy was whipped by a boy, two dozen and a half lashes, on his bare back; and we thought it the man’s prerogative who had borne the blame of being a traitor and was innocent, to lay the stripes upon the negro man.” Herbert, Relic of the Revolution, p. 116.
[April] 27. . . Mr. Boardman and Deal,1 who have been only seventeen days on half allowance in the prison hospital, were sent into this yard. They are the only persons who have broke out and been taken, who have not suffered forty days on half allowance in the Black-hole.


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FRANCESCO FAVI TO THE GOVERNMENT OF FLORENCE

[Extract]

Eccellenza

Sulla flotta partita da Tolone il di 13 del Corrente si sono imbarcati, come si aveva luogo di dubitare, i Sigri Gerar, e Deane,1 che si erano tacitamente trasferiti in quel porto, onde si sono in questa parte verificate le congetture, che si facevano. L’oggetto però di questa Spedizione è affatto diverso da quello, che da molti si crede, poiché in vece di proteggere il Commercio dei francesi, e delle Colonie unite in America, si assicura, che, M’ d’Estain ha ordine espresso di andare ad attaccare la flotta di M’ Howe.2 Se questo colpo riesa, come è stato progettato, e senza che riscontri alcun ostacolo prima di giugere al suo destino, le cose degli Inglesi saranno à giudizio di ognuno rovinate senza risorsa, mentre la squadra francese secondata dagli Americani potrà in gran parte distruggere le forze Britanniche marittime, e terrestri, delle quali si temeva con ragione la reazione in Europa.

Care, che gli Inglesi abbiano previsto il piano, che quà si è formato, poiché si allestiva à Portsmouth una Squadra di 12 vascelli di Linea coll’idea, per quanto si dire, di mandarla à disputare il passaggio à Gibralta à quella di Tolone, mà secondo gli ultimi avvisi non aviva il di 16 ancor messo alla vela, di modo che partendo si crede, che non giungerà altrimenti in tempo.

Il piano poi delle operazioni di questo Ministero in Europa pare, che sia quello di non voler cominciare le ostilità se non quando si penserà che la flotta possa avere agito in America, se pure questo piano non verrà sconcertato dalle aggressioni anticipate degli Inglesi, il che potrebbe facilmente succedere.

Vi sono à Brest dei formidabili armamenti navali, mà non sisa se facendo gli Inglesi esercirà una flotta, se ne farà di là partire un'altra per opervarla. Astinché non traspirino le disposizioni, che prende il Ministero, nessuno si lascia entrare nella Città, e porto di Brest, essendo esclusi gli Stessi Ufiziali francesi, se non hanno una Special permission del Re, che difficilmente si ottiene.

Volendosi esaminare se era meglio attaccare gli Inlesi in America, ò aspettare di essere attaccati, convien confessare, che il primo expediente era il migliore. Gli armamenti marittimi, e terrestri della Gran Brettagna rendevano la guerra inevitabile, e tanto più vantaggiosa per questo Regno quanto più fosse stata differita. La missione dei Commissari in America,3 e la dichiarazione della indipendenza per parte degli Inglesi, che forse avrebbe potuto aver luogo, avrebbe senza dubbio pregiudicato à tutte le misure, che erasso quà state prese; laddove sorprendendo gli Inglesi in America, si tronca la Strada à tutti i Loro disegni, si disarmano, e si riducono
in Stato da non poter sostenere per lungo tempo la guerra, dal che ne risulterà aneo il bene generalle dell’Europa.

Dicesi, che M° d’Estain sia rivestito di una assoluta autorità nella flotta, che egli comanda, e che nel dar tale annunzio ai Capitani, abbia minacciato di punirli colle pene le più rigorose, se ardiranno disobbedirlo, e siccorne egli è molto rigido in fare osservare la disciplina, è facile, che le minaccie siano accompagnate dagli effetti in caso di contravenzione. . . .

Francesco Favi
Parigi 27. Apër 1778/

[Translation]

EXCELLENCY

As was suspected, Messrs. Gerar and Deane embarked with the fleet that departed from Toulon on the 13th of this month; they had quietly gone to that port, thus verifying the speculations that were being made here. The purpose of this expedition is however quite different from the one supposed by many, because instead of protecting the commerce of the French and of the United Colonies in America, it is assured that Mr. d’Estain has specific orders to go to attack Mr. Howe’s fleet. If this strike succeeds as planned, and without meeting any obstacle before arriving at destination, the affairs of the English will in everyone’s opinion, be irrevocably ruined, while the French Fleet aided by the Americans can largely destroy the British sea forces, and land forces, whose rejoining in Europe was rightfully feared.

It seems that the English have foreseen the plan laid here, as a Force of 12 ships of the line was being fitted in Portsmouth with the idea, it is said, of sending them to block the transit of the Toulon Fleet through Gibraltar. But according to the latest notices it had not yet set sail on the 16th, so that it is thought that its departure will be too late for a timely arrival.

The operational plan of this Ministry in Europe seems to be to delay the beginning of hostilities until the fleet has had time to act in America, if indeed this plan is not upset by earlier aggression on the part of the English, which could easily happen.

There are in Brest impressive naval forces, but it is not known whether another fleet would come out of there to keep a watch on any fleet that the English might send to sea.

No person is allowed to enter the city and port of Brest, not even French officers themselves without a special pass from the King, which is hardly obtainable, until the measures taken by the Ministry have transpired.

In examining whether it was better to attack the English in America, or wait to be attacked, one must confess that the first expedient was the better. British sea and land forces made war unavoidable, and at a greater disadvantage to this Kingdom by longer postponement. The sending of the Commissioners to America, and the Declaration of Independence [acknowledged] by the English, which might have taken place, would have undoubtedly prejudiced all the steps already taken here; whereas by surprising the English in America, the road to all their designs will be cut, they will be disarmed and reduced to a condition of inability to sustain war for long, so that the general welfare of Europe will also result.

It is said that Mr. d’Estain is empowered with absolute authority over the fleet he commands, and that when he announced this to his captains he threatened to
punish them with the most rigorous penalties if they should dare to disobey him,
and since he is rigid in the maintenance of discipline, the threats may easily be fol-
lowed by the deeds in case of violation. . . .
Paris 27 April 1778
Francesco Favi


2. For Vice Amiral Comte d’Estaing’s instructions with regard to the British fleet under Vice Adm. Viscount Howe, see Louis XVI to the Vice Amiral Comte d’Estaing, 27 Mar. 1778, in NDAR 11:1120–23.

3. Commissioners for Restoring Peace, known as the Carlisle Commission.


GABRIEL DE SARTINE TO CAPITAINE DE VAISSEAU JACQUES-PIERRE GUILLAUME DE LAVIGNE-BUISSON

Copie de la lettre de Mgr De Sartine, Ministre de La Marine, à M. De la Vigne Buisson Commandant pour le Roy au Port-de-L’orient, en datte de Versailles Le 27. Avril 1778

Le Roi ayant reconnû, Monsieur, l’Indépendance des Etats unis de l’Amérique Septentrionale, l’intention de Sa Majesté est qu’il leur soit accordé Les honneurs dont joüissent les Pais libres et que, dans le Cas où des bâtiments de guerre appartenant aux Etats unis aborderoient dans ses Ports et salueroient les places où les Vaisseaux du Roy, il leur soit rendu un salut proportionnel à leur Pavillon, en se Conformant à Cet égard à cequi se pratique pour les Vaisseaux et les Pavillons des Etats Généraux des Provinces unies. Vous observeroit qu’il Convient que les Navires se légitiment pour Vaisseaux de Guerre des Etats unis, car s’ils étoient purement Corsaires, ils rentreroient dans l’ordre des Batiments particuliers des autres Etats qu’on ne force pas a saluer, moins auxquels, lorsqu’ils le font, les Places et les forte-
resses du Roi ne rendent pas le salut et les Vaisseaux ne répondent que par un seul Coup.
J’ai l’honneur dètre & signe De Sartine./.
Pour Copie
Lavigne Buisson

[Translation]

Copy of the letter of My lord de Sartine, Minister of the Navy, to M. De la Vigne Buisson, Commanding for the King at the Port of L’orient, dated Versailles, 27 April 1778.

The King having recognized, Sir, the Independence of the united States of North America, His Majesty’s intention is that they be accorded the honors that free Countries enjoy and that, in the case in which ships of war belonging to the united States arrive in the Ports and salute the places where the King’s Ships are, they are to be rendered a salute proportionate to their Flag, conforming in this regard to what is practiced for the Ships and the Flags of the States General of the united Provinces. You will observe that this applies to the vessels that are proven to be Ships
of War of the United States, for if they are purely privateers, they are to be answered
as are private vessels of other countries that one does not force to salute, and to
which when they do salute, the places and the fortresses of the King do not render
a salute, and the ships answer with only a single gun.
I have the honor to be &c. De Sartine./.

Copy
Lavigne Buisson

James Moylan to the American Commissioners in France

Honorable Gentlemen
L’Orient 27th. April 1778
I have only time to inform you that I have just received an acct from Brest of
the arrival in that port of the prize ship Lord Chatham of 250 Tons loaded with Beer
& Gran. taken by the Ranger Frigate about five leagues from Cape Clear.
I will advise you more particularly in my next regarding this matter, not having
at present any other acct from Brest, than the above. I am [&c.]
James Moylan

Journal of Continental Navy Frigate Boston, Captain Samuel Tucker

Monday April 27th.
This Day pleasant, People imploied on Necessary Duty & getting the Guns on Board.

April 28

Philip Stephens, Secretary to the Lords Commissioners of the Admiralty, to
Governor Sir Frederick Haldimand

Sir
Admiralty Office 28th. April 1778.
It having been judged proper that His Majesty’s Governor in Chief of the
Province of Quebec should be authorized to grant Commissions for seizing Vessels
and their Cargoes belonging to the Inhabitants of the Rebellious Colonies, as to His
Majesty’s Subjects of Great Britain and Ireland trading to or from such Rebellious
Colonies; And my Lords Commissioners of the Admiralty having in consequence
thereof, and by Virtue of the Power vested in them by an Act passed in the last Session
of Parliament, in the Seventeenth Year of His Majesty Reign, Chapter the 7th., signed
a Warrant empowering and appointing you to cause Commissions to be issued forth
accordingly to such Ships and Vessels fitting out in any of the Ports within the limits
of your Government; I am commanded by their Lordships to send you the same
herewith, together with printed Copies of the Act above mentioned, and of His
Majesty’s Instructions, dated at S’ James the 27th day of March 1777; to be given to
the Commanders of each Ship and Vessel which shall or may have a Commission
pursuant to the said Act; and I have added thereto a printed Form of the Warrants given by their Lordships to the Judge of the High Court of Admiralty for issuing Commissions of the nature abovementioned, to serve in some measure as a guidance to you in the Warrants you will give to the Judge of the Vice Admiralty Court of Quebec upon the like Occasions; to all which I beg leave to refer you, and have the honour to be [&c.]

Phip Stephens

PS I beg leave to trouble you with a Pacquet for the Judge of the Vice Admiralty Court of Quebec


Lt. Gen. Sir Frederick Haldimand was appointed to succeed Sir Guy Carleton as governor and commander in chief of Canada in September 1777 but did not arrive at Quebec until 27 June 1778.

1. For the substance of the “Act for enabling the commissioners for executing the office of Lord High Admiral of Great Britain to grant commissions to commanders of private ships and vessels, employed in trade, or retained in His Majesty’s service, to take and make prize of all ships and vessels and their cargoes as are therein mentioned, for a limited time,” see Ndar 8: 662–64.

2. For the text of the instructions to commanders of British letters of marque, see ibid., 715–16.

EARL OF SANDWICH TO ADMIRAL AUGUSTUS KEPPEL

[Extract]


Sir—. . . It now seems to be without a doubt that Monsieur d’Estaing sailed with 12 ships of the line and many frigates, together with some troops and all warlike implements for a siege, on the 13th of this month; and it is said that he is to be joined by several frigates from Brest; it is also said that La Chimère, one of d’Estaing’s frigates, sailed before him for Cadiz. There is every reason in the world to believe that he is bound to Boston, probably with an intention to attack Nova Scotia and Canada, or perhaps to fall upon Lord Howe’s fleet and to cut off our army upon the American continent. However, we cannot for certain say where he is going, and therefore our dilemma is very great, particularly as we are not able to make any detachments from home consistent with the security of this island. Whether this situation of affairs will occasion any alteration in your instructions I cannot yet say; but you may be assured that you shall have the earliest information from me of everything in which I think you are in the least degree interested. . . .

Sandwich Papers, 2: 36–38.

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, April 1778]

28th. Tuesday Cloudy weath’r. Last Night Wm. Carpenter & Alexander Frazer Climbed over the L.P. Pisdale Wall into the G. Yard in Order to make their Escape & get off with Impunity; as they were suspected of being Informers: but was Discover’d taken & Com’t to the B. hole that there is 180 Prisoners there. They Likewise Write that Cap’n Weeks in the Reprisal had founder’d at sea of N-f-land & Every Sole (Except one) Lost—.
D, MeHi, Jonathan Haskins Journal.

1. “L.P.” refers to the Long Prison and “G. yard” probably means “graveyard.”

2. Charles Herbert, in his diary entry of 28 Apr., provides further details concerning this escape attempt, writing that one of the “young men” cut “his hammock and blanket into strips and tied them together; got over the wall at the end of the yard.” Herbert, Relic of the Revolution, p. 117.


4. The report was true. The Continental Navy ship Reprisal, Capt. Lambert Wickes, commander, foundered with the loss of all hands, save the cook, Nathan Jaquays. In his diary entry for 28 Apr., Herbert notes “all the negroes were taken out of this prison, and put into a separate building, called the itchy yard.” Herbert, Relic of the Revolution, p. 117.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Nantes April 28, 1778.

My last to your Excellencies was of the 18th Inst.¹ since which I am without any of your Favours.

I sometime since recvd² from Holland 13 Bales & Packages containing oznaburgs, Sail Cloth, Medicines &c. which the Shippers informed me we were on Acco³ of M' Grand,² from whom I had no advice relative to the Business, I in consequence wrote to him, & have for answer that altho' the goods were shipped in his Name they are on your Acco⁴: I beg to know how they are to be disposed of. I have also lately recvd⁵ 196 Swivels from Holland without Advice, I wrote to M' Dean⁶ in consequence & had for answer that they were part of M' Merkles contract,⁴ and were paid for by the Commissioners. My Duty, here obliges me to inform you, that these Swivels altho' new, are the worst I ever saw; and I had rather see them sold for old Iron, than that any american should risque the Loss of his Hand by putting a Match to them. I have also from the same place 19 Cases & 5 Casks without advice or knowledge of their Contents, on examination I find the former to be arms, & the latter Locks and other Musket furniture. These with about 2500 Suits of Cloaths that remain, 55 Cases of Sabres, 14 Casks of Copper & between 3 and 400 Cases of repaired arms in the Magazine form the quantity of Goods on Hand. I beg to know how they are to be conveyed to america as I find I shall be able to get but a very trifle, if any, on board of the americans that are here. I forgot to add to the qty of Goods about 30 Tons of Anchors, that I have imported from Spain on the public Acco⁷. As M' Dean is absent it is necessary to explain this transaction. When I was fitting the Frigate⁸ I found it impossible to procure Anchors for her here. It was therefore necessary to send to Spain, from whence they come as cheap, excellent in quality, & generally as much expedition as from any where else; As we were in want of Ballast it was determined, with M' Deans approbation, to add to the qty 2 Sets of heavy anchors for the 74 Gun Ships that were building in America, which would at once serve as Ballast to the Ship, and be a reasonable supply. Unfortunately the Vessell that was to bring these Anchors was obliged to put back having sprung a leak, she was condemned, & the [anchors] were then obliged to wait another opportunity; this reduced me to the necessity of borrowing a Sett for the Frigate from the Kings yard at L'orient, which the Commissary consented to spare me on my promise to replace them from the Forges in that neighbourhood. These therefore are still to be paid for. The Anchors from Spain have arrived at last and remain to be sent out, they are of a superior Quality, & would be an important acquisition were they in America. Perhaps the Boston⁹ might take them in. You may think me tediously particular, but I had rather fall into that Error than let any transaction of mine be obscure or unexplained. When I have the Honour to appear before you I mean to pursue the same plan in everything that relates to public Service, since I have been in its employ.
I imagine that I shall not have occasion to draw for more than 20,000 Livres more to finish my Acco\textsuperscript{t} on the public Acco\textsuperscript{t}, except the above article of Anchors. As soon as my Health will permit I will submit all my Acco\textsuperscript{t} to your Excellencies. I have the honour to be [&c.]

Jon Williams

4. Johannes Philip Merckle.
5. Continental Navy frigate Deane.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Bordeaux 28 April 1778

Mess\textsuperscript{t} of Palmes Livingston and Heywood\textsuperscript{1} arrived here the 25\textsuperscript{th} by whom I was favor\textsuperscript{d} with the Letter you honor\textsuperscript{d} me with under date 15\textsuperscript{th} Inst.

In consequence of your Instructions I have received from Captain Tucker an Indent for the provission the respective officers will attend the examination tomorrow to inspect the quality which with the other articles required I shall endeavour to expedite in the course of this week. The Mast has thrown the work much Back\textsuperscript{2} We have received no intelligence from the Out Ports having no Arrivals since my last. I have the honor to be [&c.]

John Bondfield

2. On 21 Apr. Capt. Samuel Tucker discovered that the main mast of the Continental Navy frigate Boston was badly damaged and needed to be replaced. It was not until 6 May that the new mast was set in place. See Journal of Continental Navy frigate Boston, 21, 22, 23 and 24 Apr., all above, and 6 May, below.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

This Day pleasant Weather, People employed as usual, some of the Hands deserted.——

April 29

CAPTAIN JOHN GELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

Sir

Thetis off Port Patrick\textsuperscript{1} 29\textsuperscript{th} April 1778

On the 24\textsuperscript{th} Instant desired you would acquaint my Lords Commissioners of my Intention of proceeding to Sea on the Information of which I inclosed a Copy.— That Evening got under Way with Little Wind & stood down the River Clyde, had lit-
tle Wind all Night.— Saturday the 25th: in the morning had Light Breezes & Calms, in the Evening the Wind came at S.W. and blew Fresh which hinder’d us from getting out of the River until Nine O’Clock. We continued turning down the Frith of Clyde it being thick Weather & blowing Fresh at S.W:

On Sunday Morning the 26th Off Lamlash² fell in with the George Revenue Cutter belonging to Greenock who informed that he had seen the Privateer the Evening before at 6 O’Clock & the Drake with her Maintopsail Yard down both laying too to the Southward of the Mull of Cantire,³ had spoke a Boat that came from the Privateer who told him she was called Ranger the Commander’s Name Jones. The People in the Boat heard the Privateer hail the Drake that the Wind would be to the Southward that Evening & he should go through the North Channell. On Monday 27th: thick Hazey Weather in the Morning spoke a Sloop from Belfast who said the Engagement with the Drake was on Friday Afternoon.— At Eleven O’Clock spoke with the Boston from the Intelligence which I received from Captain Dudington⁴ who had come from the Southward & spoke with every Vessel he saw & had no Information of the Privateer, determined me to stand to the Northward[,] desired Captain Dudington would sail along the Irish Coast, keeping the Scotch Shore myself.

On the 28th stood for Illa,⁵ in the Morning sent the Boat on Shore at the Entrance of the Sound⁶ who spoke several Vessels that had come through it, & was on Shore & got no Intelligence. Spoke with a Ship from Liverpool bound to Riga, soon after spoke a Snow from Norway who had passed between the Lewis Islands⁷ & Terrey-Rocks,⁸ had spoke the Boston who was standing for Londonderry.— Then determined to stand to the Southward for this Place and if there is any further Intelligence of the Privateer shall govern myself accordingly if not shall proceed to the River Clyde to execute the Orders received. Being short of Complement & some Sick on board 25 Men from the Transports & two Master’s came on board Volunteers. Mr. Thomas Fisher Master of the Favorite of White Haven being well acquainted in Solway Frith & the Coast to the Southward, offered to pilot the Ship should she proceed that Way. I likewise took a Pilot for the Coast of Scotland. This you will be pleas’d to communicate to my Lords Commissioners. I have the Honor to be [&c.]

J. Gell


1. That is, Portpatrick, Scotland.
2. Lamlash was a village on the east coast of Arran I., on Lamlash Bay, an inlet on the Firth of Clyde.
3. That is, Mull of Kintyre, which is off southwest Scotland.
5. Islay I., southernmost of the Inner Hebrides.
6. Probably, Sound of Jura.
7. The Lewis Is.: The Outer Hebrides, or Western Is.
8. By “Terrey Rocks,” Gell refers to Tiree or Tyree I., one of the Inner Hebrides.

**George III to Earl of Sandwich**

Queen’s House, 29 April 1778, 5 m. past 9 A.M.

Lord Sandwich— By some intercepted letters which have just been communicated unto me by the secretaries’ office, I have not the smallest doubt that d’Estaing’s fleet is gone with Deane and Gérard¹ to attack either Philadelphia or New York. I
think this so very material that without loss of time I transmit this intelligence unto you. Keppel, in his own paper, mentions that if certain intelligence arrives he must be authorized to detach.² I think, by the day I arrive at Portsmouth, we must receive some information of this; and if that is the case we must strengthen Lord Howe, for should his fleet and the army under his brother be destroyed, no one can answer what confusion it may not occasion at home.

I know very well, and I have with pleasure seen, every effort is used to fit out the fleet. I trust every vessel that can be hired or bought will be collected, to be fitted as frigates and small craft, which, from having been obliged to send of that kind everything we had to America, has crippled us in a most essential article.

Sandwich Papers, 2: 38–39.

2. Adm. Augustus Keppel was named commander of the Channel fleet in March. In a paper of 17 Apr., Keppel, stating that detaching ships from the fleet was too weighty a decision to be left to his discretion, requested specific instructions on the matter. Sandwich Papers, 2: 32–33.

LORD GEORGE GERMAIN TO LORDS COMMISSIONERS OF THE ADMIRALTY

Secret
My Lords

Intelligence having been received of the sailing of a Squadron of French Men of War from Toulon consisting of Eleven Ships of the Line, one of Fifty Guns & Six Frigates, having on board besides their compliment of Seamen & marines, One thousand Land Forces, and from the warlike Implements put on board & other circumstances it is supposed the said Squadron is destined for Boston or some other Port in the revolted Colonies and intended to act in conjunction with the Rebel arm’d Ships & Troops in attacking His Majesty’s Ships & possessions in North America & the West Indies and annoying the Trade of this Kingdom

The King therefore concurring in the opinion submitted to His Majesty by His most confidential Servants, judges it expedient to augment the naval Force in North America not only for the protection of the British Territories & security of the Commerce of His faithful Subjects but to vindicate the insulted honor of His Crown and assist the violated Rights of the People of Great Britain by attacking & defeating the said French Squadron

And I am commanded to signify to your Lordships His Majesty’s pleasure that you do without a moments delay detach thirteen ships of the Line under the command of such Flag Officer as your Lordships shall think fit to appoint, & that you do Instruct such Flag Officer to proceed with the Ships under his command to Halifax in Nova Scotia and immediately upon his arrival there to acquaint Lord Howe or the Commander of His Majestys ships in North America therewith, and to endeavour to gain Intelligence of the said French Squadron and if from the information he receives he shall have reason to think it is put into Boston or any other Port in North America, or is upon any part of the coast he is without delay to proceed in quest of it, taking with him any of His Majestys Ships he may find at Halifax or that may Join him there or in his course from thence, sending at the same time advice of his proceedings to Lord Howe or the Commander of His Majestys Ships in North America, And untill he shall be Joined by Lord Howe, under whose command he is to put

618 EUROPEAN THEATER
himself, or receive Orders from him, He is to conduct himself in the manner he shall think best, for effecting the destruction of the said French Squadron and do his utmost to attack & defeat it whenever he shall find an opportunity of so doing. And in case upon his arrival at Halifax he shall be inform’d that no French Squadron has appeared in those seas, and he shall have reason to suppose it has proceeded to the West Indies, he is then to follow it thither with the Ships under his command and taking likewise under his command such of His Majestys Ships as he shall find upon that station, he is to do his utmost to attack & destroy the said Squadron or any other French Ships of War he may meet with and to cover & protect His Majestys possessions, But if upon his arrival in the West Indies he shall find the Squadron upon that Station commanded by an officer superior to him, he is then to put himself under the command of such superior officer & communicate to him his Instructions and follow his Orders in their further execution.

If however upon his arrival at Halifax & during his continuance there such time as he shall Judge necessary to make enquiry & collect Intelligence, he shall receive no Information that shall give him reason to suppose the destination of the said French Squadron is either for North America or the West Indies, he is in such case to return to England with the Ships he carries out under his command.

And if upon his passage to Halifax or in any other part of his Voyage he shall fall in with the said French Squadron or any other French Ships of war he is to attack & do his utmost to defeat & destroy the same.

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JOHN ADAMS TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear sir

I this Moment had the Pleasure of your Letter of the 22d Instant,¹ and am much obliged to you for your kind Congratulations on my safe Arrival, and agreeable Reception here.

The Commissioners have recommended a Lieut to you. Mr Livingston, a Gent⁴ of good Character, as the Com⁵ believe.² But, altho the Hon. Com⁶ have recommended him, as first Lieut. I hope he will, decline this, and be content to be made second Lieut, as I have a great opinion of and Esteem for Mr Reed,³ I could wish him to be first.—however this must be left to you—Mr Livingston is said to be a Man of an handsome Fortune and good Connections.

You will see by your orders,⁴ which Capt⁵ Palmes⁶ will deliver you that, your future Cruise and Voyage will be left to yourself—may God preserve and prosper, you and the ship & her Company.

I shall ever retain a pleasing Remembrance of, the Civilities rec⁷ d from you, and the agreeable Hours We Spent together on Board the Boston, notwithstanding all our bad Weather and disagreeable Chases.

I have written to Mr Bondfield,⁸ to put a few Things on board your ship, for my family—if you will take the Charge of them, I shall be much obliged to you.—I had rather they should take their Chance with you, how long soever you may cruise than by any other Vessell: because I have great Confidence in your Vigilance, Prudence &

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¹ From a postscript: "29 APRIL 1778 619"
Activity, of which I have written both to Congress and the Navy Board. I am, with much Affection & Esteem, your Friend, & sert

John Adams

1. See above.
2. Lt. Musco Livingston. See American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.
4. American Commissioners in France to Captain Samuel Tucker, 13 Apr., above.

COMTE DE VERGENNES TO THE AMERICAN COMMISSIONERS IN FRANCE

Versailles, 29 April 1778

I have submitted to M. de Sartine the communication you did me the honor to address to me regarding the obtaining of convoys to ensure the safety of commerce between the merchants of Nantes and Bordeaux and those of North America.1 I have enclosed a copy of his reply.2 You will see that the King has taken the most efficacious measures to protect the trade of the Americans as well as that of his own subjects, and I am sure, gentlemen, that you will find these measures a satisfactory proof of His Majesty’s favorable disposition toward the United States. I have the honor to be [&c.]

De Vergennes

1. American Commissioners in France to Comte de Vergennes, 19 Apr., above.
2. Gabriel de Sartine to Comte de Vergennes, 26 Apr., above.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Bourdeaux April 29th. 1778.—

I received yours of the 15th Ins1 by Cap’ Palmes1 with my Orders from your Honours of the 26th Ins1 Am very uneasy that I cannot immediately persue them; I would inform your Honours that it is not possible for me to get the Ship2 to Sea in less than 16 or 18 Days, as my Mainmast detains me & in Cariening my Ship, the Galley fell down, for which Reason I’ve a Iron Hearth makeing to stand under my Forecastle. I carried away my fore Yard on my Passage, but being securely fished, I am in hopes it will serve me the Cruze.

Gentlemen I will do my utmost to get the Ship out knowing it is very Expensive. I have Confined myself on Board to assist the Officers during my Enterance into this port.— I Received your Recommendation of Mr. Livingston;3 he is to proceed as 2d Lieut1 to his Choice, & I am under great Obligations to your Honours for my Officer.— I shall take Care to obey such Orders as I have or ever may Receive from your Honours. I am [&c.]

Saml Tucker

2. Continental Navy frigate Boston.
3. See American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.
Michael M’Laughlin, a Marine deserted his Post while Centinel and took off 2 Others with him—1

1. The next day, according to his journal, Jennison was sent ashore in search of these deserters but failed to find them.

**Notes Made on Board the Languedoc, French Navy Ship of the Line**

**[Extract]**

Notes Faits abord du Languedoc

**April 1778**

**Lundi—13.** appareillé à 4 heures après midy

**Merdy—14.** perdu La vergue de Contre-civadiere qui est tombée de nuit à la mer, Sans qu’on s’en soit appercû

**Mercredy—15.** L’Étay du grand mât de hune rompu et la mizaine deralinguée—Le petit mât de hune a consenti à 10 pieds, environ, au dessus du Ton

**Vendredy—17.** Abordé le grement par le Fantasque, presque point d’avarie

**Samedy—18.** voye d’Eau au Tonnant;—Bouchie Le Landemain

**Mardy—21.** Le Protecteur démâté de Son grand mât de hune et de Ses deux vergues de grand et petit huniere

**Jeudy—23.** Le Tonnant fait Signal de 3. pouces d’Eau par heure et le Guerrier Signal d’incommodité dans Ses vergues

**Vendredy—24.** La Verge Séche du Languedoc rompué par un defaut dans le bois.—Signal du Tonnant de ce qu’il fait 5. pouces d’eau par heure,—Il demanda à regler la voilure;—accordé. Il en resulte La perte d’un beau Tems—

**Samedy—25.** La Chimere passe à Poupe pour informer qu’elle fait un pouce d’Eau par heure—

**Dimanche—26.** Le Protecteur fait Signal d’incommodité dans Ses barres de hunes—

**Lundy—27.** Il est ordonné à M. de Pleville1 d’aider M. de Beaucaire2 dans l’appel de l’Equipage, la formation des plats et la Correction du rôle de Combat,—Toutes ces operations ayant été mal faites auparavant

**Mercredy—29.** à 9. heures du soir, Le Tonnant a demandé par un Signal de feu à chaque mât qu’on diminue de voiles

**[Translation]**

Notes Made on board the Languedoc

**April 1778**

**Monday—13.** weighed anchor at 4 o’clock in the afternoon

**Tuesday—14.** lost the spritsail-topsail yard, which fell during the night into the sea, without anyone noticing it

**Wednesday—15.** The stay of the maintopmast parted and the mizzen lost its boltropes—the foretopmast sprung ten feet, about, below
Friday—17. The rigging run afoul by the Fantasque; almost no damage
Saturday—18. water leak in the Tonnant; plugged up the previous day
Tuesday—21. The Protecteur lost its maintopmast and its two yards of the maintopsail and of the foretopsail
Thursday—23. The Tonnant made Signal of three inches of Water an hour and the Guerrier signaled trouble with its yards
Friday—24. The Languedoc's bare yard split from a defect in the wood.—Signal from the Tonnant that it was making 5 inches of water an hour.—It requested permission to trim the sails;—granted. This resulted in the loss of good weather.
Saturday—25. The Chimère passed astern to inform that she was making an inch of Water an hour—
Sunday—26. Le Protecteur made Signal of trouble with its top cross trees
Monday—27. It is ordered that M. de Pleville assist M. de Beaucaire in the calling of the crew, the formation of messes, and the correction of the quarter-bill,—all these operations having been poorly done previously
Mercredy—29. at 9 o'clock in the evening, the Tonnant requested by a Signal fire on each mast that we shorten sail

D, FrPNA, Marine B4 286, fols. 49–50.
2. Antoine-Claude, Vicomte de Beaucaire, second lieutenant in Languedoc.
1. During its passage to America, the squadron would clear for action and exercise the great guns again 24 May and 22 June.

2. French naval logbooks reckoned longitude using the center of Paris as the prime meridian. Paris is 2° 2' east of Greenwich, England, the British—and the modern standard—prime meridian.

3. Cape Caxine, near Algiers.

April 30

GEORGE III TO THE EARL OF SANDWICH

Queen’s House, 30 April 1778, 27 m. P.M.¹

I am thoroughly convinced that Rear-Admiral Parker is well qualified to execute the commission; and as he can be sooner ready to sail than Vice-Admiral Byron I approve of the alteration, provided his being a junior admiral to Gambier does not occasion that gentleman’s interfering, and I should not think that either more likely to have the most prudent or most skilful conduct pursued. I do not mean by this to hint any doubt of Gambier’s parts, but of his prudence.²

Sandwich Papers, 2: 39.

1. That is, 12:27 P.M.

2. James Gambier and Hyde Parker, Sr., were both promoted to Rear Admiral of the Blue on 23 Jan. 1778. Gambier was already on the North American Station as second-in-command to Vice Adm. Viscount Howe. Parker would go to North America as second-in-command of the fleet under John Byron. Byron had been elevated to Vice Admiral of the Blue on 29 Jan. 1778 and was preparing to sail to India to take command of the East Indies Squadron when he received revised orders to take command in North America.
LORD NORTH TO EARL OF SANDWICH

[London, 30 April 1778]

When Admiral Parker1 arrives at Halifax he will find there Admiral Gambier,2 and must, I suppose, put himself and his fleet under his command. Would that be right? Or is it desirable?

To say the plain truth I have seldom heard any seaman speak of Gambier as a good naval officer or as one who deserved to be trusted with any important command. Is not this circumstance an objection to Admiral Parker? He must either put himself under Gambier’s command or he cannot avail himself of Gambier’s ships. I am [etc.]

1. Rear Adm. Hyde Parker, Sr.
2. Rear Adm. James Gambier, second-in-command to Vice Adm. Viscount Howe, then stationed at New York City.

PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY, TO EARL OF SANDWICH

Admiralty, 30 April 1778.

My Lord— Your Lordship will see by the enclosed billet from my Lord North1 that it is wished that Mr Byron should proceed upon the present service. I have therefore dispatched a messenger with a letter to him to desire the favour of seeing him to-morrow morning by or before ten o’clock.

I have sent orders by express to Lord Shuldham to use all possible means to get the Albion and Monmouth into the Sound and to complete their spirits up to their other species of provisions, which is all that they want to enable them to proceed to sea.2 And I hope to be able to-morrow to send Commodore Evans his orders to proceed off Plymouth Sound with the ships and frigates that he is to carry from Spithead.3 If your Lordship would not have him sail till the King has visited the fleet, you will have it in your power, being upon the spot, to restrain him.4

I have seen Lord George Germain. I mentioned what your Lordship commanded me to say to Mr Knox respecting the squadron’s wintering abroad, but I did not leave his Lordship at all disposed to alter the letter which you saw this morning.5 The motions of this squadron must be so much influenced by the motions of the French that his Lordship does not think himself authorized to fix a time for the return of the former without being even able to guess what may be the intentions of the latter. I found his Lordship not a bit better disposed towards Mr Gambier than other great personages.

... I have [etc.]

Sandwich Papers, 2:40–41.
1. Lord North’s note, dated Thursday [30th] 1/2 pt. 5 P.M., runs thus: “His Majesty seems to prefer Admiral Byron to the chance of having the fleet under Mr Gambier. I hope, therefore, that the Albion may be got out of the harbour in time and that the whole fleet may soon be clear of the land.” Albion was fitting out as Vice Adm. John Byron’s flagship.
2. Vice Adm. Lord Shuldham commanded at Plymouth.
3. Commo. John Evans was third in command in the fleet that eventually sailed to America under Byron.
4. George III would visit Portsmouth for a week beginning May 2 to inspect the fleet and dockyards.
5. Lord George Germain to the Lords Commissioners of the Admiralty, 29 Apr., above.
LORD GRANTHAM TO LORD WEYMOUTH

No. 27: Aranjuez [Spain]: 30. April. 1778

My Lord.

I received on the 28th Inst the Duplicates of your Lordship’s Dispatches N. 5 of the 16th: and your Circular Letter of the 20th: of last Month, which M’ Walpole has transmitted to me.

The last Advices which I have received from Cadiz acquaint me with Cunninghams having been ordered out of the Port, and of his having in consequence thereof quitted it. He sent in a Prize on the next day supposed to belong to Biddeford,¹ of which I have spoken to M. Florida blanca, who has given Order to have her detained in order that the legal Owners may claim her, and that all proceedings upon this Matter should, in case of doubt, be sent up to the Council of War. He has farther given me assurances that he had given Orders, that no Prize whatever should be admitted into the Harbour.

I hear that the French Consul at Cadiz has received Instructions from M. de Sar-etine to give his Protection to American Ships. . . .

I have the Honour to be [&c.]

Grantham

¹. Brig Tapley, Holt, master, 100 tons, built in 1765 and owned by Lewis & Co. It was on a voyage from Bideford, England, to Malaga, Spain, with a cargo of butter & ballast. Lloyd’s Register of Ships, 1777–78; The Public Advertiser (London), 11 May 1778; Letters and Papers of Gustavus Conyngham, opposite p. 152. As seen in the note at Conyngham to William Hodge, 16 May, below, Tapley was not seized by Spanish authorities, but sold by Conyngham’s agents.

May

NOTES MADE ON BOARD THE FRENCH NAVY SHIP OF THE LINE LANGUEDOC

[Extract]

Notes Faits abord du Languedoc

May—1778. Le Tonnant a communiqué pour informer qu’il faisait 6. pounces d’eau par heure

Vendredy—1er. Apperçu une vingtaine de bâtimens à L’horison faisant même route que nous;—nous les Supposons Espagnols—
vû L’isle d’Alboren.—Le Zélé, l’hector et le guerrier séparés dans la nuit et hors de vue;—rejoint le Soir.

Dimanche 10. donné dans le detroit de Gibraltar à L’Entrée de la nuit et passé de Suite

Vendredy—15. Le Zélé a fait Signal d’incommodité dans ses barres de hunes

Samedy—16.

Lundy—18.
Notes Made on board the *Languedoc*
May—1778.

Friday 1st. The *Tonnant* communicated in order to inform that it was making 6 inches of water an hour.

Sunday 10. Sighted some twenty ships on the horizon following the same course as we were; we suppose them Spanish.

Friday 15. Saw the isle of Alborán. The *Zélè*, the *Hector* and the *Guerrier* separated during the night and out of sight; rejoined in the evening.

Saturday 16. Entered the Strait of Gibraltar at nightfall and passed through.

Monday 18. The *Zélè* signaled trouble with its top crosstrees.

Tuesday 19. The *Florè* dispatched for the first port in Spain or Portugal and from there to Toulon—

Wednesday 20. The War announced, Solemn mass, Grand dinner and entertainment for the Crew.

Sunday 24. Gratuities given and promises made to the Soldiers for climbing and drilling like the sailors.—A council held on the course to take.

D, FrPNA, Marine B' 286, fol. 50.

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**Station Bill for Officers of French Navy Ship of the Line Languedoc, Capitaine de vaisseau Henri-Louis, comte de Bouainvillier**

[Languedoc, en mer, mai 1778]

<table>
<thead>
<tr>
<th>Batterie</th>
<th>Disposition de M.M. Les Officiers dans les batteries et Sur les Gaillards pour le Service de L’Artillerie</th>
</tr>
</thead>
<tbody>
<tr>
<td>1ère Batterie</td>
<td>M.M. de Beauquaire &amp; de Ribies(^1) Commandants la Batterie</td>
</tr>
<tr>
<td></td>
<td>M. de Costebelle(^2) à la seconde division venant de L’Arrière, 4. pieces</td>
</tr>
<tr>
<td></td>
<td>M. D’Orsin(^3) au premier poste de L’avant, 4 pieces</td>
</tr>
<tr>
<td></td>
<td>M. de Combault(^4) garde de la marine faisant le Service d’Enseigne au dernier poste de L’arrière—4 pieces</td>
</tr>
<tr>
<td></td>
<td>M. de Chouin(^5) major d’Inf(^6). Entre le premier poste de Lavant et celui du Centre—3 pieces</td>
</tr>
</tbody>
</table>
M. de la Lafitte est garde de la Marine au bas de l’escalier pour recevoir, porter les ordres et empêcher toute espèce d’engorgement sur l’escalier.

<table>
<thead>
<tr>
<th>2ème Batterie</th>
<th>M. de Simony garde de la marine accompagnant M. de Beaucaire. M. de Salvere fils volontaire accompagnant M. de Ribie.</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. de Cabanoux Commandant la Batterie</td>
<td>M. de Cambis à la Seconde division venant de L’arrière, 4 pièces</td>
</tr>
<tr>
<td>M. de Castillon au premier poste de L’avant 4 pièces</td>
<td>M. de Lomenye au dernier poste de L’arrière 4 pièces</td>
</tr>
<tr>
<td>M. de La Croix Entre le premier poste de L’avant et celui du Centre 4 pièces</td>
<td>M. de Barthon garde de la marine au bas de L’escalier pour recevoir et porter les ordres</td>
</tr>
<tr>
<td>M. Batheon garde de la marine</td>
<td>M. de Pleville commandant de la batterie</td>
</tr>
<tr>
<td>M. de Jourdain volontaire</td>
<td>Accompagnant M. de Cabanoux Commandant la Batterie</td>
</tr>
<tr>
<td>M. de Pleville, commandant de la batterie</td>
<td>M. Gauttier Capitaine d’Infanterie, de L’arrière Commandant 5 pièces dont il aura les détails</td>
</tr>
<tr>
<td>M. de Beurrier faisant fonction de Lieutenant de frégate de L’avant, Commandant 5 pièces dont il aura les détails et spécialement chargé de veiller à la manœuvre.</td>
<td>M. de Chateaubourg Enseigne chargé de la Batterie</td>
</tr>
<tr>
<td>M. de Chateaubourg faisant le service de Lieutenant de frégate chargé veiller à la manœuvre</td>
<td>M. de Pleville fils chargé de Communiquer avec M. Son père pour la manœuvre, de recevoir les ordres du Gaillard d’arrière, pour les rendre à M. de Salvere, d’Empescher aucun engorgement sur les passants et de veiller aussi à la promptitude du feu des pieuriers et de la mousqueterie de la hunes mizaine.</td>
</tr>
</tbody>
</table>

Places des MM. Les Officiers

Jean Bte. Gromely
Sergent Pierre
Vincent Caporal
Antoine Joly
Caporal

| Guillaume Millau
Sergent écoutant au portevoix | M. de Castillon au premier poste de L’avant 4 pièces |
| Jacques le Long
Sergent
Claude Samouzly
Caporal | M. de Lomenye au dernier poste de L’arrière 4 pièces |

Gaillard d’Arrière

Gaillard d’Avant

A la première Batterie

Les deux Commandants ayant à costé d’eux le garde de la marine qui les accompagne et qui est chargé de porter leurs ordres, seront placés le plus en arrière des boucles vers le Centre du Vaisseau.

Le premier devant la Cinquième pièce en comptant de L’arrière, et le Second derrière la sixième pieces. Ils auront derrière eux les deux pa-
trouilles, dont l’une fera face vers l’arrière et l’autre vers l’avant ; Elles commenceront leur ronde aussitôt qu’on Leur prescrira.

Chaque Enseignement sera placé entre la 2ème et la 3ème pièce qu’il commande, pour ceux qui ont quatre pieces, Et pour celui qui n’en a que Trois derrière la Second

<table>
<thead>
<tr>
<th>Quartier</th>
<th>Personnalités</th>
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</thead>
</table>
| A la Seconde Batterie | Le Commandant ayant à costé de lui le garde de la marine et le volontaire qui l’accompagnent et qui sont chargés de porter les ordres, ainsi que le nommé Mille Sergent, sera placé le plus en arrière des Boucles vers le centre du Vaisseau et entre la huitième et la neuvième piece ; Il aura derrière lui deux patrouilles dont l’une fera face vers l’avant et l’autre vers l’arrière : Elles commenceront leur ronde aussitôt qu’on leur prescrira.
Chaque Enseigne Sera placé entre la deuxieme et la Troisieme piece qu’il commande |

| Gaillard d’Arrière | M. d’Estaing²⁴  
|                   | M. de Boullainvilliers²⁵  
|                   | M. Le Chatrer de Borda²⁶  
|                   | Les deux aydesmajors Sans places fixes  
|                   | M. Le Mauff²⁷ Sans place fixe mais le plus ordinaire-ment vers le grand mat.  
|                   | M. de PuySegur²⁸ Sans place fixe, mais ordinairement vers la Galerie  
|                   | M. de Closnart²⁹ Sans place fixe mais le plus ordinai-rement Sur le gaillard d’avant, communiquant avec le gaillard d’arrière et rendant compte à M. Le Mauff.  
|                   | M. Auzanne³⁰ Ingénieur Constructeur Sans place fixe & se portant dans les Galeries et partout où Ses Connaissances Seront necessaires |

| Gaillard d’Avant | M. Perier de Salvere³¹ Capitaine en Second  
|                 | M. Saqui d’Estours³² Lieutent Sans place fixe |

| Dunette | M. de Grimaldy³³ Enseigne le plus près du fronteau command. La manœuvre, la mousqueterie et veillant à la promptitude du feu des Piériers de la Dunette, de la hune d’artimon et de la grande hune, ainsi qu’à l’activité de la mousqueterie de ces deux hunes  
|         | M. Deschamps³⁴ Capitaine d’Infanterie de L’arriere  
|         | M. de Bouquier³⁵ garde de Pavillon au bâton de Pavillon |

| Passavants | M. de Leuziers³⁶ Sous Lieutenant d’Infanterie, chargé de La Mousqueterie Et du feu des Piériers des Passavants |
M. de Berge chargé de feu de La mousqueterie des volontaires

Detail des Fonctions des Messieurs les Officiers

M. M. Le Lieutenants commandent Superieurement la batterie dont ils Sont chargés. Ils Se porteront pendant le combat partout où ils croiront leur présence utile ; Le Second Lieutenant de la premiere batterie la Commandera aussi gene ralement et aussi totalement que le premier ; Il deferera seulement à l’opinion et aux ordres de Son ancien, mais tous deux Se communiqueront mutuellement et au même Instant tout ce au’ils viendront d’ordonner, de Façon que le Second Lieutenant, n’atendra point l’approbation du premier pour faire Exécuter ce qu’il aura cru necessaire de prescrire.

Tout Commandant d’une division d pieces, aura le Contrôle des hommes attachés à chaque piece ; Il s’apliquera à connaitre personnellement tous les Sujets ; Il fera note de ceux qui montrent le plus de zele et d’Intelligence dans les Exercices Et de ceux qui Se seront distingués dans le combat. Il observera si le premier et le Second Chef de piece et Si le Chef de plat ont été bien choisi relativement aux differentes Fonctions qui leur Sont attribuées ; Ces derniers seront Gratifiés, changés ou punis Suivant les observations Faites par les Commandants de division et d’après l’approbation des Lieutenants Commandants la Batterie Et en en communiquant les motifs aux deux Capitaines et aux premier Lieutenant. 

M. M. Les Enseignes &c. Commandants de division seront Specialement et directement chargés et reponsable des hommes attachés à la division des pieces qu’ils commandent. Ils veilleront et feront veiller à leur Santé, propreté, hardes, Sacs et hamacs, à leur promptitude à Se rendre à leur poste, la manière qu’ils ferleront ou déferleront leur hamacs, à L’Endroit du Bastingages où ils les placeront dans le tems des Branlebas et à l’Escalier pour lequel ils les apporteront pour y arriver par le chemin le plus court et Sans Engorgement.


Le General en attendant de leur Zele que l’Exercice Sera avant peu, egalement bien fait partout dans le monde, desire cependant qu’il S’établisse une
Emulation entre les différentes divisions ; Il espère qu’elle lui procurera promptement la Satisfaction de donner des Louanges plus marquées[aux uns] qu’aux autres.

Indépendamment des Exercices Commandés par le M° Cannoniers, Il Sera choisi par division un homme capable de Commandant l’Exercice du Canon : M.M. Les Enseignes qui voudront dans le Cas d’Exercice, le Commander eux-mêmes, en Seront les maîtres Ils Sont tous priés de veiller à la façon dont cet Exercice est montré ; d’en Elaguer tous les Tems inutiles qu’Surchargent la memoire du Servant qu’on Instruit, Et qui ne Sont point utiles au maniement de la piece.


Les petits Pares à boulets, les Bailles de Combat de chaque piece, les fauberts, tout L’armement enfin Sera Inspecté et visité par chaque commandant de division.

Le premier Chef de piece aura Sur les hommes de Sa piece la même autorité que les quartiers maîtres ou Sergents ont Sur leur matelots et Soldats : Le Second chef de piece et le Chef de plat auront Sur les Servantes de leur pieces ou les hommes de leur plat, la même autorité que les Contre maîtres ou Caporaux ont Sur les matelots ou Soldats. Ils devront un compte Instantanée à L’Enseigne Comandant leur division de pieces, de tout ce qui arrivera aux hommes dont ils Sont chargés, Soit par rapport à la santé, Exactitude de Service, nourriture, propre, et Entretien ou remplacement de hardes : Ils seroient punis Severement S’ils n’avertissoient pas dès les premiers Instants de L’incommodité d’un des hommes de leur plat et S’ils ne le faisoient pas changer de hardes, lorsqu’ils Sont de quart, étant mouillé.

Les Seconds chefs de piece Seront plus Spécialement chargés de ce qui regarde l’Exactitude à se rendre à Son poste et du Transport des hamacs.

Chaque Second chef de piece et chaque chef de
piece remplaceront le premier chef de piece, dans Ses fonctions Et à Son defaut. Ils rendront Sur le champs compte à L'Enseigne chargé du Commandement de leur division.

L'Enseigne en Instruira les ou le Lieutenant Commandant la Batterie qui en fera ou qui en feront rendre compte au General, et aux deux Capitaines par le plus ancien des Gardes de la marine de la batterie. Et lorsqu’il manquera un homme à une piece, Il en Sera fourni Sur le Champs un autre du Corps de reserve, sur la proposition du premier Lieutenant d’après les ordres du Capitaine commandant et avec l’approbation du General.

Lorsque cet homme Sortira du plat des malades, Il reprendra le poste qu’il avoit à Sa piece ou il Sera affecté au Corps de reserve Selon qu’il aura été jugé convenable.

Les Trois gardes de la marine ou Volontaires Gentilhommes feront les fonctions de Garçons majors dans chaque baterie et Sous les ordres de MM. les Lieutenants ; outre le Controle general de la Batterie qu’ils seront chargés de Copies, Ils Seront plus particulièrement affectés aux Tiers des pieces de la batterie, dans L’ordre Suivant.

Pour la 1ère Batterie

M. de la Fitte garde de la marine Sera garçon major de L’arriere des Cinq premières pieces de L’arriere

M. de Simony garde de la marine Sera garçon major de la Cinquième piece, jusqu’a la dixième inclusivement.

M. de Salvere fils volontaire Sera garçon major de la dixième jusqu’a la 15ème piece inclusive.

Pour la 2ème. Batterie

M. de Batheon gard de la marine Sera garçon major de la Cinquième piece, jusqu’a la onzième inclusivement

M. de Jourdain volontaire Sera garçon de La 11ème piece jusqu’a la 16ème inclusive

M. de Barthon gard de la marine, Sera garçon major des Cinq premières pieces de L’arriere

Ces Messiers Sont prevenus que le General leur [demandera] Souvent les noms des premiers et Seconds chefs des pieces et des chefs de plats des pieces qui leur Sont affectés.

M. de Closmard et M. de Pleville fils, Seront garçons majors des quatre pieces du Gaillard d’avant Sous M. de Chateaubourg Commandant la Batterie

M. M. Gautier et de Beurrier chargés des pieces du Gaillard d’arriere en rendront compte à M. de Pleville, à M. de Boullainvilliers et au General qui ne veut ignorer aucun detail Sur ce qui regarde ces Pieces, Sur les
[Branlebas] de la chambre, ni sur la prompte manœuvre du changement des pièces d’un bord à l’autre ; mouvements sur lesquels voudront bien veiller nominalement M. LeMauiff et M. de PuySegur. Cette destination particulière sera subordonnée aux fonctions que ces Messieurs ont dans la majorité générale de l’escadre ; et ils se soulageront sur M. du Bouquier garde de pavillon et qui sera garçon major des pièces de l’arrière de la plus grande partie des détails particuliers que le général les prie de vouloir bien accepter.

N° Les fonctions de Garçon major que M. du Bouquier est prié de faire pour le Gaillard d’arrière, ne le distrairons en rien pendant le combat, de l’emploi important et principal qui lui est confié de veiller sur le pavillon du Roy. Il ne la quittera point pendant l’action, mais le détail des pièces de l’arrière lui donneront pendant la campagne une correspondance personnelle avec le général.

| Corps de réserve | Le corps de réserve sera divisé en plusieurs sections numérotées. Chaque section sera d’un nombre fixe et proportionné à son total. De façon que lorsqu’on demandera la première section, elle sera toute prête à monter en haut.

| N° Ces détachements seront portés le plutôt qu’il sera possible jusqu’au nombre de cinq hommes par pièce en les designant toujours de même pour le titre de leur numéro ; ils seront choisis pour se porter en haut en cas d’abordage, dès que M. M. les officiers auront eu le temps de connaître les hommes. |

| Le second chef de pièce deviendra le premier chef de toutes les pièces où il n’y aura point de servants et il sera fourni du corps de réserve le plus d’hommes qu’il sera possible pour fortifier les services [des] batterie[s]. Dans [le cas] où ce... |
MAY 1778 633

renfort Seroit peu considerable, Il Seroit divisé en quatre Escouades Dont il y en auroit deux affectées à chaque Bord ; L’une viendroit de l’arriere et l’autre de L’avant.
Elles aideroient progressivement en avançant vers le centre à mettre les canons en Batterie.
Les Simulacres de L’Envoy des Sections du corps de reserve des Detachemens numerotés Un et Deux, du partage des deux bords et des quatre Escouades de renfort Seront Executés quelques fois Dans les grands Exercices pour que la pratique en devienne plus facile dans le besoin./.
N’a. Il Sera designé quatre hommes fermes et Surs, Capables de faire un Exemple, pour estre placés à chaque Ecoutille et pour Empescher de descendre.

[Translation]

[Languedoc, at sea, May 1778]

<table>
<thead>
<tr>
<th>The disposition of officers on the lower and upper gun decks and on the forecastle and quarter decks.</th>
</tr>
</thead>
</table>
| **Lower gun deck**  
M. de Beauquaire and M. de Ribies commanding the gun deck.  
M. de Costebelle at the second division on stern; 4 pieces of ordnance.  
M. D’Orsin at the first gun station on the bow; 4 pieces of ordnance.  
M. de Combault, midshipman, acting ensign at the last gun station on the stern; 4 pieces of ordnance.  
M. de Chouin, major of the infantry, between the first gun station on the bow and that of the center; 3 pieces of ordnance.  
M. de Lafitte, midshipman, at the foot of the stairway to receive and carry orders and to prevent all sorts of congestion on the stairwell. |
| **Jean-Bte. Gromelly, sergeant; Pierre Vincent, corporal; Antoine Joly, corporal**  
M. de Simony, midshipman, to accompany M. de Beauquaire  
M. de Salvere fils, volunteer, to accompany M. de Ribies. |
| **Upper gun deck**  
M. de Cabanous, commanding the gun deck.  
M. de Cambis at the second division on the stern, 4 pieces of ordnance.  
M. de Castillon at the first gun station on the bow, 4 pieces of ordnance. |
<table>
<thead>
<tr>
<th>Officers’ Stations</th>
<th>M. de Lomenye, at the last stern gun station, 4 pieces of ordnance. M. de la Croix, between the first gun station on the bow and the center station, 4 pieces of ordnance. M. de Barthon, midshipman, at the foot of the stairwell to receive and carry orders.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guillaume Millau, sergeant, carrying orders passed from speaking trumpet</td>
<td>M. Bartheon, midshipman M. de Jourdain, volunteer Accompanying M. de Cabanoux, commanding the gun deck.</td>
</tr>
<tr>
<td>Jacques le Long, sergeant; Claude Samouzly, corporal</td>
<td>M. de Pleville, commanding the gun deck M. Gauttier, Captain of infantry engineers, at the stern, commanding 5 guns of which he will have more details M. d Beurrier, acting lieutenant de frégate at the bow, commanding 5 guns of which he will have more details and specially charged to watch over the maneuvers.</td>
</tr>
<tr>
<td>Quarter deck</td>
<td>M. de Chateaubourg, ensign, responsible for the gun deck M. Rabatteeau, acting lieutenant de frégate, responsible for watching over the maneuvers M. Pleville fils, responsible for communicating with his father concerning the maneuvers, to receive orders from the quarter deck and to carry them to M. de Salvere, to prevent congestion on the gangway, and to watch over the promptness of swivel gun fire and the musketry of the foretop.</td>
</tr>
<tr>
<td>Forecastle</td>
<td>The two gun commanders having at their side the midshipmen assigned to pass their orders will be stationed as far as possible behind the guns toward the center of the ship: The first gun commander in front of the fifth piece of ordnance counting from the stern and the second behind the tenth piece. They will have behind them two patrols; one responsible for the stern and the other for the bow. These patrols will begin their rounds as soon as they are given the order. Each ensign will be stationed between the second and the third gun that they command for those that have four pieces of ordnance, and for those that have but three, behind the second</td>
</tr>
</tbody>
</table>
The commander, having at his side the midshipman and volunteer that accompany him, charged with passing his orders, as well as the named military sergeant, will be stationed as far as possible behind the guns toward the center of the ship. Behind him will be two patrols of which one will be responsible for the bow and the other for the stern. They will begin their rounds as soon as they are given the order.

Each ensign will be stationed between the second and third piece of ordnance that he commands.

### On the upper gun deck

<table>
<thead>
<tr>
<th>Position</th>
<th>Officers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarterdeck</td>
<td>M. d’Estaing, M. de Boullainvillers, M. Le Cher de Borda</td>
</tr>
<tr>
<td></td>
<td>Two aides not having fixed stations</td>
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<tr>
<td></td>
<td>M. Le Mauff, without a fixed station but ordi-</td>
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<tr>
<td></td>
<td>narily toward the mainmast</td>
</tr>
<tr>
<td></td>
<td>M. de PuySegur, without a fixed station but or-</td>
</tr>
<tr>
<td></td>
<td>dinarily toward the gallery</td>
</tr>
<tr>
<td></td>
<td>M. de Closnard, without a fixed station but</td>
</tr>
<tr>
<td></td>
<td>ordinarily on the forecastle, communicating</td>
</tr>
<tr>
<td></td>
<td>with the stern gallery and reporting to M. Le</td>
</tr>
<tr>
<td></td>
<td>Mauff.</td>
</tr>
<tr>
<td></td>
<td>M. Auzanne, naval architect, without a fixed</td>
</tr>
<tr>
<td></td>
<td>station but to proceed to the galleries and</td>
</tr>
<tr>
<td></td>
<td>everywhere else his knowledge might be neces-</td>
</tr>
<tr>
<td></td>
<td>sary</td>
</tr>
<tr>
<td>Forecastle</td>
<td>M. Perier de Salvere, second captain</td>
</tr>
<tr>
<td></td>
<td>M. Saqui d’Estours, lieutenant, without a fix-</td>
</tr>
<tr>
<td></td>
<td>ed station</td>
</tr>
<tr>
<td>Poop deck</td>
<td>M. de Grimaldy, ensign, as near as possible</td>
</tr>
<tr>
<td></td>
<td>to the breastwork, will command the maneu-</td>
</tr>
<tr>
<td></td>
<td>vers, the musketry and watch over the rapidity</td>
</tr>
<tr>
<td></td>
<td>of fire of the swivel guns on the poop deck,</td>
</tr>
<tr>
<td></td>
<td>mizzen top and main top as well as the muske-</td>
</tr>
<tr>
<td></td>
<td>try from these two tops</td>
</tr>
<tr>
<td></td>
<td>M. Deschamps, captain of the infantry, on the</td>
</tr>
<tr>
<td></td>
<td>stern</td>
</tr>
<tr>
<td></td>
<td>M. de Bouquier, midshipman, at the flagstaff</td>
</tr>
<tr>
<td>Gangways</td>
<td>M. de Leuziers, sub-lieutenant of infantry,</td>
</tr>
<tr>
<td></td>
<td>charged with the musketry and the gangway swi-</td>
</tr>
<tr>
<td></td>
<td>vel guns</td>
</tr>
<tr>
<td></td>
<td>M. de Berge, in charge of the musketry fire</td>
</tr>
<tr>
<td></td>
<td>of the volunteers</td>
</tr>
</tbody>
</table>

### Details Concerning the Duties of the Officers

The lieutenants will be in ultimate command of the gun decks with which they are charged. During the combat they will proceed everywhere they believe their presence to be of use; the second lieu-
tenant on the lower gun deck will in general have
total command, yielding only to the opinion and
orders of his senior but both will mutually com-
municate at the same instant every order so that
the second lieutenant will not have to wait for the
approval of his senior to execute that which he
believes necessary.

Every commander of a gun division will have con-
trol over the men attached to each gun; he will
do his best to become personally acquainted with
all his men; he will note those who show the most
zeal and intelligence during exercise and those
who distinguish themselves in combat. He will
watch to see if the gun captain, second captain,
and the mess captain have been well chosen rela-
tive to the different functions with which they are
charged; they will be rewarded, changed, or pun-
ished as determined from the observations of the
division commanders and after the approval of
the lieutenants commanding the gun deck, with
the grounds for the action being passed to the
two captains and the first lieutenant.

Ensigns and division commanders will be specially
and directly charged with the responsibility for
the men attached to the division of guns they
command. They will watch over and assign others
to watch over the health and cleanliness of their
men, their clothing, sea bags, and hammocks,
their promptness in reporting to their duty sta-
tion, the manner in which they role or unroll
their hammocks before stowing them in the net-
ting while clearing the ship for action, and at the
stairwell, the route by which they bring their
hammocks to the nets to insure that it is the
shortest and without obstruction.

The ensigns will be responsible for the exercise of
the guns as they judge proper and as often as
possible notifying only the officer who com-
mands the watch.

The General, while expecting the zeal of the gun
crews to result before long in the gunnery exer-
cise being equally well performed by everyone,
desires nevertheless that a rivalry be established
among the different divisions; he hopes this will
promptly procure the satisfaction of giving the
most striking advantages to one and all.

Independent of the exercises under the command
of the master gunner, there will be a man chosen by each division capable of commanding the exercise of the guns. Ensigns who in the case of an exercise want to command the guns themselves will act as master gunners. They are asked to pay attention to the way in which the exercise is taught; to eliminate all needless time spent which overtaxes the memory of the gunner being instructed and is not useful to the handling of the piece of ordnance. All exaggerated and ridiculous procedures will be suppressed. Silence will be observed; one uniform but not unpleasant station will be required. After several days of practice the shortest procedure will be chosen and the officers will communicate in writing a statement of their ideas concerning each maneuver so that a simple and easy decree on gunnery practice allowing for no unnecessary movement can be promulgated to the entire squadron.

The small shot locker, half tubs, swabs, all other articles used for charging the guns will be inspected and visited by each division commander.

The gun captain will have the same authority over the men of his gun as the quartermasters or sergeants over the sailors and soldiers. The assistant gun captain and the mess captain will have over the men of their gun or mess the same authority as the boatswain’s mates or corporals over the sailors or soldiers. They must give account to the ensign commanding the division of guns of everything that happens to the men under their charge, whether in reference to health, punctuality, food, cleanliness, and upkeep of clothing: They will be severely punished if they do not instantly notify their officer concerning the discomfort of one of the men in their mess and if they do not make a man on leaving his watch change out of wet clothing.

The second gun captain will be most specially charged concerning the punctuality of the men reporting to their battle station and the transport of hammocks.

Each second gun captain and the senior member of the gun crew will replace the gun captain in his functions if he is found at fault. They will immediately give an account to the ensign commanding their division.
The ensign instructing them or the lieutenant commanding the gun deck will report to the General and two captains by way of the most senior midshipman stationed on the gun deck and when they are in want of a man at a gun, one will be immediately provided from the reserve corps as proposed by the first lieutenant following the orders of the captain in command and with the approval of the General.

When this man leaves the sick mess, he will return to his former gun station or be attached to the reserve corps as will be judged proper.

The three midshipmen or gentlemen volunteers performing duty as *garçon major* and stationed on each gun deck under the orders of the lieutenants; in addition to the general station bill of the gun deck, of which they will be entrusted with copies, they will be more particularly posted on the gun deck in the following order:

<table>
<thead>
<tr>
<th>For the lower gun deck</th>
<th>M. de la Fitte, midshipman, will be the <em>garçon major</em> responsible for the first 5 pieces of ordnance on the stern</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M. de Simony, midshipman, will be the <em>garçon major</em> of the fifth piece to the tenth inclusive</td>
</tr>
<tr>
<td></td>
<td>M. de Salvere fils, volunteer, will be the <em>garçon major</em> of the tenth to the 15th piece inclusive</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>For the upper deck M. de Barthon, midshipman, will be <em>garçon major</em> of the first five pieces on the stern</th>
<th>M. de Batheon, midshipman, will be <em>garçon major</em> of the fifth piece to the eleventh, inclusive</th>
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</tbody>
</table>

These gentlemen are warned that the General will frequently ask them the names of the gun captains, of their seconds, and of the mess captains assigned to them.

M. de Closnard and M. de Pleville fils will be the *garçons majors* of the four pieces of ordnance on the forecastle under M. Chateaubourg commanding the gun deck.

M. Gautier and M. de Beurrier in charge of the pieces of ordnance on the quarter deck will report to M. de Pleville, to M. de Boullainvilliers, and to the General, who wishes not to ignore the details concerning his guns, neither the clearing for action nor the maneuver of rapidly changing the guns from one side to another in the great cabin; movement of which will be supervised by M. le Mauff and M. de Puysegur. This particular func-
tion will be subordinate to the squadron staff duties of these gentlemen. They will be assisted by M. de Bouguier, ensign, who will be *garçon major* of the pieces of ordnance on the stern. They will be responsible for a large part of the particular details that the General asks them to accept.

Note: The functions of *garçon major* that M. de Bouquier is asked to perform on the quarter deck will not divert him during the combat from his principal and the most important duty of watching over the king’s colors. He will not leave them during the action, but the working of the quarter deck guns during the campaign will give him a personal contact with the General.

Reserve Corps

Note: This detachment will be formed as soon as possible and be composed of a maximum of five men from each gun who will be designated by the same number as their gun; they will be chosen as soon as the officers have time to get to know their men, to go aloft in the event of boarding.

The Reserve Corps will be divided into several numbered sections. Each section will be of a fixed number of men and proportioned in such a manner that when one asks for the first section, the detachment will be ready to go aloft.

Independent of the Reserve Corps, there will be two men designated by gun to go aloft at the first order; these men will be known by the numbers one and two so that if the first detachment is called all those designated by the number one, warned in advance, will immediately go aloft; without the need of another call. If the two detachments are called at the same time, the two men designated by the numbers one and two will immediately go aloft. These two men will be chosen among those known for being the nimblest and fitting to be employed in a prompt maneuver.

When firing two broadsides, the men of the odd numbered guns will stay on the side where the combat began or go to the starboard side if the combat has not already begun. And all the men serving the even numbered guns will go to the broadside where the combat has not yet begun or to the port side before the action. The second gun captain of every piece of ordnance will become the gun captain of every gun without a gun crew being supplied with men from the Reserve Corps, or as many as can be spared to strengthen the gun crews in case reinforcements are limited. They will be divided into four gangs of which two will be allotted to each broadside; one coming from the stern and the other from the bow. Advancing toward the center, they will progressively assist in running out the guns. A simulated send-
ing of the reserve corps detachments numbered one and two, the division of the men into port and starboard gun crews, and four gangs of reinforcements will be executed from time to time during the major exercises so that this practice will become easier in case of need./.

Note: There will be chosen four steady and trusty men, able to act as an example, who will be stationed at each hatchway to obstruct anyone from descending below decks.

D, FrPNA, Marine B4 152, fols. 37–44.


2. Enseigne de vaisseau Pierre-Alexandre Pastour chevalier de Costebelle. Ibid., 72.

3. Enseigne de vaisseau Balthazar d’Orsin de Miraval. Ibid., 227.

4. Garde du pavillon Marie-Gabriel Combaud de Roquebrune. Ibid., 70.


10. Enseigne de vaisseau Charle-François, comte de Cambis. Ibid., 49.


13. Given name not identified.


17. Lieutenant de vaisseau Georges-René Pleville Le Peley. In 1746, Pleville had a leg carried away by a cannonball; in 1749, a cannonball carried away his wooden leg; and in 1760, a cannonball again carried away his wooden leg. La Jonquière, Les marins français sous Louis XVI, 237.

18. Capitaine d’infanterie Paul-Louis Gaultier de Kerveguen had been a student of naval and geographic engineering and in 1764 had served as Comte d’Estaing’s aide de camp at St. Domingue. Bodinier, Dictionnaire des officiers de l’armée royale, 215.

19. A merchant captain who had obtained the brevet of lieutenant de frégate. Journal of French Navy Frigate Engageante, 2 July. FrPNA, Marine B4 147, fol. 52.


21. Lieutenant de frégate Rabatteau, or Rabbateau; given name unidentified. Ibid., 245.

22. Son of Lieutenant de vaisseau Georges-René Pleville Le Peley; given name unidentified.


25. Capitaine de vaisseau Henri-Louis, comte de Boulanvillier dit de Cry (or Croy), commanding Languedoc. Ibid., 38.

26. Lieutenant de vaisseau Jean-Charles, chevalier de Borda. Ibid., 35.

27. Lieutenant de vaisseau Jean-Julien, chevalier Le Mauff. Ibid., 182.


30. Sous-ingénieur constructeur Pierre Ozanne, artist and member of the Académie Royale de marine.


Nous pensons que Vous Serés instruit de la Prise que fit le Celebre Cunningham, Commandant la Corvette la Vengeance,\(^1\) appartenante à L’honnorable Congrès des Etats unis de L’Amérique, en Decembre 1777. du Navire Français le Gratieux,\(^2\) augmentant la Cargaison, Crût appercevoir Monsieur, que la propriété des effets en etoit Anglaise; en Consequence il mit un chêf de Prise, & quatre Matelots à Bord de Ce Navire, avec ordre de la suivre a notre Port,\(^3\) mais Forcé par les mauvais temps, il Fût Contraict de prendre celuy de S\(^e\) Sebastien, où Mr. le Marquis de Bassecourt Gouverneur du Guipuzcoa, fit emprisonner le Chêf de Prise, et Ses Marins.

Sur Cèt avis, le Cap\(^ne\) Cunningham nous fit, Monsieur, la plus Vives Solicitations pour que nous le recommandations, à nos amys de St Sébastien, afin de pourvoir obtenir la Libèrté de Ses Marins, qui fui faisait le plus grand Vuë de pour lesexecution des projets qu’il avoit en Vûe; & prennant en Consideration le bien qu’il en pourroit resluter au Service de L’honnorable Congrès, nous Le recommandames de la maniere la plus pressante à M. M. de Larralde Diusteguy & fils de la ditte Ville. Ces Amy’s agirent Si efficacement, qu’ils obtinrent que le Cap\(^ne\) Cunningham peût Si presentér librement que M\(^e\) Le Marquis de Bassecourt, eût pour luy, les Egards dùs à un officier au service de l’honnorable Congrés; & finalement qu’il lui accordat la libèrté de Ses Marins, avec le plus ample Passeport pour Se retirer à Son Bord, Sous Sa Simple parolle d’honneur que le Congrès garantiroit dans tous les temps les Evenements de Cette affaire.

Quoique elle fût Jugée Monsieur au Tribunal du Gouvernement de S\(^e\) Sebastian déclarant la Prise pour mal faite, les intèrésse lont portée par appelation au Suprême Conseil de Guerre, où le Cap\(^ne\) Letournois Sollicite avec la plus grande ardeur, la Satisfaction de tous les Frais, dépends, interêts, & dommages, qu’il fera SUREment monter à des sommes exhorbitantes, acriminant avec le fiel le plus amèr, la Conduite du Gouvernement de S\(^e\) Sebastien, à son Egard, & s’exprimant dans les termes les plus forts, sur la Libèrté accordée aux Marins de Cunningham, & Sur toutes les faveurs qu’il mérita. La Personne qui par le Credit de nos Amy’s de S\(^e\) Sebastien S’intéressa dans l’heureuse réussite de la Cause de Cunningham, Vient à Se trouver Monsieur aujourd’hui, exposé aux plus facheuses Suittes paraport à la déference [illeg.] dont on en usa avec Cunningham, & ses Marins: elle alica de Craindre qu’on ne la rende responsable au Conseil de Guerre, des Suittes de la libèrté qu’on leur accorda: le Contrecoup Viendrait à retombèr sur nous, &
Sir, [ca. May 1778, Bilbao(?), Spain]

We believe that You will have been informed of the Prize that the famous Cunningham, Commanding the Corvette Vengeance, belonging to the honorable Congress of the United States of America, in December 1777, made of the French Ship the Gratieux, Capt. Augustin Letournois, going from London to La Corunna with some merchandise of English manufacture. This Captain, having examined the Bills of Lading of the Cargo, Concluded, Sir, that the ownership of the goods was English; in Consequence he put a Prize Master and four Sailors on Board this Ship, with orders to follow him to our Port, but Forced by bad weather, it was constrained to go into that of San Sebastián, where M. the Marquis de Bassecourt, Governor of Guipuzcoa, had the Prize Master and His Seamen imprisoned.

On learning of This, Capt. Cunningham made to us, Sir, the Most Vigorous of Solicitations for us to recommend to our friends in San Sebastián that they may obtain the Liberty of His Seamen, who were of the greatest importance in carrying out the projects that he had in View; & taking into Consideration the good that could result from it to the Service of the honorable Congress, we recommended him in the most pressing terms to Messrs. de Larralde Diusteguy & sons of that City. These Friends acted So effectively that they arranged things so that Capt. Cunningham could present his cause freely; that M. the Marquis de Bassecourt had for him the Respect due to an officer in the service of the honorable Congress; & finally that he was given the liberty of his Seamen, with the most ample Pass for returning to His Ship, Under His Simple word of honor that the Congress would guarantee at all times the Outcomes of This affair.

Although it was Judged, Sir, at the Tribunal of the Government of San Sebastián, declaring the Prize illegal, the interested parties appealed the case to the Supreme Council of War, where Capt. Letournois solicited with the greatest ardor Payment of all the Costs, expenditures, interest, and damages, which will Surely amount to exorbitant sums, indicting with the bitterest gall the Conduct of the Government of San Sebastián in his Regard, and expressing himself in the strongest terms concerning the Liberty given to Cunningham’s Seamen, and On all the favors accorded him. The Person who, on the Behalf of our Friends in San Sebastián, involved himself in seeking the happy success of Cunningham’s cause Comes, Sir, to find himself today exposed to the most vexatious Consequences for the unusual deference with which he treated Cunningham and his Seamen: He Fears being held responsible to the Council of War for the Results of the liberty that has been given them: the Repercussions May fall on us, and even though we have nothing to Fear from it, we cannot watch with an indifferent Eye Persons being exposed to so disagreeable consequences who are so actively interested in This affair, by Virtue of our recommendation, who have no other View than the good of the Service of the honorable Congress, and we [incomplete].
L, ViU, Lee Family Papers. Addressed at the foot of first page: “Monsieur Franklin.” Notation at top of last page: “To D’ Franklin [Imperfect & without date or signature.” The editors of the Benjamin Franklin Papers (26: 498) print an abstract of this letter and speculate that the most likely authors are Gardoqui and Son of Bilbao.

2. Brig Gracieux, Emanuel de Tournois, master.
3. For Conyngham’s somewhat different account of the capture and of his orders regarding the Gracieux, see Conyngham to the American Commissioners in France, 4 Jan. 1778, NDAR 11: 872. That the port into which Conyngham ordered the Gracieux was Bilbao gives additional weight to the speculation that the author of this letter was Gardoqui & Son.

May 1

THE GAZETTEER AND NEW DAILY ADVERTISER (LONDON), FRIDAY, MAY 1, 1778

LONDON.

Extract of a letter from Whitehaven, April 26.

“We are all in a bustle here, from the late insolent attack of the provincial privateer’s men.1 I hope it will rouse us from our lethargy. Every precaution is now taking to give our unnatural enemies a proper reception, should they pay us another visit. Advice is this night arrived, that after plundering Lord Selkirk’s seat, they landed on the island of Jura, where they committed many depredations. A light collier, just come in from Dublin, spoke with the Thetis man of war,2 last night off the Calf of Man; so that I shall, in my next, probably give a good account of the Ranger’s crew.”

The following account of the seizure of Lord Selkirk’s plate, by the crew of the American privateer (as mentioned in the first page of the paper) is extracted from a letter from Dumfries, dated April 24:

“Yesterday morning between ten and eleven o’clock, a servant of Lord Selkirk’s brought word that a press-gang had landed near the house. This the party from the privateer had given out, in order, as was supposed, to get out of the way all the servants and others who might oppose them.3 Presently between 30 and 40 armed men came up, all of whom planted themselves round the house, except three, who entered, each with two horse-pistols at his side; and, with bayonets fixed, they demanded to see the Lady of the house; and, upon her appearing, told her, with a mixture of rudeness and civility, who they were, and that all the plate must be delivered to them. Lady Selkirk4 behaved with great composure and presence of mind. She soon directed her plate to be delivered, with which, without doing any other damage, or asking for watches, jewels, or any thing else, (which is odd) the gentlemen made off. Something, however, had been said about their returning; and the Kircudbright people were in expectation of a visit last night. There is reason to think that there were some people among them acquainted with persons and places, and in particular one fellow, supposed to have been once a waiter at an inn at Kircudbright. The leader of the party, who was not the Captain of the vessel, told, that their intention was to seize Lord Selkirk, who is now in London; that two other privateers were at hand; and that they had been at Whitehaven, where they had burnt some vessels, but did not get done what they intended. When the affair was ended Lady Selkirk, with her family and visitors, left the house. Her Ladyship remained last night at Carlingworth, in order to be near
information. It is said there are some ships of force at Belfast.”

3. The landing party from Ranger, numbering twelve men, was commanded by Lt. Samuel Wallingford when it went to the estate of Dunbar Hamilton, 4th Earl of Selkirk.
4. Lady Helen Hamilton, Countess of Selkirk.

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WILLIAMSON’S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,
FRIDAY, MAY 1, 1778

LIVERPOOL.

The Prince and Liberty, an American brig from Cayan from Carolina, loaded with wine, rum, medicines, and dry goods, took by the Pole, Captain Maddocks, belonging to this port is brought into New York.¹

The Sally, Smith, of this port,² upon a cruise in the West Indies has taken an American vessel loaded with lumber, and sunk a privateer of 12 guns and another ship belonging to this port has taken three prizes on the coast of Carolina.³


² British letter of marque sloop Sally, Wilkinson, commander, 200 tons burthen, mounting twelve 4-pounders, built in Philadelphia in 1759, rebuilt in 1765, and extensively repaired and altered in 1773 and 1775. Lloyd’s Register of Ships, 1777–1778.

³ There is a list of privateers and letters of marque from Liverpool operating in American waters in The New-York Gazette; and the Weekly Mercury, Feb. 2, 1778. NDAR 11: 266. The vessel referred to here was probably the privateer ship Ellis, T. Jolly, commander. See NDAR 11: 1059–60.

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EARL OF SANDWICH TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

Portsmouth, 1 May 1778.

Dear Sir—I write this letter with the concurrence and advice of Lord Mulgrave and Sir Hugh Palliser, who are now with me.¹

We think it absolutely necessary that the fleet now going out in pursuit of Monsieur d’Estaing should not winter abroad, as we have no certainty where their ultimate destination may be and therefore can have no certain means of supplying them with stores and provisions so as to keep them fit for service. The sending so great a part of our fleet to remain abroad under such precarious circumstances, which must render any other detachment utterly impracticable, seems to me to be a very dangerous measure. It may be very advisable to send the squadron in pursuit of Monsieur d’Estaing wherever he may be likely to be found; the destruction of his armament will be a very important and decisive blow. But the watching that squadron without a certainty of being able to bring them to action, with all the inconveniences that must attend the long absence of so considerable a part of our naval force, must be productive of infinite disadvantages to the public service.

I must desire you to lay the contents of this letter before Lord George Germain, through Mr Knox² or otherwise, in hopes that on consideration his Lordship will join with us in opinion that the ships should be ordered home when the winter sets in, or sooner if the service on which they are sent is executed, which is
Lord Selkirk’s manor visited by American raiders
that of preventing M. d’Estaing from attacking us with success either in America or the West Indies.

I shall be obliged if you will send me a copy of this letter as I have no one with me that I choose to employ in such secret business.

The ships at this port will all be ready to sail in two or three days except the Cumberland, which, however, is manned and victualled, and it is hoped will come out of the harbour to-morrow; but if I find she is not likely to be ready at the same time as the others, we will substitute some other of the ships at Spithead to supply her place. I am [etc.]

[PS.] Would it not be better that Admiral Byron should come here and sail with the body of his fleet and go on board his own ship as she joins him at Plymouth? Pray consult Mr Byron upon this point.

Sandwich Papers 2: 41–43.

1. John Montagu, the Earl of Sandwich, was first Lord Commissioner of the Admiralty; Constantine John Phipps, the Second Baron Mulgrave, was a captain in the Royal Navy and the most junior Lord Commissioner of the Admiralty; Sir Hugh Palliser, 1st Baronet Palliser, Vice Admiral of the Blue, Lieutenant General of Marines, was also a Lord Commissioner.

2. Lord George Germain, Secretary of State for the American Department, was a confidant for King George III and sometimes served as his “go-between” with the Admiralty. William Knox was Germain’s deputy.

Gabriel de Sartine to Arnaud de La Porte

à Versailles le 1er May 1778.

Il m’a été demandé de quelques Ports, Monsieur, de quelle manière il devoit en usé à présent à l’égard des Corsaires Américains qui pourroient y venir, et à l’égard de leurs prises ; j’y mande en réponse qu’au moyen du Traité de commerce et d’amitié qui a été Fait avec les États unis de l’amérique Septentrionale, il ne peut y avoir de difficulté à recevoir ces Batiments dans nos Ports, et que l’intention du Roi est qu’ils y soient traités de la manière la plus amicale. j’écrits aux offrs des différents Sièges d’am’ du Royaume, d’agir dans cet esprit par rappart à ceux de ces Sortes de Batiment qui viendront dans les Ports de leur ressort. vous voudrez bien donner les ordres necessaires, en ce qui pourra vous concerner, par rapport aux d. Batiments qui viendront à Brest. Je prescris la même chose aux offrs des classes des différents Départements et Quartiers dépendants de votre Intendance. J’ay l’honneur d’être [&c.]

de sartine

[Translation]

Versailles, 1 May 1778

I have been asked by several Ports, Sir, how to proceed with respect to the American Privateers that put into Port, and with respect to their prizes. I replied that, by means of the Treaty of commerce and friendship which has been made with the United States of North America, there will be no difficulty in receiving these Ships in our Ports and that the King intends them to be treated in the most amicable manner. I have instructed the officers of the various Admiralty Courts in the Kingdom to behave in this manner towards those sorts of Ships that would put into the Ports within their jurisdiction. Please issue the necessary orders, in the
area that concerns you, with respect to the said Ships that will put into Brest. I am
prescribing the same thing for the officers of class in the various Departments and
Quarters within Your Jurisdiction.

de sartine

Copy, FrBAPM, 1E191, fol. 299. Addressed at foot: “M. De La Porte à Brest”; Notations: “Classes”; “Rp le
8”; translation: “Classes”; “Answered on the 8th.”

May 2

PHILIP STEPHENS, SECRETARY TO THE LORD COMMISSIONERS OF THE ADMIRALTY, TO

WILLIAM FRASER

Admiralty Office 2d. May 1778.

Sir

I have communicated to my Lords Commiss[i] of the Admty your letter of yester-
day, transmitting one which Lord Suffolk has receiv’d from Whitehaven giving
an account of the Ranger an American Privatier being upon that Coast¹; And I am
to acquaint you that His Majesty’s Ships the Stag and the Boston of 28 Guns each,
and the Heart of Oak of 20 Guns are all at this time in those Parts,² and that as their
Lordships have an account that the Thetis of 32 Guns was within 8 or 10 Leagues of
the Privatier on the 26th. of last Month, then lying too off the Mull of Cantyre, they
have hopes she will have come up with & taken her.³ I am [&c.]

Ph p Stephens

¹ Continental Navy ship Ranger, Capt. John Paul Jones, commander.
³ H.M. frigate Thetis, Capt. John Gell, commander. For more on the Royal Navy’s pursuit of Ranger, see Letter from Capt. Gell, of the Thetis frigate, to the Lord Provost of Glasgow, 5 May, below.

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN MONTAGU

[Admiralty Office, London]

By &c

Whereas the Vice Adm[i] Lord Vis[í] Howe Comm[í] in Chief of His Maj[è] Ships in Nò. America hath received our directions in case any number of the Rebels Ships of Force should sail from the Coast of Nò. America to dispatch a sufficient Force after them the way he may have reason to believe they are gone and if he should
not be able to get any certain account of their route or designs, to dispatch imme-
diately at least Two of the two [dec]k’d Ships & one or two of the Frigates of his
Squadron to the Coast of Newfoundland with orders to call from Port to Port
along shore for Intelligence as far as the Harbour of Trinity, And if they do not
hear of the Enemy’s Ships upon that Coast then to come back in like manner
along the Coast & return to such Stations within the Limits of his Lordships com-
mand as he may judge proper; We signify the same for your information and do
hereby most strictly require & direct you in such an Event, not to detain those
Ships on any consideration but to allow them to return according to the Orders
they may be under for that purpose

Given &c 2d May 1778

J Buller
C Spencer
Lisburne


LORDS COMMISSIONERS OF THE ADMIRALTY TO REAR ADMIRAL SAMUEL BARRINGTON

[Admiralty Office]

Whereas, by our Commission dated 30th of January last we have appointed you Commander in Chief of His Majesty’s Ships & Vessels employed & to be employed at Barbadoes and the Leeward Islands, and in the Seas adjacent & intend that you shall proceed thither in His Majesty’s Ship the Prince of Wales in order to relieve Admiral Young1 in the Command of the said Ships & Vessels you are hereby required & directed to put to Sea with the very first opportunity of Wind & Weather and proceed in the said Ship without loss of time to the Island of Madeira, where you are to take in a sufficient quantity of Wine for the use of her Company and then make the best of your way to Antigua or wherever else the Admiral may be, and upon joining him deliver to him the inclosed Pacquet & follow his Orders til his departure for England.

You are then to take the Squadron in those Seas consisting of the Ships & Vessels named in the annexed List under your command and to employ them as also such others as are now preparing to follow you, or shall from time to time be sent out to join you, in such manner as you shall judge best for His Majesty’s Service, making the security and protection of His Majesty’s Islands and the Trade of His Subjects within the extent of your command the principal Object of your care & attention

You are to consider the Islands of Grenada & the Grenadines as also those of St Vincent, Dominica & Tobago which were ceded to Great Britain by the Treaty of Peace concluded at Paris on the 16th February 1763 (a Copy of which is here-with enclosed) to be within the extent of your command and are consequently to make their protection and security as much the objects of your care & attention as those of Barbadoes & the Leeward Islands beforementioned; sending from time to time to the said Ceded Islands such of His Majesty’s Ships as you shall judge proper & visiting them yourself as often as you shall find it necessary to answer those purposes

And as it may be of great importance to His Majesty’s Service to have accurate Surveys & Plans of the Coasts & Harbours of the said ceded Islands you are to direct the Captains of such of His Majesty’s Ships & Vessels as you shall send thither to cause accurate Surveys & Charts to be made of the Coasts and exact Plans of the Harbours of such of the said Islands, as have not already been surveyed by Order of the Admirals, Tyrell,2 Pye,3 Man,4 Parry5 or Young noting &c—

You are in pursuance of the Kings pleasure signified to Us by one of His Majesty’s Principal Secretaries of State6 to send every Year the several Ships of the Squadron under your command to His Majesty’s several possessions in the West In-
dies within the limits of your command & make enquiry &c—

You are from time to time to consult with the Governors & Council of Barbadoes & the several Islands within the extent of your command in what manner the Squadron may be best employed in guarding the said Islands & protecting their Trade &c

And whereas the due performance of the Service beforementioned will require the Ships & Vessels under your command being kept at Sea as much as possible, And the Health of the Men &c

And to the end that the Ships & Vessels under your Command may be kept in constant good condition for Service you are to cause them to cleaned &c

You are to cause the Ships & Vessels under your Command to be supplied with such Provisions as they may from time to time have occasion for, by such Person or Persons as may be &c

You are to give timely notice as well to our Secretary as to the Office immediately concerned of any Supply of Stores or Provisions that may be wanted for the use of the Squadron under your &c

You are not, upon any Account to cause any Ship, or Vessel or any Naval Ordnance Stores or Provisions of any kind to be purchased without an absolute necessity and in case &c

And whereas great liberty has been some times taken in supplying Owners or Masters of Merchant Ships with Naval Stores from His Majestys Magazines or Ship abroad upon slight occasions &c

You are carefully to inspect the Wharfs, Storehouses, Magazines, and Fortifications in English Harbour &c in conjunction with such Officers as you shall think proper, and to report &c

You are to cause the Naval Officer at Antigua to be assisted with as many Men from the King’s Ships & Vessels which may at any time be there, as may be wanted and can be spared for repairing the Wharfs, Storehouses &c

You are frequently to visit the Ships & Vessels under your command and to cause their Men to be mustered in your presence &c

In all orders that you may have occasion to give and in all your proceedings relative to the Service on which you are employed you are to conform yourself to the established Rules & Customs of the Navy &c

For the better maintaining a proper Government & strict discipline in the Squadron under your command, We do hereby authorize & empower you to call & assemble Courts Martial in Foreign parts &c

In case of the Death of any Officer of the Ships or Vessels under your command or their dismission by a Court Martial, You are hereby empowered to appoint such other Persons as &c

In case any of His Majestys Ships shall join you from the Coast of Africa & between the time of her departure from England and her arrival within the extent of your command, the Command of her shall have devolved upon a Lieutenant &c

You are to keep a Journal of your proceedings with the Squadron under your command or any part thereof, and of the Services on which you send any of the Ships &c.

Given &c 2\textsuperscript{nd} May 1778

\begin{flushright}
J Buller
C Spencer
\end{flushright}
NB. The Remainder of all the above Clauses the same as the Correspondent ones in Vice Adm’l Young’s Instructions of the 15th April 1775—

[Enclosure]
Adm’t Office [A List of His Majestys Ships & Vessels at 2d May 1778 [Barbadoes, the Leeward Islands & in the Seas adjacent

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<td>Antigua</td>
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1. Vice Adm. James Young.
6. Lord George Germain, Secretary of State for the American Department.
7. Vice Adm. Young’s orders are not printed.

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN MONTAGU

By &c.
Secret Instructions for John Montagu Esq’, Vice Admiral of the Red & Commander in Chief of His Majesty’s Ships & Vessels employed at and about the Island of Newfoundland &c.

Whereas the French King contrary to the most solemn assurances and in subversion of the Law of Nations hath signed a Treaty of Amity and Commerce with certain Persons employed by His Majesty’s revolted Subjects in North America; And whereas Lord George Germaine One of His Majesty’s Principal Secretaries of
State, hath signified to us that His Majesty being determined to resent so unprovoked and unjust an aggression on the honor of His Crown and the essential Interests of His Kingdoms, has thought fit to instruct you, as Governor of the Island of Newfoundland, under His Royal Sign Manual, to attack and take possession of the French Island of Miquelon and St. Pierre, and that it is His Majesty’s pleasure; we should give Instructions to you as Commander in Chief of His Ships upon the Newfoundland Station, conformable to His said Royal Instructions of which his Lordship has sent us a Copy. You are therefore in pursuance of His Majesty’s pleasure signified as aforesaid hereby required and directed upon your arrival at Newfoundland to inform yourself of the state of the said French Islands of Miquelon & St. Pierre and whether there be any Ships belonging to the French King or His Majesty’s revolted Subjects there, or in those Seas; And if upon the information you receive, and upon full and mature consideration of all circumstances you shall be of opinion that a successful attack may be made upon the said Islands with such part of the Sea and Land Forces as you shall think may with safety to the Island of Newfoundland be spared for that service; you are in such case, so soon as you shall hear hostilities have commenced between His Majesty’s Sea or Land Forces, and those of the French King, either in Europe, the West Indies, or North America, or at such other time as you shall think most proper, to proceed with so many of the Ships, as you shall judge necessary to cooperate with the Troops under your Command, and may be so employed, and attack, reduce, & take possession of the said Islands; disposing of whatever Subjects of the French King you shall find there, destroying the Defences of the said Islands, removing all Ordnance Stores and everything belonging to the French King, or that may be useful to His Majts. Service, as is more particularly pointed out to you by His Majesty’s Instructions.— And having reembarked the Troops, you are to return with them, and the Ships employed on the Service beforementioned, to the Island of Newfoundland, and pursue the several objects of the Instructions you have already received from us, for the protection of the Fisheries carried on by His Majesty’s Subjects at and about the said Island.

Given &c. 2d. May 1778.

J. Buller
Lisburne
H. Penton

By &c.

PS.¹

¹ That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

EARL OF SANDWICH TO LORD GEORGE GERMAIN

My Lord

Portsmouth May 2d 1778

His Majesty has desired me to suggest to your Lordship the necessity of sending an extraordinary packet boat, if such a one can be had, immediately to inform Ld Howe of the fleet that is coming out to his assistance; it is very unfortunate that we have no frigate to spare for this service, but if the fate of the nation depended upon it, it is out of our power at this time to execute that service. Admiral Byron will have
only one frigate with him, & I am sure he ought to have six or seven if they were to be had; as Monsieur D’Estaing has I fear a large number of very fine ones with him.

I hope the account that some private letters bring to night, namely that Monsieur D’Estaing is put into Cadiz, is not true; (& indeed I pay no credit to it) as our sending so many capital ships out of Europe would in that case be a very fatal measure. I am with great truth & regard [&c.]

Sandwich

L, MiU-C, Lord George Germain Papers.

1. The only frigate with Vice Adm. Byron’s squadron was the 28-gun Guadaloupe, Capt. Hugh Robinson, commander.

2. Vice Admiral Comte d’Estaing’s fleet included four frigates, although intelligence that Sandwich had seen set the number at five frigates and a 16-gun barque. UklPR, Adm. 2/1335 (Secret), p. 15.

3. As Sandwich suspected, the report was false.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE PROVIDENCE TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

[May 2d 1778]¹

The Gentlemen Leas of the Navy on board the Ship Providence beg leave to present their Compliments to Capt Whipple, and relying upon those former instances of his attention to their wants flatter themselves he will permit a Representation, how necessary it is to support the Character of Officers on board the American Navy and without Dress which in this Country² is an essential Article it is impossible to maintain the Dignity of our Stations; therefore we request that a proper Navy Uniform be procured, in which all may have an Opportunity to Appear Alike, as Brothers United in one Cause: for this purpose if Permission might be granted to draw the Mony & Suit ourselves in the Articles of Necessary Cloathing it would add to the many Obligations with which you have honoured already Sir Your most Obedt and most Hble Servts

Jonathan Pitcher 1st Lt
Patk Fletcher 3d Lt
Silas Devol 2d Lt
George Goodwin M‘
Sam‘ Chace Puser
Wm Hopkins Act Lt


¹. No place or date is given. The date was taken from the docketing; on that date, Providence was at sea on a voyage to France.

². That is, France.

JOHN G. FRAZER TO JOHN ADAMS

Sir,

Bordeaux, May 2d, 1778

I understand there is some dispatches from the Governour & Council of Virginia lately come to you Gentlemen at Paris. if there shou’d be, a Letter for me by the same conveyance, please to have it put in the post office for Bordeaux—and if you have a Virginia newspaper to spare, I shall be much oblige to you for one.

There is a Captain Richard Garde here who’s Vessell is detained, as well as many others, from Ireland, by order of the Court of France.

This man was coming here with provision last summer from Cork, and was taken by the Hawk, & Union, Letters of Mark, belonging to England, and was
with his Vessell and Cargoe carried into Falmouth, where he was detained seven Months as a prisioner, at last had his Vessell given up to him, and himself & crew set at liberty, just as he was ready to leave Falmouth in January last, the ship Hancock & Adams in the service of the united States (commanded by Samuel Smith) was also taken by an English Letter of mark, and carried into Falmouth. Smith and his crew were sent on shore to be examined & and fortunately met with this Cap Garde who offered to conceal Cap Smith and his crew on board his, the sd. Garde’s Vessell, after Cap Smith had been some Days on shore at Falmouth going through his examination or Trial, he had consulted his mate & people, and they agreed to do any thing he thought was for the best, accordingly they made their escape and got on board Cap Garde’s Vessell where they was concealed till ready to sail, and they all got safe to this port, more in number then Cap Garde had of his own, in his Brig—he the sd. Garde further shewed his goodness, by paying Cap Smiths expenses while at Falmouth & would not take any thing for their passages to this place, all this I had from Cap Smith himself, who is now at Nantes—all that Cap Garde wants is, that if his vessell is condem’d here—for him to have a pass to return to Ireland—and not be detained in France as a prisioner, if war is declared; If you can with propriety obtain such a pass for him, you will serve a very good Man, and a very great Friend to the American cause; as well as obligeing, the crew that were in Captivity, also your most Ob And very Hbl Serv

Jno. G. Frazer

P.S. Please to excuse the freedom I have taken in troubling you with this matter, as I did not know who else to apply to, wishing at the same time to have this small favour granted to Cap Garde, It may be necessary to have a description of him as it is always express’d in passes to every person in this Country, upon all occasions—Richard Garde late commander of the Bordeaux Yatch, from Cork, 38 years old, 5 feet 8 or 9 Inches high, and a fair complexion.

JGF


1. Frazer, a former major in the Continental Army, was a Virginian.


3. For more on the capture of the Hancock and Adams, see The London Chronicle, Saturday, January 10, to Tuesday, January 13, 1778, NDAR 11: 909.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Saturday May 2nd. [Bordeaux]

This day Cloudy; the people imployed in getting the Stores on Board in Order to drop down, the pilot came on Board & we drop’d down oposite the Exchange.
May 3 (Sunday)

"EXTRACT OF A LETTER FROM CHESTER, MAY 3."

“The ship *Earl of Chester*, John Harvey Master,\(^1\) being on her voyage from this city to Newfoundland, fell in with a new vessel on the 30th ult. about 150 leagues to the westward of Cape Clear, who after Capt. Harvey had fired a few guns at her, struck; she proves to be the *Mary and Fanny* of Virginia, from Williamsburgh, bound to Bourdeaux with tobacco, and is valued at 8000l. and this day she was brought to the Quays of this city with the Thirteen Stripes flying under the English Colours.—She was commanded by William Green, and had five other Sailors, all Americans.”

*Lloyd’s Evening Post, and British Chronicle* (London), 5–8 June 1778.

1. *Brig Earl of Chester*, J. Harvey, master, 160 tons burthen, built in Chester in 1778 and carrying sixteen 4-pounders. It was owned by J. Harvey and Co. *Lloyd’s Register of Ships, 1777-1778*.

**LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON**

[Secret]  
By &c

Whereas Intelligence hath been received of the sailing of a Squadron of French Men of War from Toulon, consisting of Eleven Ships of the Line, one of fifty Guns, & six Frigates, having on board, besides their Complement of Seamen and Marines, one Thousand Land Forces, and, from the Warlike Implements put on board & other circumstances, it is supposed the said Squadron is destined for Boston or some other Port in the revolted Colonies, and intended to act in conjunction with the Rebel Armed Ships & Troops, in attacking His Majesty’s Ships & Possessions in North America & the West Indies, and annoying the Trade of this Kingdom; And whereas Lord George Germaine, one of His Majesty’s Principal Secretaries of State, hath acquainted us, by his Letter of the 29\(^{th}\) of last Month, that the King had therefore judged it expedient to augment the Naval Force in N\(^{th}\) America not only for the Protection of the British Territories & security of the Commerce of His faithful Subjects, but to vindicate the insulted Honor of his Crown and assert the violated Rights of the People of Great Britain, by attacking & defeating the said French Squadron; and hath, at the same time, signified to us His Majesty’s pleasure that we should, without a moments delay, detach thirteen Ships of the Line to North America under the Command of such Flag Officer as we should think fit to appoint; And whereas we have thought fit to entrust you with the execution of the above important Service, you are hereby required and directed, in pursuance of His Majesty’s pleasure signified as aforesaid, forthwith to proceed with the Ships under your Command, to Halifax in Nova Scotia, and, immediately upon your arrival there, to acquaint Lord Howe, or the Commander in Chief of His Majesty’s Ships in North America, therewith, and to endeavour to gain intelligence of the said French Squadron; and, if from the information you receive, you shall have reason to think it is put into Boston or any other Port in North America or is upon any part of the Coast, you are, without delay, to proceed in quest of it, taking with you any of His Majesty’s Ships which you may find at Halifax or which may join you there, or in your course from thence; sending, at the
same time, advice of your proceedings to Lord Howe or the Commander in Chief of His Majesty's Ships in North America; and, until you shall be joined by Lord Howe (under whose command you are to put yourself) or receive Orders from his Lordship, you are to conduct yourself in the manner you shall think best for effecting the destruction of the said French Squadron and to do your utmost to attack and defeat it whenever you shall find an opportunity of so doing.

In case you shall be informed, upon your arrival at Halifax, that no French Squadron has appeared in those Seas and you shall have reason to suppose it has proceeded to the West Indies, you are, then, to follow it thither with the Ships under your command, and taking likewise under your command such of His Majesty's Ships as you shall find upon that Station, do your utmost to attack & destroy the said Squadron or any other French Ships of War you may meet with, and to cover and protect His Majesty's Possessions. But if, upon your arrival in the West Indies, you shall find the Squadron upon that Station commanded by an officer superior to you, you are then to put yourself under the command of such superior officer; communicate to him these Instructions; & follow his Orders in their further execution.

If however, upon your arrival at Halifax and during your continuance there such time as you shall judge necessary to make enquiry & collect intelligence, you shall receive no information that shall give you reason to suppose the destination of the said French Squadron is either for North America or the West Indies, You are, in such case, to return to England, with the Ships under your Command; repairing to Spithead where you are to remain until you receive further Order; and sending to Our Secretary an account of your arrival & proceedings.

And, if, upon your passage to Halifax or in any other part of your voyage, you shall fall in with the said French Squadron or any other French Ships of War, you are to attack and do your utmost to defeat and destroy the same.

Given &c. 3d. May 1778.
Sandwich
Lisburne
H. Palliser

By &C

PS.1

LB, UkLPR, Adm. 2/1335 (Secret), fol. 11–16. Addressed at bottom of last page: “To/The Honble John Byron/Vice Admiral of the Blue &c. &c.” Docketed: “ORD. 5 May 1778/Honble/V. Adm'/Byron/Instructions.” Enclosed in the letter are two lists, one of Byron’s squadron, and the other of Vice Admiral the Comte d’Estaing’s, each giving ships’ names, numbers of guns, and commanders.

1. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LORDS COMMISSIONERS OF THE ADMIRALTY TO
REAR ADMIRAL SAMUEL BARRINGTON

By &c²

Secret Instructions for the Honble Samuel Barrington Rear Admiral of the Red &c².

Whereas the French King contrary to the most solemn assurances and in subversion of the Law of Nations hath signed a Treaty of Amity & Commerce with certain Persons employed by His Majesty’s revolted Subjects in North America, and it
being His Majesty's firm purpose and determination to resent so unprovoked and unjust an aggression on the Honor of His Crown and the essential Interests of His Kingdoms; And His Majesty having therefore been pleased to direct the Commander in Chief of His Land Forces in North America to embark with the greatest secrecy & dispatch a Body of Five Thousand Men from the Troops under his Command with a proper Corps of Artillery, and to detach them, under such Convoy as the Commander in Chief of His Majesty's Ships shall appoint to the Island of S' Lucia in the West Indies with Orders to attack and if practicable to reduce & take possession of the said Island; and We having in pursuance of His Majts. pleasure signified to us by Lord George Germaine one of His Majesty's Principal Secretaries of State, directed the Lord Viscount Howe Commander in Chief of His Majts. Ships in North America, to appoint the Number of Ships mentioned in the Margin to convoy the said Troops, when they are embarked, to the place of their destination, or, if so great a number of Ships cannot be assembled in time, or shall not be in a proper condition to proceed on that Service, then to appoint such a number as he shall judge to be adequate to the importance thereof, & putting the said Ships under the Command, and the Transports in which the Troops shall be embarked under the Convoy, of Commodore Hotham, direct him to proceed with all possible dispatch off Carlisle Bay in the Island of Barbadoes, where he is to expect to be joined by you (a Frigate being ordered to be sent from North America to give you as early notice as possible of the time he may probably arrive) and upon such junction to put himself under your Command and follow your Directions for His further proceedings: You are therefore hereby required and directed to assemble in Carlisle Bay such of the Ships of the Leeward Island Squadron as you judge may be necessary to add to those which may be expected to come with Commodore Hotham for the important Service beforementioned, and so soon as the said Commodore shall appear off the Bay, you are to go out to join him, and having taken him, and the several ships, Transports, Storeships & Victuallers that may be with him, under your Command, you are to make the best of your way with them to the Island of S' Lucia, and to co-operate with, and give all the assistance in your power to the Commander in Chief of the Land Forces, employed on this Expedition in the attacking, and if practicable reducing and taking possession of the said Island.

But whereas we have directed that, if contrary to expectation Commodore Hotham should not meet with you off Carlisle Bay, he should be instructed in such case to proceed with the Force he has with him to S' Lucia, and in conjunction with the Land Forces attack & endeavour to reduce and take possession of that Island as above directed, acquainting you from time to time with his proceedings, and following such Orders as you may think fit to give him; You are, in such an Event, so soon as you have receiv'd advice of his having passed Barbadoes, to follow him to S' Lucia with such a Re-inforcement as you may judge necessary, and taking the command of the Naval Force there co-operate with the Troops as before directed.

And whereas the Commander in Chief of the Troops employed in this Expedition is instructed, in case of Success, to retain such a part of the Forces at the Island of S' Lucia, as he shall judge sufficient for the defence thereof and to distribute the remainder among His Majesty's West India Islands, in such proportions, as
from the information he receives, he shall judge most proper for their protection and security against any attack of the Enemy; You are hereby farther required and directed to give him such assistances as he may stand in need of towards carrying that part of his Instructions into execution.

When the Service beforemention’d is over, you are to retain Commodore Hotham, with such of the Ships as he brings with him from North America as are in a proper condition, and as you conceive may be necessary, to remain with you, and to employ them in such manner as you shall judge best for the protection & security of His Majesty’s several Islands within the Limits of your command, which you must always consider to be the principal Objects of your care and attention; And you are to send to England the remainder of those Ships (or such others of your Squadron in lieu of them as may stand in need of a greater repair than can be conveniently given to them at Antigua) together with such of the Transports, Storeships and Victuallers as are not wanted at the Leeward Islands.⁴

Given &c. 3d May 1778.

Sandwich
J. Buller
Lisburne
H. Penton

By &c.⁵

PS.⁵

I.B. UkLPR, Adm. 2/1335 (Secret), fols. 4–7. Docketed: "ORD. 3d May 1778./Honble/Rear Adm'l Barrington."

1. That is, General Sir Henry Clinton.
2. In the margin was the following notation:

<table>
<thead>
<tr>
<th>Rate</th>
<th>Guns</th>
<th>Ships</th>
<th>Bomb Vessels if in fit condition</th>
<th>Hospital Ship if she can be spared</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>44</td>
<td>4</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>50</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>32</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>20</td>
<td>2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total 14

3. The privilege of choosing the commander of the land forces for the St. Lucia expedition was given to Sir Henry Clinton. On 23 May, Clinton wrote Lord George Germain informing him that he had chosen Maj. Gen. James Grant to command. UkLPR, C.O. 5/96, fols. 19–21.

4. The “Secret Instructions” were enclosed in a letter to Barrington from Philip Stephens, secretary to the Lords Commissioners of the Admiralty, also dated 3 May, conveying the Lords Commissioners’ orders that Barrington execute the secret instructions “with all possible dispatch” and that he “put to sea without a moment’s loss of time. . . making the best of your way (notwithstanding their Lordships’ Orders of yesterday’s date) to Barbadoes, instead of Antigua.” The Barrington Papers: Selected from the Letters and Papers of Admiral the Hon. Samuel Barrington, D. Bonner-Smith, ed., 2 vols., (London: Navy Records Society, 1937–41), 2: 14–15.

5. That is, Philip Stephens, secretary of the Lords Commissioners of the Admiralty.

AMERICAN COMMISSIONERS IN FRANCE TO JOHN ROSS

Sir
Passi May 3d 1778.

In a former Letter, you wrote Us, that you would send Us the Invoices &c of the Goods shipped on the public Account, if we thought it necessary.¹ We wrote for those which would answer for the Money, We had advanced to You.² The Rea-
son given in your’s of the 18th. for refusing it, does not appear to Us, at all suffi-
cient. If it be unavoidable to separate the part from the whole, We desire the
whole may be sent agreeable to your first proposal, which will be also of Use to
Us, by shewing the Nature and Extent of the Supplies that have been sent. We
therefore expect you will comply, without any further delay, with what we desire,
and which is indispensable. You will be so good as to send Us a Copy of the
Order of the Commissioners under which You say, the Ship Queen of France was
purchased, as we find none such here.3

When you first applied to Us, for our Assistance, and represented that you
had made Contracts for Goods, in pursuance of Orders from the Committee of
Congress,4 which Contracts if not fulfilled, would destroy your Credit, and in
Consequence, hurt that of the Committee, it was agreed to furnish you, with the
Sum which you desired, and which you said would be sufficient to prevent those
great Inconveniencies; on your promise to replace it. It is now near a Year since,
and you have not performed that promise. The disappointment has been very in-
convenient to Us. Probably it was occasioned by your not receiving the Remit-
tances, you expected. However, We think you should have forborne entering into
fresh Contracts and Embarrassments; especially as it was not required or ex-
pected of you by the Committee, as appears by their Letter to you of Decr. 30th.,
of which you have sent us, an Extract;5 nor have they ever desired it of Us; nor
did you inform Us when you made your Engagements, that you had any Expecta-
tion of our Assistance, to discharge them. A little Consideration will convince
you, that it is impossible for Us, to regulate our own Purchases, and Engage-
ments, and discharge our debts with Punctuality, if other People, without our
Participation, allow themselves to run in debt, unnecessarily, as much as they
please, and call upon Us for payment. By our complying with such unforeseen
demands, We may soon, to prevent your discredit, become Bankrupts ourselves,
which We think would be full as disreputable to the Congress. We therefore now
acquaint you, that We cannot give the permission you desire, of drawing on our
Banker for the immense Sums you mention, and desire you would not have the
least dependance on Aids, that We have it not in our power to grant. We are Sir,
[&c.]

B. Franklin
Arthur Lee
John Adams.

(Copy)

Nantes.”

1. Ross’s offer is in his letter to the Commissioners of 28 Mar. 1778. See Benjamin Franklin Papers,
26: 182–84.

2. See American Commissioners in France to Ross, 13 Apr. 1778. Ibid., p. 281.

3. Ross had made the offer to buy the vessel, originally named Brune, in a letter of 6 Feb. NDAR 11:
982–83. On 11 Feb., Silas Deane, writing on behalf of the Commissioners, informed Ross that the pro-
posal had been accepted, but Lee in a note attached to an extract of Ross’s 6 Feb. letter, wrote “the
Commissioners did not agree to this proposal.” NDAR 11: 997; DNA, PCC, item 85, vol. 2: p. 381 (M247,
roll 110).

4. That is, the Commerce Committee, the successor to the Secret Committee.

5. Ross included an extract from a letter of 30 Dec. 1777 from the Commerce Committee, in his
letter to the Commissioners of 28 Mar. Benjamin Franklin Papers, 26: 183.
Sunday May 3rd, 1778.
A very pleasant Day, let some of the people go on Shore.  

1. Tucker made a nearly identical entry for Sunday, 10 May. Ibid.

Sir John Hort to Lord Weymouth

[Extract]

My Lord

Lisbon Sun 3 May 1778

In my letter by the last packet I had the honour of relating to your Lordship at large, the proceedings at this place, in the case of the Brig Illustrious: as that affair has continued under the management of Mr. Robert Walpole, I have only for the present to add; that that vessel now appears to have been taken by the Dean, a frigate of Philadelphia, mounting 36 guns, one Nicolson master, & in the service of the congress: 1 The prize master was the only person of her own company that she put on board the prize; the other British subject, whom I mentioned as being on board when she arrived in this river, proves now to be of the original crew. all access to her, by the persons employed on the part of this office, continue inflexibly denied, even for those purposes of necessary supply; which are hardly of more clear natural right, than of ordinary usage in this port, secured by the presence of an established health officer, called the “guarda mor da saude”.

On Thursday last arrived here from Madeira as passengers, three masters of British vessels, taken early in the month of March, a little to the NorthEast of that island by the Revenge American privateer, Gustavus Conyngham master. These vessels are as follows.

- The Peace & harmony — George Kennedy — master
  - Betsey —— John Murphy
  - Fanny —— William St. Barbe

On board of the privateer were twelve French marines; six or eight others of different nations; and but two or three native Americans, these foremastmen: The rest, being a great majority of the crew, and including both the commander & all his officers; are as I am assured by the three masters abovementioned, all Irish. 2

Concerning the passes of these & some other vessels, I have the honour of directing under your Lordship’s cover a letter for their Lordships of the Admiralty.

I am sorry to close this account with the observation, that the privateer was bought in the river Thames, expressly for Conyngham, immediately after his affair with the Harwich packet: 3 and that the three crews abovementioned now swell the number of rebels; all of them having agreed to enter themselves of the privateer’s company; the three masters and I think one mate alone excepted.

As the correspondence between Great Britain & Madeira is at this time especially subject to uncertainty; it may be proper to acquaint your Lordship; that consul Charles Murray, through whose channel these poor people have been transmitted to me; advises the loss of the transport Royal George, captain Kneeshaw, from Philadelphia bound for London; 4 she foundered about the beginning of March near the island of St. Michael. 5 The crew were saved. . . . I have the honour to be [&c.]

John Hort

1. For more on the affair involving the brig *Illustrious Hero* and the Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander, see “Extract of a Letter from Lisbon, April 20,” above.

2. As seen in Attestation by the Crew of the *Revenge*, 31 May, below, Hort’s characterization of the percentage of Irishmen in *Revenge*’s crew was exaggerated.


5. That is, São Miguel I., in the Azores.

May 4

*Lloyd’s Evening Post and British Chronicle* (London),

Friday, May 1, to Monday, May 4, 1778

LONDON. By authentick letters received yesterday from Capt. Smith of the *Sally,* from Liverpool to the Island of Tortola, we hear, that in his passage he took a Provincial brig of 90 tons, laden with pipe staves, &c. The above ship was also attacked by a Provincial privateer of 16 guns, which the *Sally* sunk, with all her crew, after an engagement of near four hours.

1. Ship *Sally*, Samuel Smith, master, 180 tons burthen, built in Liverpool in 1773; outfitted with fourteen 6-pounders. It was owned by J. Ghorley. *Lloyd’s Register of Ships*, 1777–1778.

Francesco Favi to the Government of Florence

[Extract]

Eccellenza

Dopo la partenza della flotta di Tolone, che portando la guerra in America sembrava che dovesse assicurar la vittoria, si son sentite far in questo paese delle reflexioni, che non sono certamente mal fondate, e che non ne fanno presagire tanto certo il successo.

Si fa osservare, che la flotta di M’ Howe in America è molto formidabile consistendo seconde le notizie, che se ne hanno, in quattordici vasselli di Linea dai 50 fino agli 84 cannoni, ed in circa 20 fregate. Inoltre non partiti non è gran tempo cinque Vasselli, che si ha luogo di creder destinati per L’America, quantunque si sia delle, che andavano ad incrociare nelle coste della Gran Bretagna, ed a questi si aggiugre il *Tridente*, che è il Legno, supra cui si sono imbarcati i tre Cammissari pacificatori e che deve indubitatamente congiungersi alla flotta de M’ Howe.

Si il caso porta, che queste forze siano riunite intutto, ò in parte all’ arrivo di M. d’Estain portrebbe succedere, che in vece di fare un buon colpone facesse uno cattivo, tanto più, che si riflette, che gli Americani non potranno secondarlo, qualome non gli riesca di sorprendere gli Inglesi nei fiumi senza di che i Legni dei
nuovi Alliati potrebbero difficilmente andare ad unirsi à Lui in mare aperto. Dalla prospettiva di questi eventi, che pur troppo potrebbero realizzarsi, si deduce, che sarebbe stato molto meglio il far prima la Spedizione, ò renderla più considerevole con aumentare il munero delle navi per riuscire pienamente nel progetto, che è stato ideato, e che potrà esser dubbiioso, qualore il suddetto Comandante non trovi le force Britanniche divise per poterle combattere, e vincere in dettaglio.

Si continua à non dare ingresso à Brest se non à quelli, che devono esservi impiegati. Vi son in quel porto molte truppe in ordine per imbarcarsi, e molte navi pronte à mettere alla vela al minimo cenno. Si pretende ora, che se la GranBretagna manda fuori una flotta, anco di là se ne farà partire una per stare in osservazione. Intanto non è male, che L’Inghilterra sta col sospetto di vedersi opporre un’armamento marittimo, e col timore di una invasione per parte dei francesi, il qual timore farà tanto più effetto quanto maggior mistero si scorgerà nelle disposizioni, che là si prendono.

Si vuole, che Mr. d’Estain abbia ordine non solo di attaccare gli Inglesi in America, mà di prendere tutti i loro legni mercantili, e da guerra, che egli potrà riscontrare.

La risoluzione, che è stata presa di portar la guerra in America dopo il pacifico Sistema, che si è quà sempre seguito, potrà forse fare imaginare ad alcuno, che questa Corte sarebbe sempre devenuta ad una rottura, ancor chè la GranBretagna avesse voluto evitarla. Mà deve piuttosto presumersi, che la francia sempre portata à mantenere il riposo dell’Europa non avrebbe mai adottato una tal determinazione, se fosse stato sperabile, che gli Inglesi avessero se alto il partito di riconoscere l’indipendenza, e di fare un trattato amichevole cogli Americani senza alcun progetto di assalir questo Regno. L’attaccare anticipatamente gli Inglesi senza alcun progetto di assalir questo Regno. L’attaccare anticipatamente gli Inglesi per prevenire i loro disegni, e per far la guerra con più vantaggio, quando si prevedeva inevitabile, era una politica necessaria, e da seguitarsi da ogni buon Governo, tanto più che i nuovi alleati bloccati nei loro porti, ed oppressi dalle forze dell’Inghilterra non potevano senza l’aiuto immediato della francia far quel Commercio che deve essere il frutto della loro alleanza, e questo ajuto doveva indispensabilmente à loro prestarsi, ogni volta che gli Inglesi continuavano à far loro la guerra. . . .

Francesco Favi

Parigi 4 Mag° 1778

[Translation]

Excellency

Following the departure of the Toulon Fleet, which by carrying the war to America seemingly was to assure victory, some reflections were heard in this country; they are certainly not poorly founded, and they make the forecast of the Fleet’s success less sure.

It is pointed out that Mr. Howe’s Fleet in America is quite formidable consisting, according to information received, of 14 ships of the line, fitted with from 50 to 84 guns; and of about 20 frigates. Furthermore, a short time ago five ships of the line departed, and it is believed they were destined for America, although it was said they were going to patrol off the coast of Great Britain, and these were joined by the vessel Trident, with the three peace Commissioners aboard and it will undoubtedly join Mr. Howe’s Fleet.

If it happens that these forces be entirely or partly joined when Mr. d’Estain
arrives. He may strike poorly instead of well, all the more so because it is considered that the Americans will be unable to assist him unless he succeeds in surprising the British in the rivers; otherwise the vessels of the new Allies could hardly go to join him on the open sea. The prospect of such events, which could unfortunately take place, leads to the deduction that it would have been much better to send the expedition earlier, or make it more powerful by increasing the number of ships for the full success of the plan conceived, now in doubt unless the abovesaid Commander find the British forces divided, and win by defeating them separately.

Entry to Brest continues to be restricted to those employed there. There are in that port many troops waiting to embark, and many ships ready to set sail at the least sign. It is alleged that if Great Britain sends out a fleet, another one will be ordered out of Brest to watch it. In the meantime it is not bad that England live with the suspicion of being opposed by a sea force, and the fear of an invasion by the French, such fear being more effective in proportion to the extent of mystery discerned in the measures taken in Brest.

It is rumored that Mr. d’Estain has orders not only to attack the English in America, but also to capture all their merchant vessels and warships he may meet.

The decision made to carry the war to America, after the peaceful methods always followed here, may lead some persons to imagine that this Court would still have come to a diplomatic break even if Great Britain might have wished to avoid it. But it should rather be presumed that France, always led to maintain the peace and quiet of Europe, would never have adopted such a decision if it had been hopeful that the English choose the side of recognizing independence and signing a friendly treaty with the Americans, and have no plan to attack this Kingdom. To attack the English ahead of time in order to prevent the execution of their designs, and to conduct the war with greater advantage was a necessary policy, to be pursued by every good government; all the more because their new Allies, blocked in their ports and oppressed by the forces of England, could not without the immediate aid of France engage in commerce which must be the fruit of their alliance, and such aid indispensably was to be given them each and every time the English continued to war on them.

Francesco Favi
Paris May 4 1778


1. Commissioners for Restoring Peace, known as the Carlisle Commission.

PRIZE MASTER JOHN SEWARD, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

According to Orders Which ar in the other Side—I arived in this Porte with the Ship Lord Chatham Tacking¹ the 16th of aprel and applied to Mones De Le, Port who Sent for M’ Riou Kings Intprter in this Porte and had the Ship orderd in the Porte and all the Hatches Lockd⁴ in Saftey as for My Sealf and Men have Ben obliged to Keep a Shour Close By the Ship Whear Wee May Tackle Ceare of hur
Regging and Pumping hur out M' Riou Who has Suplyed the Range when in this Porte—Suplyes the Ship Crue with all Nesrey, and So We Will all Stay Till the Captn of the Ranger aRivul which I Be Leve, Will Be in a fortnite or Orders from your Honer

S' I Should Be Glad you Would Drickt our orders To M' Riou. S'the offlers and Ships Crew was Contented M' Riou would Tack Ceare of thir Parte If the Vesel is Sold I Shoul'd Be Glad of your Orders for So Dueing. From S'r Mos'humb' Surven' to Sarve John Seaward Bres' May the 4 1778

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 115. Seaward appended a copy of his orders from Capt. John Paul Jones directing Seaward to take command of Lord Chatham, to sail it to Brest where he was to turn supervision of the vessel over to Arnaud de La Porte, and to remain with Lord Chatham until ordered elsewhere by the American Commissioners in France or by Jones. Addressed: "To the hon'orebl/Doctter Frankleing/Agagin/at/Paris." Docketed: "Jn's Seaward Prize Master/of the Lord Chatham/May 4. 1778.—/with Copy of C. Jones's/order." Elsewhere, Seaward’s name is given as Seaward.

1. That is, taken. On the capture of Lord Chatham, see Log of the Continental Navy Ship Ranger, entry for 17 Apr., appendix E, below.
2. Capt. John Paul Jones.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Monday May 4th. [Bordeaux]

A pleasent Day, the people Employd in Stowing the hole & overhalling the provisions.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

May 5

"LETTER FROM CAPT. GELL, OF THE THETIS FRIGATE, TO THE LORD PROVOST OF GLASGOW."

"My Lord Provost, Thetis, Greenock, May 5, 1778.

"I got under way from Greenock on the Friday I left Glasgow; the wind, on Saturday, being at S.W. prevented me from giving your Lordship a better account of the privateer; from circumstancese, imagine he slipt through the Northern Channel. On the Monday following, the Channel being open to us, met with the Boston frigate; I desired Capt. Dudington to sail to the northward on the Irish coast, keeping myself the coast of Scotland, and went for intelligence to Isla; I thought he might be in the Sound; from thence returned to Port Patrick for information, and met with his Majesty’s armed ship the Heart of Oak, who was cruising on the same errand. Being in Loch Ryan, as there was a suspicion of a vessel in the Bay of Wigtoun, and seeing the Boston standing in, sent to desire Capt. Dudington would go that way, which he did, and was seen off the Mull of Galloway yesterday. I hope we have now a quittance of these rovers. As the transports are all come we are preparing for our voyage.

I am, &c. J. Gell"
Lloyd’s Evening Post, and British Chronicle (London), 11–13 May. Robert Donald was the Lord Provost of Glasgow, Scotland. John Gell was a Royal Navy captain.

1. That is, 1 May.
3. That is, island of Islay, Scotland.

THE LONDON CHRONICLE, SATURDAY, MAY 2, TO TUESDAY, MAY 5, 1778

LONDON

The Devonshire privateer, of 14 guns, is taken off Antigua by a letter of marque, and carried into that place.1


“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE MONARCH, LATELY ARRIVED AT PORTSMOUTH FROM HER CRUIZE.”

[before 5 May 1778]

“We are at length, thank heaven, arrived once more in an English port. Our last foreign port was Cadiz, where we experienced such treatment as will scarce be credited; though the vouchers which government will receive by another channel, as well as ours, will surely set them on a scheme to resent the insult offered to a King’s ship. We came into Cadiz harbour on the Sunday afternoon,1 when the Captain, according to custom, ordered the boat on shore to get what is termed product, which could not be obtained: the next day another was sent, and a third, and a fourth; but to all we could not even get an answer. A spirited memorial was at last sent to the commandant, who also gave no answer; in short, they seemed resolved to take no notice of us. Judge of the situation of our spirited commander (who is a true British seaman) when during the time we lay there (seven days being detained by the wind) we had the mortification to see the usual honours paid to two Dutch frigates, and above all to the Revenge American privateer, commanded by Cunningham, who came swaggering in with his thirteen stripes, saluted the Spanish admiral, had it returned, and immediately got product;2 the Spaniards themselves carrying on board wood, water, fruit, and fresh provisions; all which we were eye-witnesses of, as he anchored directly under our stern, within two cables length. There are at Cadiz twenty-two ships of war of the line, besides frigates and chebecs: the first are as fine vessels to look at as ever put to sea: they all appear full manned, and are deep in the water, as if provided with all necessaries ready to put to sea on the shortest notice. There were also riding here eleven vessels bearing the American flag; and six more ships of war were expected daily from Ferrol to join the above fleet, which we were informed of by the Captain of one of the Dutch frigates, who behaved barely civil to us. We were happy on our coming up to Spithead, to see so fine a fleet ready to chastise our insolent and natural enemies. I am so far from exaggerating the account of our reception at Cadiz, that I have been obliged to omit some very humiliating circumstances that happened during our stay there, as being too much for the limits of a letter, especially as the boat is expected to put off immediately.”3
Jonathan Williams, Jr., to Benjamin Franklin

[Extract]

Dear & hon[d] Sir.— Nantes May 5. 1778

The inclosed Letter was given me by Cap[tain] Cumstock who has lately escaped from Prison.1 Cap[tain] Cumstock as well as Mr Chandler2 who is arrived from Paris are in want, and I shall give them both such necessary assistance as I have hitherto given to our unfortunate Countrymen.— The former of these Persons has continental loan Office Bills for the amount of about 1300 Dollars, which I have this day written to Mr Grand3 to endeavour to negotiate; should this fail, I beg to know if you will accept of repayment of what he may want by one of these Notes I do not doubt your Consent because it is hard that a Man should suffer with Congress Money in his pocket, & because I should be obliged to supply him even if he had no means of repayment.— The Ranger has sent a Prize into Brest.4 Cap[tain] Jones I hear has address’d her to the Intendant of the Place,5 by which means I suppose if she is allowed to be sold it will be done by the French Admiralty and be consequently attended with Delay & Expence. . . . I am [&c.]

J Williams J

1. This was undoubtedly Joseph Comstock, about whom nothing more is known except that there is a receipt in his name addressed to Williams for money paid him. Benjamin Franklin Papers, 26: 405n.
2. For more on the situation of Capt. John Chandler, see Francis Coffyn to the American Commissioners in France, 2 Mar. 1778. NDAR 11: 1057.
3. That is, Rodolphe-Ferdinand Grand, banker for the American Commissioners.
4. On the arrival of the prize ship Lord Chatham, see John Seaward to Benjamin Franklin, 4 May, above.
5. That is, Arnaud de La Porte.

Nathaniel Dowse to the American Commissioners in France

Gentlemen

On the 14th April 1777 I sailed from Virginia Commander of the Ship Mercer belonging to Messrs’ Mercer & Schenck of Boston, with a Cargo of 450 Hogsheads Tobacco for Account of the Honorable Continental Congress, to the Address of Messrs’ S & J H Delap of Bordeaux.—On the fourth of May following I had the Misfortune of being risen upon by my Crew and carried with my Vessel into Whitehaven, where I remained Prisoner ’till I found the opportunity of escaping on board a Hamburgh Vessel bound from New Castle to this Port, which arrived yesterday—I think it my Duty to inform you thereof, and if you judge I can be of any use to my Country either in a Publick or private Station, I most heartily make you a tender of my best Services, I have had proposals from several Merchants at this place, but have deferred treating with any ’till I know if you have Employ for me. I have the Honor of being personally known to the Honorable John Adams
Esq[r] who will be able to give you Satisfaction to any Enquiries you may think it necessary to make about me; and begging the favor of your reply as speedily as possible,\(^2\) I have the Honor of being with utmost respect Gentlemen [&c.]

Nath\(^1\) Dowse

Bordeaux 5\(^{th}\) May 1778—


1. For more on Dowse, the \textit{Mercer}, and the treachery of its crew, see \textit{The General Advertiser}, May 30, 1777, \textit{NDAR} 8: 878.

2. The reply of the Commissioners has not been found.

\textbf{JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER}

\textbf{Tuesday May 5\(^{th}\). [Bordeaux]}

This Morning Peter Cavey a Midshipman get over the side to were the Boat a Stern, taking hold of a rope which he thought was made fast but was not fell over Board, & tho all Means was used to save him, was drowned.—\(^1\) The people employed on Necessary Duty as usual.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of \textit{Boston}).

1. For a different version of the events resulting in the drowning of Peter Cavey, see Journal of Lieutenant William Jennison, Continental Marines, this date, below.

\textbf{JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES}

\textbf{[Frigate Boston, Bordeaux]}

\textbf{May 5}

At 5 am a Ship from Virginia a Letter of Marque was seen coming up the River with American Colours & passed the \textit{Boston} discharging 21 Cannons—Peter Cavee the midshipman on duty informed the Cap\(^\text{i}\) who ordered the Ship cleared and 13 Guns to be discharged—Cavee jumped from the Gang way on to one of the Gun ports which gave way & he fell overboard and was drowned—\(^1\) The Ship’s Colours were displayed half mast high, & at 12 discharged 5 minute Guns\(^2\)


1. Journal of the Continental Navy Frigate \textit{Boston}, Captain Samuel Tucker, commander, this date, above, provides a different version of how this drowning occurred.

2. Minute-guns are a salute fired after the burial of an officer or, when the body was not recovered, as part of a memorial service. The number of guns fired is usually limited to the number to which the officer was entitled when alive.

\textbf{NAVAL INTELLIGENCE FROM LISBON}

\textit{Precis d’autres notices que Monsieur Arn\(^{\text{de}}\) Enrico Dohrman a Mandé par sa lettre du 5. May 1778.—}

Il est entré il y a quelques jours dans ce port un navire march\(^{\text{d}}\) Anglais chargé de Ris qui avoit été pris par les Americains, & est entré avec pavillon français.\(^1\) Le ministre Anglais pretendoit y avoir droit, mais comme elle est entré avec le dit Pavillon françois, Le Ministere Portugais l’a Secourué du necessaire & est prête a par-
tir aussitôt qui le temps le permettra, cela aura probablement lieu [torn] nuit, & on a défendu à deux fregattes Anglaises qui se trouvent en ce Port d’en sortir que 48. heures après que se dit navire sous pavillon français aura mit à la voile ; Ce navire avait été pris par la fregatte Américaine Dean,2 la quelle on dit qu’elle eût en compagnie d’une fregatte française L’équipage etoit mêlé d’Américains, Anglais, & français, il eût survenu entr’Eux une désunion de sorte que le ministere pour Luy faire conserver le bon ordre à été obligé d’envoyer au bord des soldats, & ils y resteront jusqu’a son depart.

Un armateur Anglais a pris il y a 15. jours un navire Américain venant de Boston chargé de Tabac, appelle Dolfine, ou soit Dauphin Capâc Israel Turner.3 J’ai offert a ce capitaine tout Secours & argent, il a seulement fait usage de mes offres pour Luy procurer gratis le moyen de se transporter en france, ce qui aura lieu sous peu de jours sur un navire venitien allant au havre.

La fregate anglaise Alarm Capâc Robert Mann qui escortoit un escadre de 15. a 20. navires marchands, ayant été obligé par cause borasque d’entrer dans le port de Cadix, ce qui à donné lieu dun ou deux jours aprés au fameux American Cunningham4 de s’emparer de 5. ou 6. navires de cette dite flotte,5 dont un venant du Zante evaluse à 7/-m Stg, et un autre de la value de 3/-m Stg destiner pour L’Irlande, & dont les Capitaines sont arrivés icy de Madere ou on les avoit laisses, parceque le Cunningham n’avolit alors a son bord que 50. hommes. Mais la dit frégatte Anglaise après s’être raddobée a Cadix & deux a trois jours après son depart s’est emparé de deux bâtiments Américains destinés pour quelques Ports de l’ame- rique & qui etoient sortis de Cadix. La fregatte s’etoi rencontrer avec le Cunning- ham au quel elle a donné la chasse pendant 48. heures & de sesperant de pouvoir le joindre elle a été obligé de le laisser aller, & la fregatte est entrée dans ce Port abord les equipages de deux navires pris, & le capâc traité avec beaucoup d’atten- tion & admet a sa table les officiers & les Persons le plus distinguées du dit Equi- page prisonier, & on les laisse venir a terre sur leur parole, ainsy j’aurai le loissir de converser avec Eux et de les assister en tout ce qu’ils pourroient avoir besoin./. 

[Translation]
Summary of other news that M. Arnando Enrico Dohrman sent by his letter of 5 May 1778.

There entered a few days ago in this port an English merchant ship laden with rice that had been taken by the Americans, and was entered with the French flag.1 The English minister claimed a right to it, but as it had entered with the said French flag, the Portuguese ministry secured it from the necessary procedures and it is ready to depart as soon as the weather permits, which will probably take place tonight, and two English frigates that are in this port are prohibited from leaving until 48 hours after the said ship under French flag will have set sail; This ship was taken by the American frigate Dean,2 which is said to have been in company of a French frigate; the crew was mixed of Americans, English, and French, among whom there suddenly arose a disunion so that the minister, in order to conserve good order, was obliged to send some soldiers on board, and they remained there until its departure.

Two weeks ago a British privateer captain took an American ship coming from Boston laden with tobacco, called the Dolfine or Dauphin, Captain Israel Turner.3 I offered this captain assistance and money, he only made use of my offers to obtain
free the means of transporting himself to France, which will take place in a few
days on a Venetian vessel going to Le Havre.

The English frigate *Alarm*, Capt. Robert Mann, which escorted a squadron of 15
to 20 merchant vessels, having been forced by reason of a Mediterranean squall to
enter the port of Cadiz, which took place one or two days after for the famous Ameri-
can Cuningham\(^1\) to capture 5 or 6 ships of this fleet,\(^5\) one of which, coming from
Zante, is worth 7 thousand Sterling, and another having the value of 3 thousand Ster-
ling destined for Ireland, and the Captains of which have arrived here from Madeira,
where they were left, because Cuningham has only 50 men on board. But the said
English frigate after having repaired at Cadiz, two or three days after its departure
captured two American vessels destined for some Ports of America, and which had
left from Cadiz. The frigate encountered Cuningham, to which it gave chase for 48
hours, and unable to join him, was obliged to let him go, and the frigate has entered
in this Port the crews of the two captured ships, and the captain treats with much at-
tention and admits to his table the officers and the most distinguished persons from
the said imprisoned crew, and they are allowed on shore on their parole, thus I shall
have the leisure to converse with them and help them with all of their needs.

Copy, MH-H, Arthur Lee Papers, vol. IV, no. 114. Charles-Guillaume-Frédéric Dumas, chief correspon-
dent in the Netherlands of the American Commissioners in France, prepared this summary of intelli-
gence sent to him by Arnold Henry Dohrman (d. 1813), a Dutch merchant in Lisbon. Congress would
appoint Dohrman its agent in Portugal in 1780. *Benjamin Franklin Papers* 26: 211.

1. *Illustrious Hero*. See “Extract of a Letter from Lisbon, April 20,” and Sir John Hort to Lord Wey-
mouth, 3 May, above.


3. Massachusetts State trading brigantine *Dolphin*.

In a letter of 13 May to the commissioners James Moy-
lan quoted the following from a 21 April letter from Lisbon: “The *Peace and Plenty* Privateer from Belfast, has
brought in here the Brig *Dolphin* Cap: Turner, bound from Boston to Bilboa with 135 Hhds. of Tobacco, a par-
cel of Rice tar and Staves. She is about 140 Tons and had eight French Officers passengers, with Dispatches
from Congress (to whom she belonged) which capn: Turner distroy’d.” *Benjamin Franklin Papers* 26: 441.


5. For a list of five of the prizes captured by Continental cutter *Revenge*, see “Prises made by the
sloop Privateer Cap’ Gust’ Conningham made the 6th to the 20th March 1778,” *NDAR* 11: 1128.

May 6

**THE PUBLIC ADVERTISER (LONDON), WEDNESDAY, MAY 6, 1778**

It is something strange, and worthy of particular Notice, that at a Time when
the Ministry are boasting of the invincible Fleet which they have fitted out, and is
now riding at Spithead, and where his Majesty is gone to take a View of the Sight,
that little American Privateer\(^1\) should not only plunder and ravage the Coasts of
this Kingdom, but fight and take his Majesty’s Sloops of War. Have they not rav-
aged and plundered at Whitehaven? and have they not taken the *Drake*, one of his
Majesty’s Sloops of War, whilst the Ministry’s grand Armada are riding at Spithead,
and made a Show of it? It is the peculiar Plague of the present Times to rely upon
Appearances, and neglect Realities; to put the Nation to a vast Expence, and to do
little or nothing for it. Is not the Toulon Squadron sailed?\(^2\) Why then does the
Fleet of Great Britain idle its Time away, in making a Parade at Spithead?


2. French fleet commanded by Vice Amiral Comte d’Estaing.
NOTICE CONCERNING THE FUND FOR THE RELIEF OF AMERICAN PRISONERS

AMERICAN PRISONERS.

Since the last Publication of Subscriptions for the Relief of the American Prisoners, Feb. 17, 1778, amounting to 4617l.6s. the following Sums have been received, viz.

<table>
<thead>
<tr>
<th>Name and Address</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rev. Dr. Cotton Crakemarsh</td>
<td>21 0 0</td>
</tr>
<tr>
<td>Rev. Dr. Syndercombe, Rector of Askerwell,</td>
<td>1 1 0</td>
</tr>
<tr>
<td>Dorsetshire</td>
<td></td>
</tr>
<tr>
<td>Arthur Payne, Esq; Bridport, Dorsetshire,</td>
<td>1 1 0</td>
</tr>
<tr>
<td>Thomas Gosling and Friend,</td>
<td>4 4</td>
</tr>
<tr>
<td>J. Cox,</td>
<td>2 2 0</td>
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<tr>
<td>M. E</td>
<td>0 10 6</td>
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<tr>
<td>——— Fitzsoy, Esq: per Shelbourne Bank,</td>
<td>5 5 0</td>
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<td>F. B</td>
<td>5 0 0</td>
</tr>
</tbody>
</table>

Total received, 4657 9 6

The Committee think it their Duty to lay before the Subscribers an Account of Disbursements from the 24th of December 1777, to the 1st of May, 1778.

By Cash paid the undermentioned Persons for various necessary Articles for the Use of the Prisoners at Gosport and Plymouth, viz. Blankets, Coverlids, Great Coats, Waistcoats. Breeches, Shirts, Hats, Stockings, Shoes, Caps, and Handkerchiefs.

<table>
<thead>
<tr>
<th>Name and Address</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danbey and Langley,</td>
<td>322 7 0</td>
</tr>
<tr>
<td>J. Mac Auther,</td>
<td>103 17 6</td>
</tr>
<tr>
<td>R. Crafton,</td>
<td>24 15 0</td>
</tr>
<tr>
<td>G. Risdon,</td>
<td>34 13 0</td>
</tr>
<tr>
<td>Crafton and Coulson,</td>
<td>48 5 0</td>
</tr>
<tr>
<td>Stephen Todd,</td>
<td>231 2 0</td>
</tr>
<tr>
<td>Robert Silk,</td>
<td>71 13 0</td>
</tr>
<tr>
<td>Kettle and Co.</td>
<td>17 11 0</td>
</tr>
</tbody>
</table>

854 3 6

It having been resolved by the Committee to allow Five Shillings per Week to the Officers, and Two Shillings per Week to the common Men for Subsistence and Necessaries not provided by Government, the following Sums have been sent to the undermentioned Gentlemen, to be disbursed under their Inspection, pursuant to such Resolution.

By Cash to Messrs. Wren, and Ducket, at Gosport 500 0 0
Ditto to Messrs. Heath and Sawrey, at Plymouth 480 0 0
Ditto to Mr. William Wallace, at Liverpoole 250 0 0
Ditto paid for advertising 149 2 0
Ditto paid to Ebenezer Smith Platt, and other discharged Prisoners for Cloathing, Subsistance, necessary Debts, and other incidental Charges 152 11 6
Ditto remaining in the Bankers Hands 2271 12 6

4657 9 6
By Order of the Committee,

TAOMAS BODDINGTON, Sec.

There are Five Hundred and Seventeen Prisoners in England.

*The Public Advertiser (London)*, 6 May 1778.

1. That is, Miles Saurey.
2. On the career and captivity of Platt, a prisoner originally from Georgia, see Platt’s petition to the American Commissioners in France, 21 Apr. 1778, *Adams Papers* 6: 44–46.

**JOURNAL OF DR. JONATHAN HASKINS**

*[Mill Prison, Plymouth, May 1778]*

6th. Wednesday this day John Fowler of the *Fancy’s Crew*¹ Died at the Hospital with Pleuretic-fever,² & as he died sudden there was a Jury held Over him, which shews the People was Jealous³ of Somthing that was bad, but made no Discoveries this is the fourth man Died here Since my Imprisonment⁴

D, MeHi, Jonathan Haskins Journal.

1. Massachusetts privateer brigantine *Fancy*, Capt. John Lee, commander. It was captured in late 1777.
2. That is, a fever caused by pleurisy.
3. That is, suspicious. In his diary entry of this date, Charles Herbert wrote that the prisoners suspected “there had been bad usage” of Fowler. Herbert, *Relic of the Revolution*, p. 119.

**CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO MARY GATCHELL TUCKER**

Bourdeaux May 6th 1778

Dear wife these may Serve to Inform you of my Present Situation Which is now Laying in the Port fixing for a Cruize and I Cannot tell where But I hope my Dear Girl to See you by the Last of august if god Spares my Life I am at Present in good helth and Ever have been Since I left you and my Dear Children—in Whom I Place my Affections Pray god these may be Presented you in so good a State I hope you have had the Pleasure of my first by M’ Welch Which may Cause you & our Parents Great happiness¹ I hope Dear wife to Injoy a fine Son on my Return But Equally as happy if a Daughter my Brother is well and Desires to be Remembered to all at home² Remember us both to our tender mother and all Relations Included M’ Reed Desires to be Remembred to his wife & friends and is Very well³ Dear moley I had the Misfortune to Loose my first Lewttennant M’ Barron by the Busting of a Cannon firing on a french Ship which has Caused me much trouble⁴ Pray dear wife if you have received my first by M’ welch Remove to Boston if not tarry in Marblehead Untill I return by gods Blessing these from Your affectionate and tender husband

Sam¹ Tucker


2. Benjamin Tucker was acting master of *Boston*.
4. For the death of Lt. William Barron, see *NDAR* 11: 1120.
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE
CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Bordeaux May 6th. 1778

Gentlemen these with my due Respects to you, informing you of my Present Situation, which is at Present unhappy for me. I am now Lying with my Main mast out & condemned; but I had the good Fortune to get a Sparr to make me a New one, my fore Yard is Sprung but very well fished, my Riging on my Passage much shattered; in fact I arrived at this Port in such a Situation that my Bill must be large by the Time I am fit for the Sea. I received my Orders on the 29th April from Paris to get ready and proceed to Sea & where I shall think most beneficial to Cruize, there to Cruize untill my Provision was so far expended as to bring me to Boston or any other Port in the United States, but I hope to see your Honours by the last of August with Gods Permission. I Expect to sail from hence in Sixteen or Eighteen Days, there is many Ships on the look out for me in the Bay as we have accounts from the Ships arrived, & they are so sure of the Boston, that they have put her up for sale in London, but take care they do not get Disappointed if we meet singley, though I am but poorley Manned & no Probability of getting otherways from this Port.

I hope your Honours had the pleasure of seeing Mr Welch in the Ship Marthea att Boston, my Misfortune being so severe in loseing Mr. Barron that could wished for Mr. Welch, but at present Mr. Reed is my first Lieu't one Musco Livingston Gent. 2'd ditto recommended by the Honble Commissioners. I’ve just received a Line from the Honble. M. Adams, who acquainted me of his happy Reception; myself and Officers was extremely well Received, and persuaded to salute the Forts & Castles, in passing them which was taken very kind by those of the first Rank. His Christian Majesty has sent Orders to all Officers of his Forts & Castles to return the Compliment to any American State Ship when Entering any of their ports. I have nothing particular to acquaint your Honours with, but remain with Respect— [&c.]

Sam'l Tucker


1. The orders were in a letter to Tucker from the American Commissioners in France, dated 13 Apr., above. In a letter to his friend and prize agent Gabriel Johannot of 6 May, Tucker wrote: “the Commissioners have give me to do as I Please for which I am Sorry for I had rather been Confined to Orders in Case of future Complaints.” UKLPR, H.C.A. 32/493.

2. Lt. Hezekiah Welch, Continental Navy, had been sent to Boston with the prize ship Martha, captured by Continental frigate Boston on 10 Mar. N DAR 11: 1079–80. In his letter to Johannot, Tucker noted that Martha “is totally my Prize allowed by the Commissioners at Paris.”


4. In their letter to Tucker of 13 Apr., above, the American Commissioners to France had recommended Musco Livingston to be first lieutenant of Boston. As seen in Tucker’s reply of 29 Apr., above, Livingston agreed to serve as second lieutenant.


JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Wednesday May 6th.- [Bordeaux]

This Day pleasent, Henry Payton deserted from the Ship at 3 in the Afternoon got the Main Mast in.

D, MHH, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).
May 7

THE HIBERNIAN CHRONICLE (CORK), FROM MONDAY, MAY 4, TO THURSDAY, MAY 7, 1778

CORK.

The Cochrane letter of marque, Capt. Bolton,¹ of Glasgow, has taken and sent into Jersey, an American schooner, called the Neptune, from South Carolina, bound for Bilboa in Spain, loaded with tobacco, indigo and rice.² She took her off Cape Ortegal the 2d ult. This is the third prize taken by Cochrane.

2. Schooner Neptune, Isaac Lee, master, was a Massachusetts ship. Ibid., H.C.A. 32/409/4.

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, 1778]

7th. of May. Thursday This Day Several of the Prisoners Disguis’d with small Beer & are Very Ranglesome, & have Clubb’d in two parties the Americans in One & the Old Country men in the Other. Consequently here has happen’d several Combats¹

D, MeHi, Jonathan Haskins Journal.

1. In his diary account, Charles Herbert commented on these “Combats,” adding: “The Americans unanimously hang together, and endeavor to keep peace in prison, but if the former party [i.e., old countrymen] were stronger than the latter [i.e., Americans], we should have a hell upon earth.” Herbert, Relic of the Revolution, p. 119.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

By John Paul Jones Esquire Captain in the American Navy &c.

Lieutenant Thomas Simpson

Sir,

It is my Duty to Suspend and confine You for Disobedience of My Orders dated on board here the 26th. Day of April last, and Your are hereby suspended and put under Arrest, for which this shall be your Order.¹

Given on board the american Continental Ship of War Ranger off Ushant the 7th. day of May 1778.—

A True Copy

Signed Jn² P. Jones.—

Thom Simpson

Copy, PPAmP, Benjamin Franklin Papers, vol. 47, fol. 109. Simpson enclosed a copy of Jones’s orders in his letter to the American Commissioners in France of 25 May, below.

1. Jones gave an account of the circumstances that caused him to suspend and arrest Simpson in a letter to the American Commissioners in France of 27 May, below. Simpson provided his version of the incident in a letter to the American Commissioners in France of 8 May, below.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO LIEUTENANT ELIJAH HALL, CONTINENTAL NAVY

Sir,

You are hereby appointed Commander of our Prize the English Ship of War Drake.—You are to put Lieutenant Simpson under Arrest for disobedience of Or-
ders.—1 You are to keep Company with me and to pay punctual Attention to the Signals delivered herewith for your Government.—

You are to superintend the Navigation and defence of the Ship under your Command—and to support me as much as possible should we fall in with and engage any of the Enemies Ships.—

The honor of our Flagg is much concerned in the preservation of this Prize, therefore keep close by me and she shall not be given tamely up.—You will take your Station on Rangers Starboard Quarter at or about the distance of a Cables length—should bad weather or any Accident seperate you from the Ranger you are to make the best of your way to France and I recommend the Port of Brest to your preference

You will secure all the Books, Charts, Instruments, and Effects belonging to the deceased Captain2 and Officers &c—for which this shall your Order.

Given on board the American Continental Ship of War Ranger, off Ushant this 7th day of May 1778.—

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1. On the arrest of Lt. Thomas Simpson, the first lieutenant of Ranger, see Jones to Simpson, immediately above.
2. Comdr. George Burdon, former commander of H.M.S. sloop Drake, who was killed during Drake’s battle with Ranger on 24 Apr.

May 8

LORD NORTH TO EARL OF SANDWICH

Copy
My dear Lord,

I have shewn your Lordship’s Letter, the Letter which you received from Admiral Duff & the List of the Spanish Fleet1 together with the Enclosed Extract of the Advices from Paris2 to Lord Weymouth, Lord George Germaine, Lord Gower, & Lord Dartmouth; They are all of Opinion, that nothing contained in these Papers will justify a Change in the destination of Adm3 Byron’s Fleet.3 They continue to think that every Dispatch should be used to send the Fleet off to North America, unless You should, before It’s Departure, receive certain Accounts that the Toulon Fleet is arrived at Cadiz; & either continues there, or has sailed in a route which clearly indicates that It’s Destination is towards a different Quarter of the Globe. I think it highly probable that you may already have received by the Proserpine such Intelligence as must put out of doubt the proper Line to be followed.4 In the mean while, the Sentiments of all the Cabinet Ministers in Town are unanimous for sending the Fleet to North America as soon as It can sail. It may be the Intention of Spain to assist M’ D’Estaign5 with a Squadron in His Expedition to North America; In that case It is to be wish’d that our Fleet should be stronger, & this contrary wind, it if It continues, will afford an Opportunity of adding some Ships to M’ Byron’s Squadron. Although I am not one of those who think an Invasion of these Islands impracticable, nor am convinced that France & Spain will not attempt It, yet I think the Enterprize so arduous that they will not for some time be
able to carry such a Project into Execution. The Danger of Our Army & Fleet in North America appears to be more probable & more immediate: Besides, altho' I pay little Credit to the Sincerity of the Court of Spain, & believe that They harbour very hostile Designs against Us, I cannot conceive It possible that They would hold such a pacific Language just at the very Moment that they intend to unite in an Attack upon Our possessions in Europe. I am &c.

P.S. If You can contrive to send a Ship Load of Prisoners to be exchanged in America, I should think It advisable to Do It without Delay.

North

Copy, MiU-C, Lord George Germain Papers. Addressed at bottom of first page: “Earl of Sandwich.”

1. Sandwich’s letter to North is in Sandwich Papers, 2: 49–50. In it, Sandwich mentions reports that the Comte d’Estaing’s fleet was not going to America, but Cadiz. Sandwich advocated delaying the sailing of Vice Adm. John Byron’s fleet to North America until the truth of these reports could be established. A summary of the contents of the letter of Vice Adm. Robert Duff, commander of the Mediterranean Squadron, of 10 Apr., is in Ibid., 50n.

2. The “Advices from Paris” that North enclosed have not been found.

3. See Lords Commissioners of the Admiralty to John Byron, 3 May, above.


5. Vice Amiral Comte d’Estaing.

THE PUBLIC ADVERTISER (LONDON), FRIDAY, MAY 8, 1778

London

Such a Damp on Commerce has the American Privateer called the Ranger made, that on Wednesday Insurances to Ireland were Five Guineas per Cent. that lately were done at One and a Quarter.


JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]

8th. Friday this Day Prisoners Belonging to the Privateer Revenge Augustus Cunningham Mast\(^1\) they were taken in a Prize Will\(^m\) Heysham P. Mast\(^2\)


2. In his diary entry of 8 May, Charles Herbert reported the arrival at Forton of three prisoners, who were “taken in a prize upon the Grand Bank, bound to America, by a large old East Indianman, which has been made a transport. She was bound from New York to England, with a few of Burgoyne’s officers on board, wounded and exchanged.” Herbert, Relic of the Revolution, pp. 119–20. In a list of prisoners, Herbert identifies the three men as William Hessam of Philadelphia, William Fowler of Casco Bay, and Daniel Willet of Newport. Ibid., p. 257. The “transport” that Herbert mentions was H.M. store-ship Grampus, Comdr. Ambrose Reddall, commander, which had sailed from Newport, R.I., on 15 Apr. carrying Gen. John Burgoyne and several of his officers to England. Mackenzie, Diary 1: 266. Grampus was the former H.M.S. Buckingham, a warship of 70 guns converted to a storeship but still armed with 30 guns and manned by 230 men.
Madam

It cannot be too much lamented that, in the profession of Arms the Officer of fine feeling, and of real Sensibility should be under the necessity of winking at any Action of Persons under his command which his Heart cannot approve: but the reflection is doubly severe when he finds himself Obliged in appearance to countenance such Action by his Authority.

This hard case was mine when on the 23d of April last I landed on Saint Marys Isle. knowing Lord Selkirk's interest with his King, and esteeming, as I do, his private Character; I wished to make him the happy Instrument of alleviating the horrors of hopeless captivity when the brave are overpowered and made prisoners of War. It was perhaps fortunate for you Madam that he was from home; for it was my intention to have taken him on board the Ranger and to have detained him until thro' his means, a general and fair Exchange of Prisoners, as well in Europe as in America had been effected.

When I was informed by some Men whom I met at landing, that his Lordship was absent; I walked back to my Boat determining to leave the Island: by the way however, some Officers who were with me could not forbear expressing their discontent; observing that in America no delicacy was shewn by the English; who took away all sorts of movable property, setting Fire not only to Towns and to the houses of the rich without distinction; but not even sparing the wretched hamlets and Milch Cows of the poor and helpless at the approach of an inclement Winter._ That party had been with me, as Volunteers, the same Morning at White Haven; some complaisance therefore was their due._ I had but a moment to think how I might gratify them, and at the same time do your Ladyship the least injury? I charged the Two Officers to permit none of the Seamen to enter the House or to hurt any thing about it. To treat you Madam, with the utmost Respect. to accept of the Plate which was offered and to come away without making a Search or demanding anything else._ I am induced to believe that I was punctually Obeyed; since I am informed that the Plate which they brought away is far short of the quantity expressed in the Inventory which accompanied it. I have gratified my Men; and when the plate is sold, I shall become the Purchaser; and will gratify my own feelings by restoring it to you, by such conveyance as you shall please to direct.

Had the Earl been on board the Ranger the following Evening he would have Seen the awful Pomp and dreadful Carnage of a Sea Engagement: both affording ample Subject for the Pencil, as well as melancholy reflection for the contemplative mind._ Humanity starts back from such Scenes of Horror, and cannot but execrate the Vile promoters of this detested War.

For They, 'twas They unsheath'd the ruthless blade,  
And Heav'n shall ask the Havock it has made.
besides near Forty of the inferior Officers and Crew killed and wounded. A melancholy demonstration of the uncertainty of human prospects; and of the sad reverse of Fortune which an Hour can produce. I buried them in a Spacious Grave with the Honors due to the Memory of the brave.—

Tho’ I have drawn my Sword in the present generous Struggle for the rights of Men; yet I am not in Arms as an American, nor am I in pursuit of Riches. My Fortune is liberal enough, having no Wife nor Family, and having lived long enough to know that Riches cannot insure Happiness. I profess myself a Citizen of the World, totally unfettered by the little mean distinctions of Climate or of Country, which diminish the benevolence of the Heart and set bounds to Philanthropy. Before this War began, I had, at an early time of Life, withdrawn from the Sea Service in favor of “calm contemplation and poetic ease” I have sacrificed not only my favorite scheme of Life; but the softer Affections of the Heart and my prospects of Domestic Happiness. And I am ready to sacrifice my Life also with cheerfulness if that forfeiture could restore Peace and goodwill among ManKind.

As the feelings of your gentle Bosom cannot but be congenial with mine let me entreat you Madam to use your soft persuasive Arts with your Husband to endeavour to stop this Cruel and destructive War, in which Britain never can Succeed.— Heaven can never countenance the barbarous and unmanly practices of the Britons in America, which Savages would blush at; and which, if not discontinued, will soon be retaliated in Britain by a justly enraged People. Should you fail in this, (for I am persuaded that you will attempt it; and who can resist the power of such an Advocate?) Your endeavours to effect a general Exchange of Prisoners, will be an Act of Humanity, which will afford you Golden feelings on a Death bed.

I hope this cruel contest will soon be closed; but should it continue I wage no War with the Fair. I acknowledge their power, and bend before it with profound Submission; let not therefore the Amiable Countess of Selkirk regard me as an Enemy: I am ambitious of her Esteem and Friendship, and would do any thing consistent with my duty to merit it.

The honor of a Line from your hand in answer to this will lay me under a very singular Obligation; and if I can render you any acceptable service in France or elsewhere, I hope you see into my character so far as to command me without the least grain of reserve.

I wish to know exactly the behaviour of my People as I determine to punish them if they have exceeded their Liberty.

I have the Honor to be with much esteem &c.

Jno P Jones


2. Lieutenant William Dobbs.

LIEUTENANT-GÉNÉRAL DES ARMÉES NAVALES COMTE D’ORVILLIERS,

TO GABRIEL DE SARTINE

Monseigneur

Brest le 8. Mai 1778.

J’ai L’honneur de vous rendre compte, que le Capitaine Jons Commandant la frégate du Congrès le Ranger,¹ a mouillée hier a dix heures du soir dans la Rade,
suivie d’une prise frégate Angloise de 20 Canons dont la mission étoit de faire la Presse, et détachée particulièrement pour le combattre, et l’arrêter précédemment a cette prise ce Brave homme avait passé à Whitehaven côte d’Angleterre dans la partie du nord ouest, où il avoit mis a terre, et encloué a deux petits forts, environ 30 Canons, et en se retirant il a mis le feu a un Batiment Marchand, amarré a quay au milieu d’un grand nombre D’autres ; il ignore qu’il a été le succès de L’incendie ayant quitté la Côte de vue : il attend une autre prise d’un Brique qu’il a conservé, indépendamment et trois autres petits Batimens qu’il a couté bas. les Equipages de ces Batimens, reunis a celui de la frégate produisent environ 200 Prisonniers. j’ai proposé Monseigneur, au Capitaine Jons, de mettre la prise et les prisonniers en dépôt dan la Rade, en L’assuant par une garde, en attendant vos ordres, mais je lui ai fait sentir qu’alors il ne seroit plus maitre de disposer de ses prisonniers attendu la Neutralité qui éxiste encore entre la France, et L’Angleterre. sur cet exposé il s’est Déterminé a conduire sa prise a Camaret, oû il la reparera par les secours que nous lui fournissent et L’envoyera ensuite a Boston. L’intention de Ce Capitaine est, Monseigneur, de s’assurer de ses prisonniers, pour en faire un Echange avec Les Anglois. il espere que cinq ou six jours de Séjour a Camaret lui suffiront. je l’ai fort Exhorté a presser le départ de sa prise le plus possible, attendu l’incertitude de Pouvoir disposer des Prisonniers, après la reception de votre reponse.

Le Capitaine [font ?] me charge, Monseigneur, de vous demander ce qu’il doit esperer de la frégate Constuite en Hollande, comme je désire beaucoup de L’obliger, je souhaite que votre reponse le Satisfasse sur cet objet. Je suis [&c.]
d’Orvilliers

[Translation]

My Lord

I have the honor of reporting to you that Captain Jones, Commanding the Congress frigate Ranger, anchored yesterday at ten in the evening in the Roadstead, followed by a prize English frigate of 20 guns, whose mission was to press seamen, and which was particularly detached to fight and seize him. Before this capture, this brave man had sailed to Whitehaven on the northwest coast of England, where he landed and spiked up two small forts of around 30 guns, and in retiring set fire to a Merchant Ship, tied to the dock in the midst of a large number of others; he does not know the success of the fire, having left the shore out of sight. He captured another prize independently, a Brig which he retained, and three other small ships which he sank. The crews of those ships, added to that of the frigate, amount to around 200 Prisoners. I proposed, My Lord, to Captain Jones, that he put the prisoners in a warehouse in the Roadstead, making sure of them with a guard, while awaiting your orders, but I made him understand that he would then no longer be free to dispose of his prisoners, given the Neutrality that still exists between France and England. On this explanation, he Decided to take his prize to Camaret, where he will repair it with the assistance that we provide him and then send it to Boston. This Captain’s intention is, My Lord, to make sure of these prisoners, in order to Exchange them with the English. He expects that five or six days’ stay at Camaret will be enough for him. I strongly exhorted him to hurry the departure of his prize as much as possible, given the incertitude of the
Ability to dispose of the Prisoners, after receipt of your answer.

The Captain requested me, My Lord, to ask of you what he can expect concerning the frigate Built in Holland,4 as I much desire to oblige him, I hope that your response may Satisfy him on this object. I am [&c.]

d’Orvilliers

4. Indien.

Gentlemen Brest—May 8th–1778—

Its extremely disagreeable to me, that my first address to you, shou’d be on such an occasion, as the following detail, which is that immediately on the capture of the English Ship of war Drake, off the harbour Carrickfurgus, in Ireland—Capt'n Jones was pleased to appoint me (his first Lieutenant,) to the command of her for Brest, giving me instructions, a correct copy of which I inclose, and did pay strict obedience to them. On the fifth of this instant, being then towed by a hawser from the Ranger, at day light was hailed by Captain Jones’s order, (a Strange ship then in sight, on our Lee quarter) to cast off the hawser, with which instantly complied, and at the same time requested his pleasure, what method we shou’d pursue, the answer, as understood by every person on the Ship’s deck, Americans, and prisoners was to make the best of our way on. And as he had the evening before, told me, that unless I cou’d make more sail, he must leave me, I kept on for the harbour of Brest, which Port I expected to make, and arrive at the next day. After parting with the Ranger, we soon fell in with a brig under our Lee, which tacked, and gave us chace, we kept close to the wind, and in our shattered condition, made all the sail we cou’d, and prepared, if overtaken by her, to make all the defence, that our circumstances wou’d admit. In the evening saw a ship far distant on our Lee quarter, which we supposed to be the Ranger, and as soon as the darkness of the evening wou’d cover us from the Brig, we bore up East to fall in with the Ranger, till ten at night, then hawled South east two hours, and after that more southerly, for fear of falling to the northward of Ushant. At five o’clock in the morning of the Sixth instant, to my inexpressible satisfaction saw the Ranger a stern, they soon came up and spoke with me, far from thinking that I had disobeyed or even in the least offended Capt'n Jones, took the liberty to ask him, on his ordering our course more easterly, whether he tho’t we were far enough to the southward of Ushant, received no other answer, than to heave too, that he shou’d send his boat on board, which he did with Lieutenant Hall, charged with a suspension, and arrest for a breach of his orders beforemention’d. The event testified his rashness, and mistake, we did fall to the Northward of Ushant, and the next day, after beating out a disagreeable blowing night, were obliged to come thro’ the passage of Four to the harbour of Brest. I need not comment on the Ranger’s being unofficered, a great number of prisoners on board, and her being in danger of falling in the English channel. I am now Gentlemen to beg your pardon for any digression, and in the
most earnest, and suppliant manner, to request your honours, that I may have a fair and open trial, as soon as may be consistent with the interest of the service, which I have to the utmost of my weak endeavours strove to serve, and left England in December 1776 for that very purpose. I beg leave to refer you[...] to a letter wrote you by John Langdon Esq'r of Portsmouth, which was to be delivered by me, but my duty confining me to the service of the ship, did request of Capt'n Jones, to deliver it, who told me that he did inclose it in his letter to you, on his first writing from Nantes. The character Mr. Langdon has been pleased to give me in that letter, you are acquainted with—I only desire your permission to observe, that Mr. Langdon has been fully acquainted with my behaviour in every station that I have acted, from our childhood, to the period of his writing, being both natives of Portsmouth, and from which place thank God I never had occasion to rove in search of employ—I have suffered in the beginning by this contest, and am well disposed to serve the cause of America, as far and as often as my weak assistance is necessary—Suffer me Gentlemen again to intreat you, that if my trial cannot be bro't on here, Your honours will order that I may be sent immediately to America, to take my trial there, being convinced that injured innocence will be righted, and that I may serve my country with pleasure, which I never can do under the command of Captain Jones—I understand that Captain Jones intends sending the Drake to America, which will be a convenient opportunity to send me, and for which I beg your Honours order, and shall ever esteem it an infinite Obligation on Gentlemen Your most Obedient and very humble servant 

Thom Simpson

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JOHN BONDBIELD TO AMERICAN COMMISSIONERS IN FRANCE

8 MAY 1778

Hon Sirs

Bordeaux 8 May 1778

Since I had the honor to write you the 2d Instant there are arrived at this port two ships the one from Savannah the other from Charles Town.

They give an account of many Vessels loading for Europe at Charles Town and of the Arrival of a Spaniard from the Havanah with Specie in a very large Vessel that he was loading with Rice for Cadiz.

By the Sales returned from Georgia they must be greatly distrest eighty five Thousand livres having produced 1,269,780— that Currency which being the same as at Halifax is upward of twelve for One.

My friends from Cadiz write me they meet with difficulty from the Government in the disposal of the prizes sent in by Cunningham and to know if addressing them to me they will meet with a free admittance pray may I give them any assurances on this head.

From the Silence your honors observes relative to the Commission I applyd for the 21 Ultimo to fit out at this Port an Armd Vessel, I judge meets with your disapprobation, I just tutch upon the subject to renew your attention, if admittable
The New Mast we were obliged to procure for the Boston has kept the Ship back full fifteen Days she got it on board yesterday and I shall have every thing required on board as fast as they can prepare to receive them.

Captain McFarland in the Armd Sloop sent by Govm' left this yesterday. a Young Gentleman named Barnet who came down with Mr McFarland applied to me yesterday requesting my Interest to provide for him a passage or employment on board some of the Vessels bound to America he tells me that he came down to go in the above Sloop and is distrest by the Gentlemen who tel him that only One American will be wanted. he appears distrest I shall endeavour to procure him some employ.

The Letters by the Carolina Ships are not yet come to hand so soon as arrived shall be instantly forwarded, per the Vessel from Georgia there was only the two Letters inclosed. By a vessel last evening from Goree the Governor who came passenger told me that two Armd Vessels one belonging to Congress the other a private Ship had calld there the latter end of February his Orders from Government obliged him to order them out of Port giving them only twenty four hours to refresh and Water they had with them three prizes they applied for a pilot to take them into the River intending to destroy the English settlement which was refused them as Goree would or could not harbour them they Stood to the Southward since when he has not heard of them in all probability they must have made great havack in them Seas. there is no British Men of War on that Station. I am [&c.]

John Bondfield


1. Undoubtedly Lassore & Company. See American Commissioners in France to Capt. Gustavus Conyngham, 19 Apr., above.

2. On Conyngham’s prizes, see ibid.


6. Probably Alexandre-Davis-Armeny de Paradis, governor of Senegal, 1777–1778.


JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Fryday May 8th. [Bordeaux]

This Day pleasant Weather, got the Main Top and Main Yard up in their places.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

May 9

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Ranger Brest 9th May 1778

I have the honor to acquaint you that I arrived here last Night and brought in with me the British Ship of War Drake of 20 Guns with English Colours inverted
under the American Stars.—I shall Soon give you the particulars of my Cruise in the meantime you will see some Account of it in a Letter of this date from Comte D’Orvilliers to Monseigneur De Sartine.—I have brought in near Two Hundred Prisoners—and as Comte D’Orvilliers is apprehensive that as the War with England is not yet declared they may perhaps be given up without an Exchange.—I have resolved to Equip the *Drake* with all possible expedition at Cameret and to send the Prisoners in her to America, so fully am I convinced of the bad Policy of releasing Prisoners, especially Seamen, without an Exchange that I am determined never to do it while there remains an Alternative. I should not however have taken a Resolution of such importance without consulting you had not Comte D’Orvilliers told me that the return of a Letter from the Minister might perhaps put it out of my power and therefore recommended that I should loose no time:—Notwithstanding this you will perhaps find it expedient to endeavour to effect an Exchange of these Prisoners in Europe and should the Minister agree to hold them Avowedly as Prisoners of War you will of course inform me thereof Express so as to reach me if possible before the departure of the *Drake.*—I have suspended and confined Lieutenant Simpson for disobedience of Orders.—I have only time at present to add that I have the honor to be with much Esteem and Respect [&c.]

John Paul Jones

NB. I have been rather disappointed in not being favored with a Line from you in Answer to any of my former Letters from Quiberon and Brest.

(Copy)

Copy, ViU, Lee Family Papers. Addressed below close: “To their Excellencies/The American Plenipo-
tentaries/at the Court of/France. Docketed: “J.P.Jones/to/Amr Com r Paris/9 May 1778.” Notations: in three places, “(No 180)”; “(No 110)”; and “1778”.

1. Jones sent the Commissioners his official report of this cruise in a letter of 27 May, but not until after the Commissioners wrote him on 25 May requesting it. See 8 May, above, for the letter from Lieu-
tenant Général des Armées Navales Comte d’Orvilliers to Gabriel de Sartine.

2. The “Minister” was Gabriel de Sartine, the French Secretary of State for the Navy.

3. As seen in the Commissioners letter to Jones of 2 May, below, the captured crew of the H.M. ship-rigged sloop-of-war *Drake* remained in Europe.

4. See Jones to Lt. Thomas Simpson, 7 May, above.

5. Jones had written the Commissioners from Camaret on 4 Apr., above. He had also written them from Paimboeuf on 10 Feb. *NDAR* 11: 993.

**CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS**

Sir

These with my Regards to your Honour, acquainting you of my receiving your kind Epistle by the Docter & will engage myself to take all the Care possible of the Articles that I may receive of your Worthey friend John Brondfield Esqr¹ & will see them safe Delivered to M° Adams, please God, I should arrive safe with my Ship after a short Cruze. Pray Sir excuse my not Writing more particular nor frequenter, being so much troubled with one thing and another that I neglect my Duty in that Respect, but I hope to get my Ship in Readiness within two or three Days of the Time I wrote your Honour but I’ve been vasely detained. I’ve had the Misfortune to loose poor Cavey who fell over Board on the 5th Ins¹ and was Drowned about 6
oClock in the Morning.⁴ I regret the loss of him very much, he became a very good
and useful Officer since your departure from hence. A Ship arrived from the Coast
of Guinea last Evening, which gives an Account of one of our Frigates takeing
three Ships all Slaved fitt for Sea.⁵ I think it must be the Virginia Capt. Nicholson.⁶
I Remain [...]

Sam'l Tucker

1. See Adams to Tucker, 29 Apr., above.
2. For an account of the death of Midn. Peter Cavey, see Journal of the Continental Frigate Boston,
Captain Samuel Tucker, 5 May, above.
3. This probably refers to Rhode Island Privateer Ship Marlborough, Capt. George W. Babcock, com-
mmander, operating off Senegal and Gambia. For more, see John Bondfield to the American Commis-
sioners in France, 8 May, above.
4. Continental Navy frigate Virginia, Capt. Samuel Nicholson, commander, had been captured by
the British in Chesapeake Bay on 1 Apr.

May 10 (Sunday)

HERMAN KATENCAMP TO LORD WEYMOUTH

[Extract]

No: 86 Corunna 10th: May 1778

My Lord

I most humbly beg leave to refer to my last of the 7th Instant in which I had the
Honor to acquaint your Lordship of the Arrival in this Harbour of the Rebel Cutter the
Revenge, Capt. Gustave Cunningham from Cadiz. It appears that he has taken no
less than four Prizes since he left that Port,¹ but I can learn the name of that only
which he brought in here, and which proves to be the Brig Mary, Philip Preto, Master,
bound from London to Gibraltar with Provisions for the Garrison,² Under Pretext
that the Prize is leaky but in Truth in order to pave the way for the Sale of the Cargo
the Captain General³ has permitted it to be landed. Cunningham is preparing for an-
other Cruize, and I fear will do very considerable Mischief. [... ] My Lord Your [...]

H Katencamp

1. Continental Navy cutter Revenge, Capt. Gustavus Conyngham, commander, had sailed from
Cadiz on 10 Apr. As Katencamp believed, he captured four prizes before arriving at Corunna. For more
on those prizes, see Conyngham to William Hodge, 16 May, below.
2. Brig Maria, “R. Preto,” master, 170 tons and carrying four 6-pounders was built in Newburyport
in 1767 and was owned by the ship’s master. Lloyd’s Register of Ships, 1777–1778. Maria carried a cargo of
porter cheese and dry goods. “Account of Prizes taken in the Surprize by Capt. Gustavus Conyngham,”
in Letters and Papers of Gustavus Conyngham, insert facing p. 152.
3. Don Felix O’Neille.

May 11

LLOYD’S EVENING POST, AND BRITISH CHRONICLE (LONDON), FRIDAY, MAY 8, TO MONDAY,
MAY 11, 1778

LONDON.
The *Elizabeth*, Jack, from Clyde to Halifax, is taken by the Americans. . . .

The *True Briton*, Denning, from Newfoundland for Barbadoes, is retaken by the *Seaford* man of war, and sent into Barbadoes. The *Seaford* went in quest of the *Fair Play* privateer, which took her.

The *Active*, Powell, of Liverpoole, has taken fourteen prizes, and sent them all into St. Augustine.

Captain Ogilvie, of the *Betsey*, arrived at Cowes, from Florida, in his passage spoke with a Swedish ship, which had been boarded and examined by two American privateers, one of thirty, and the other of twenty guns, off Cape Ortugal.

Government are going to lay floating batteries in the several Harbours of this Island that are defenceless; they have already purchased several ships for that purpose, one of which, of 300 tons, is now fitting out at Limehouse, and is to mount eighteen nine pounders.

Letters from Guernsey, received on Saturday, say, That nine sail of prizes, taken by some privateers belonging to that place, have within a few days been brought in there; one is a ship from London with Dr. Franklin’s Commission on board; another is the *Hero*, bound to France, with 650 hogsheads of tobacco, and another is the *Cabot*, from Tobago to North America.

1. In a report printed 11 May, *The Public Advertiser* (London) called the captured vessel *Eliza*.


3. *The Public Advertiser* (London) on 7 May printed an extract of a letter from Charleston, S.C., dated 12 Mar., reporting that the sloop *Active*, formerly of Charleston “and carried into Liverpool last Summer by her Crew,” had been cruising off South Carolina “for some Weeks” and had captured “several Prizes, the Masters and Crews of some of which have been sent ashore; they give a very favourable Report of the kind treatment they received from Captain Powell.” That same newspaper on 9 May reported that *Active*, Capt. John Powell, commanding, had captured six prizes and taken them into St. Augustine, though it revised the number to fourteen in its 12 May edition.

4. This action was a response to the raid on Whitehaven by the Continental Navy ship *Ranger* in Apr. 1778.

5. This was probably *Hero*, James Patrick, master, which according to High Court of Admiralty records was an English ship.

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**JOURNAL OF DR. JONATHAN HASKINS**

[Mill Prison, Plymouth, May 1778]

11th Tuesday in the Long P. they have a hole in Agitation & smuggle the Earth out with their Hammocks & Coats

D, MeHi, Jonathan Haskins Journal.

1. Long Prison, a two-story windowless structure situated along the north wall of Mill Prison, where prisoners were housed. Cohen, *Yankee Sailors*, p. 36.

2. In his diary entry for this date, Charles Herbert provided additional details concerning this escape tunnel. He wrote that it had been under construction for “ten days past” and that a number of prisoners had for “many days past” been carrying dirt from the hole “in our pockets and under our great coats, and emptying it into the vaults.” He adds that on the afternoon of 11 May, the hole “founded.” On 12 May, he describes a ruse used to distract the “turnkey and sentry” so the hole could be “stopped.” Thus, he reports, “it was not discovered.” Herbert, *Relic of the Revolution*, pp. 120–21.
Gabriel de Sartine to Lieutenant Général des Armées Navales
Comte d'Orvilliers

Copie de la lettre du Ministre à M. Le Cte. d'Orvilliers, Commandant et Intendant de Brest, du 11e mai 1778.

Je Suis informé, Monsieur, par les officiers de l’amirauté de Brest qu’il s’est embarqué Sur le Ranger pendant le séjour que cette Frégate anglo-américaine a faite en ce Port une N° des Ruisseaux garçon Perruquier âgé de 19 ans, natif de L’orient, et que ce jeune homme à été débauché par le Capitaine de ce Bâtiment et par le S. Riou, Interprète de la Marine, qui sont parvenus à le faire sortir de chez le S. Roddiere. Cette conduite de la part du S. Riou est d’autant plus répréhensible que par son Etat il est tenu de veiller à ce qu’il ne s’embarque qui que ce soit sur les Navires Etrangers, sans que les officiers des Classes et d’amirauté avaient connaissance. J’ai rendu compte au Roi de l’infidélité de cet Interprète dans ses fonctions, et L’intention de Sa Majesté est qu’il soit puni de huit Jours de prison. J’ai l’honneur de vous adresser ci-joint l’ordre qui á été expédié à cet effet, Je vous prie de le faire exécuter ; vous voudrez bien aussi lorsque le Terme de sa détention sera expiré lui faire une très vive reprimande, et Le prévenir que S’il retomboit à l’avenir en pareille faute il seroit beaucoup plus sévèrement puni. J’ai L’honneur &c Signé de Sartine.

Pour Copie. /

[Translation]
Copy of the Letter from the Minister to M. the Comte d’Orvilliers, Commandant and Intendant of Brest, of 11 May 1778.

I am informed, Sir, by the officers of the admiralty of Brest that there was embarked on board the Ranger, during this cruise that this Anglo-American frigate made from this Port, a Wigmaker’s apprentice named des Ruisseaux, aged 19 years, native of L’orient, and that this young man has been led astray by the Captain of this ship and by Sieur Riou, Naval Interpreter, who has succeeded in making him leave the employ of Sieur Rodier. This conduct on the part of Sieur Riou is all the more reprehensible since, by his Profession, he is responsible for seeing to it that no one is embarked on board Foreign Ships without the knowledge of officers of Classes and the admiralty. I have informed the King of the infidelity of this Interpreter in his functions, and it is His Majesty’s intention that he be punished with eight days in prison. I have the honor to address to you the enclosed order that has been sent on this matter. I am asking you to have it executed; you would please, as soon as the term of his detention is expired, give him the liveliest reprimand and warn him that, if he repeats such a mistake in the future, he will be very much more severely punished. I have the honor to be, etc.

2. The French system of the registration of mariners for conscription into the navy.
JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Brest May 11. 1778.

Your Excellencies are before this Time informed of the Gallant Action performed by Cap't Jones, who has no doubt also informed you of his Intentions relative to the Drake Sloop of War.1 I happened to be at Morlaix when this News reached me, and as I thought my presence would be of Service I came immediately hither. Cap't Jones informs me that he has immediate occasion for about £2000 Sterling, to equip the Drake in which he means to send the Prisoners to America, and that directly least the french Court should prevent him. I know of no other Method of procuring this Money than by drawing on you, in which case I doubt not the Bills will be honoured.2 I shall next post inform you if anything new occurs in the mean time have the honour to be [&c.]

Jona Williams J

1. See Capt. John Paul Jones to the American Commissioners in France, 9 May, above.
2. For more on Jones’s draft on the commissioners and the controversy arising from it, see Jones to the American Commissioners in France, 16 May, below.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Monday May 11th. [Bordeaux]

A pleasant Day, the People employed on Necessary Duty, the Body of Mr. Cavey was found by the people on Shore & decently buried.—1

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).


In his journal entry of 12 May, below, Lt. William Jennison provided more details on the discovery of Cavey’s body and his burial.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate Boston, Bordeaux]

[May] 11 Went ashore in search of Deserters & at 12 caught 2 Seamen who had been absent three weeks—sent them on board & dined ashore with Mr. Bates1 & Mr. Tucker the Captn’s Brother2—In the Evening went to the Playhouse with them and saw the Deserter acted—3


2. That is, Benjamin Tucker, acting master of Boston.
3. The comic opera Le Déserteur by Pierre Alexandre Monsigny.

SILAS DEANE TO VICE AMIRAL COMTE D’ESTAING

On board the Languedoc

Sir

May 11th. 1778

The situation of the British Forces, in America, when the last Accounts, came from thence, was as follows; General Howe at Philadelphia, with about
Twelve Thousand Men, & five or six Frigates, with the Transports. General Clinton at New York, with Four or Five Thousand Men, and Two Shippes of the Line, several frigates, and Transports. General Pigott at New Port, with about Three Thousand Men, and Lord Howe in the Harbor, with Three Shippes of the Line and a Number of Frigates and Transports. The Force at Hallifax & Canada need not be considered at present. The Fleet under Lord Howe consisted of Five Shippes of the Line, the Number of Frigates cannot be so easily ascertained as it was constantly varying, and they were cruising at great a distance from each other, some of them off Hallifax, and others off Carolina. This appears to have been the Arrangement in the Month of February last.—Lord Howe went to Newport on Account of the safety of that Harbor in Winter, & to be near at hand, to give Orders for the embarking of General Bourgoynes Army which were Prisoners at Boston. It should be observed that a Number of the Frigates were in Chesopeak Bay To intercept the Trade of Virginia, & Maryland. The Bay [of] Chesopeak and the Bay or River of Delaware will admit Shipps, of the larger Size, and there is no Difficulty or Danger in going into them, at this Season of the Year, & anchoring at the mouth of them, untill Intelligence can be had [of] the Situation, and Force of the Enemy. The harbor of New York, is also capable of receiving Shipps of the first rate. the Channel as may be seen by the Chart, is [a] good one, and I do not remember, To have ever heard of any Accident in either going in or out of it. At the same Time it is more difficult than either the [entrance] of Chesapeak, or Delaware; and the difference is, that [the] Shoals in it are near the Entrance, whilst in the [others] the Shoals and Banks which are the most dangerous are after You have entered them, & some distance from the Mouths, as may be seen by the Charts. New London, Newport, Boston, Portsmouth, & indeed almost all the [ports] to the East of New York are very good, and may be entered without danger, especially at this Season of the Year. The Question is, which of these Ports is to be preferred taking all Circumstances into Consideration. It is a Question of Importance, I have constantly considered it as such with the greatest Attention since I had the Satisfaction to learn that a Fleet would be sent Out, & since You have honored Me by asking my Opinion on the Subject [the] Result of my Reflections is, that it will be most for the [benefit] of the Expedition, and all Parties interested, in the Event That the Fleet go directly, for the River Delaware. permit Me to assign my Reasons and to submit them to Your Superior Judgment. In the first place I do not imagine that the position of the British Forces, either by Sea or Land, is the same now, as it was in February last, but it appears to Me, almost certain, that one or other of the following measures, must have been pursued by them; that is, either they have entirely evacuated America (which is not probable) or they have collected their whole Force into one Point, or Place, to make a Vigorous Effort before the Americans can receive succour & supplies; Or they may have divided their Forces, and sent a part of them into Canada, & Nova Scotia, and the other part, either back to England, or into the West
Indies. Supposing them to have taken either of these plans, by going direct for Philadelphia, they will probably be intercepted, and defeated. If they collect their whole Force, it will be either at Philadelphia, or New York. If at the former, only entering into the mouth of the River, with the Fleet, will defeat them without striking a blow. If they collect at New York, by going first to the Delaware, Intelligence may be obtained, and with a South West Wind, which blows almost constantly at this Season, The Fleet may arrive at New York, in less than Forty Eight Hours, furnished with the best of Pilots, and with the Advantage, of knowing exactly their Force and Situation if they have evacuated America, either in part, or entirely, they may probably be met with on their return, if designed for Europe; and in the Course of the Voyage, Intelligence may undoubtedly be met with, from French, English or American Vessels; Or supposing them, to have divided [their] Force, and sent a part into Canada & Nova Scotia, & [part] into the West Indies to act offensively there. The Fleet by going directly to Philadelphia, will be soon supplied with Fresh provisions, & in readiness & in the best position [to] proceed, as the Circumstances may require, after them, either to the Northward, or Southward. The Delaware is in my Opinion, to be preferr’d to New York on this Account, that it is easier entering the Mouth of it, & the Land is low and distant, that no Battery can be erected to oppose the entrance, it is at the same Time, so near the Bay of Chesapeake, that the English Frigates, must quit their Station there, or be taken, which will open that Inlet, an Object at this Time, of the utmost importance, to The United States. These Considerations, have led Me To prefer, going directly into the Delaware, to any other plan. Capt. All is sufficiently acquainted, for the purpose of entering the River, & coming to Anchor in the Road, which is all that is necessary. New Port is a fine safe harbor which Capt. All is acquainted, but it is probable that A small part of the Enemy’s Force will remain there, being so far to the Northward, the Enemy at New York, at Philadelphia would get News of the Fleet, and by some means or other either escape, or secure themselves. The Ports of Boston & others to the Eastward, as has already been mentioned, are very good & Safe, & the Capt’s. Johnsons are well acquainted in them, as is Capt. Nicholson in Chesapeake, yet I must on the whole prefer going direct to the Delaware to any other destination. But on the passage, or on the Coast, We shall be certain to meet with Intelligence, where the English Force is, & what it is, by which a better Judgment can be formed, than it is possible to make at this Distance.—I have been so particular, that I may perhaps have been Tediou, but I rely on your candor To forgive it, as well as the Freedom with which I have wrote, I have the honor to remain [&c.]

Silas Deane

L, FrPNA, Marine B3 143, fols. 56–58. Addressed below signature: “To his Excellency/The Count D’Estaing.”

1. Capt. Isaac All, a Philadelphia merchant captain who joined the D’Estaing’s fleet as a pilot at Toulon. See Deane Papers, 3: 184, 407.

2. Capt. Henry Johnson, Continental Navy, and Eleazar Johnson, Jr., a Massachusetts privateer captain, who acted as pilots for the fleet.

May 12

Sir Joseph Yorke to William Fraser

Extract of a Letter from Sir Joseph Yorke to Mr Fraser dated Hague 12th May 1778.

I received Yesterday the inclosed Letter from a friend of mine a Merchant at Amsterdam and a good Subject,¹ I have made the best and most immediate use of it I could to put our People on their Guard, but it would have been better had the giver of the Intelligence mention’d some particulars about this Privateer to distinguish it; it is odd to blow himself by taking a light Collier & that Circumstance almost makes me suspect the truth of the Report; but for many Reasons the appearance of Our Flag to the Northward may have a good effect.

Copy, UkJPR, Adm. 1/4135, fol. 103. Enclosed in William Fraser to Philip Stephens, 15 May 1778. Yorke was the British ambassador at the Hague; Fraser was Undersecretary of State, Northern Department.

1. The letter that Yorke enclosed was from Alexander Henderson, dated 10 May. In it he reported that an American privateer had captured an unnamed “Light Collier” shortly after the collier sailed from the Texel. Henderson pointedly suggested that “Government” send “Cruising Ships” to patrol the Dutch coast, the waters off the Elbe, the Weser, and also the “Sound [i.e., Skagerrak]” so trade with the Netherlands, “Bremen, Hambourg and the Baltick may not be molested.” To emphasize the need for British Navy patrols, he observed: “Colliers furnish no inconsiderable Number of Sailors for his Majesty’s Service.” Fraser enclosed a copy of Henderson’s letter in his letter to Philip Stephens, secretary to the Lords Commissioners of the Admiralty, of 15 May.

ARTHUR LEE TO ALL CAPTAINS OF AMERICAN AND FRENCH VESSELS

To all Captains of American & French vessels, Paris, May 12th 1778. You are desird to give the most immediate & public warning in the first port you reach belonging to the United States, or to France their Ally,—that the Prince royal of 90 guns, having Admiral Byron on board, with a fleet of ten 74 gun Ships, one 64 & a Frigate of 32, is to sail from Portsmouth with the first fair wind for N. America¹

Arthur Lee Commissioner of Congress

DS, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 176. Enclosed in Joseph Gardouqi & Sons to Capt. Benjamin West, 4 June 1778. On the reverse side of the document appears this note: “These are to Certify that the within Notte was received this very day from the Honourable Arthur Lee Esq’ Commissioner of Congress at Paris[,] Bilbao the 4th June 1778—Joseph Gardouqi & sons delivered to Cap’ Benjamin West.”

1. The ship was actually H.M.S. Princess Royal, Capt. William Blair, commander. Vice Adm. John Byron’s fleet consisted of:

H.M.S. Princess Royal 90  Vice Adm. John Byron  
Capt. William Blair  
H.M.S. Royal Oak 74  Rear Adm. Hyde Parker, Sr.  
Capt. Henry Francis Evans  
H.M.S. Invincible 74  Commo. John Evans  
Capt. Anthony Parrey  
H.M.S. Bedford 74  Capt. Edmund Affleck  
H.M.S. Albion 74  Capt. George Bowyer  
H.M.S. Conqueror 74  Capt. Thomas Graves  
H.M.S. Cornwall 74  Capt. Timothy Edwards  
H.M.S. Culloden 74  Capt. George Balfour  
H.M.S. Fame 74  Capt. Stephen Colby  
H.M.S. Grafton 74  Capt. Andrew Wilkinson  
H.M.S. Russell 74  Capt. Francis Samuel Drake
Jean-Daniel Schweighauser to Captain John Paul Jones, Continental Navy

Sir

Nantes 12 May 1778

Being inform’d of your arrival at Brest with Several Prises, I think it my duty to advise you, that William Lee Esqr. and Sole Agent of ye. united States of America has transmitted me his Commission, for to represent him in this Province, so that all Ships and Prises Arriving for ye. account of Congress ought to be to my adress.¹

I Know from Mr. Williams that he pretends having a right to interfere, and he will perhaps allready have entertain’d you on this subject. Therefore I think proper to Send you the inclosed Copy of Arthur Lee’s Esq’ Letter on that Same Subject,² that You may govern yourself in Consequence, and expecting to hear from you I remain [&c.]

J.D. Schweighauser

John Ross to Captain John Paul Jones, Continental Navy

Dear Sir

Nantes 12 May 1778

I replyed to your last on the 2d Ulto. which I suppose did not get to hand previous to your Sailing, not having heard since from You.—By several Letters yesterday in Town from Brest I was pleased to See your safe return from Your Cruize announced here, And I hope attended with success & honour considering your formidable force.—

Some Arrangements taking place in the Agency here, the L——’s¹ assuming distinct power’s Named M’r Schweigh² of this place as Deputy in the province of Britain, he is my Friend & a Gentleman of an unblemished Character, Nevertheless, I have reason’s, if you approve, to consign your prizes to M’r William’s,² Joining me atsame time with him, to Act for You and Your Ships Company. And I shall pay attention to the concern—Williams has been hitherto employed by the Comm’rs but the L——’s from their quarrels with their Coleagues wish to overrule every Measure.—If there is any of Your prizes soon for Sale at Brest. Advise me by post, flattering my self they may be permited to a Publick Sale, when every person may become a free purchaser—I mean to attend if I can employ any Money in that way with Advantage. however, as I propose to Regulate my self by your opinion, shall expect to hear from You, giving me a short acct⁺ of your Adventure’s in the

¹. William Lee, before departing for Germany, had appointed Schweighauser to the post of Continental agent at Brest replacing Jonathan Williams, Jr. All the American Commissioners in France supported Lee’s action. Williams, not informed of the Commissioners’ determination, remained convinced he was the rightful agent and that Lee had no authority to appoint another. Not until 25 May and only after Williams had appealed to them did the Commissioners inform Williams of his replacement by Schweighauser. Benjamin Franklin Papers 26: lxvi–vii, 525–26.
². See Arthur Lee to Jean-Daniel Schweighauser, Apr. 1778, above. The Committee of Commerce dismissed Thomas Morris from his post as Continental agent on 17 Dec. The reason given was that he “unhappily preferred dissipation to business.” Smith, Letters of Delegates, 8: 428.
Neighbourhood of your Native Soil.— Some part of it is published already in the Leydon Gazette came in To-day, but I suppose rather imperfect.— The inclosed came to hand since my last, In the meantime let me assure you that I am most Sincerely in haste [&c.]

Jnº Ross

1. Ross is referring to Arthur Lee, one of the American Commissioners in France, and William Lee, who was appointed by Congress to superintend American commercial agents in Europe.

2. Jean-Daniel Schweighauser. For more on this controversy, see Schweighauser to Jones, this date, above.

3. Jonathan Williams, Jr.


5. By "Leydon Gazette," Ross referred to Nouvelles Extraordinaires de Divers Endriots, generally known as the Gazette de Leyde or Leiden Gazette.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Hon Sirs/ Bordeaux 12 May 1778

... The Boston¹ is taking on board her provisions and will drop down on Sunday.² I push them all in my Power. Cap Tucker also exerts himself to get away their expences run very deep notwithstanding every Economy posible is observed. they have but few Seamen onboard I am in doubt if we can obtain leave to ship any french Seamen. Landsmen any Number wanted. The Jersey Privateers keep hovering on the Coast of Spain they have taken as advise last post from Bilboa two Vessels with Rice. & One with Tobacco³ the Neutrality wch: its reported Spain intends to preserve makes them very dareing even to enter the ports of that Kingdom We dont hear of any British Cruizers in the Bay of Biscay from whence there is room to suppose they are all orderd in to Man the Fleets It is apprehended the Carolina Letters Dulap put onboard a french Ship from Martinico at Sea. that the Ship must have met some Privateer at Sea and on the strength of these Letters made a Capture of her. ... With due respect [&c.]

John Bondfield

¹ Continental Navy frigate Boston, Capt. Samuel Tucker, commander.
² That is, 17 May. According to its journal, Boston did not depart Bordeaux until 22 May and did not go to sea until 6 June.
³ In a letter of 13 May, James Moylan sent the commissioners a report that brig Dolphin, Turner, master, from Boston, carrying tobacco and rice had been taken by a British privateer off Bilbao and carried into Lisbon. PPAmP, Benjamin Franklin Papers, vol. 9, fol. 157.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate Boston, Bordeaux]

[May] 12

The Body of Peter Cavee¹ was driven ashore 6 miles above Bordeaux & an Order was sent by the 1st Lieut² to bury, but the Priests would not allow him to do that Office, but performed it
themselves with 16 dollars Cost—

1. On the death of Midn. Peter Cavey, see Jennison’s journal entry of 5 May, above.
2. Lt. Benjamin Reed.

May 13

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON

By &c.

Notwithstanding former Orders you are hereby required and directed, when Rear Admiral Parker arrives off Plymouth Sound, to Order him and the several Ships of your Squadron which maybe with him into the said Sound; And to remain there with the whole of the said Squadron until you receive further Order; Holding yourself in constant readiness to put to Sea at a moments notice.

Given &c 13: May 1778

Sandwich
J Buller
C Spencer

By &c

P.S.

L.B, UkLPR, Adm. 2/1335 (Secret), fols. 18–19. Addressed at bottom of page: “To/The Honorable John Byron/Vice Adm of the Blue &c./at Plymouth.” Notation: “By a Messenger the same Day/at 8 oClock P.M.” Docketed: “ORD. 13 May 1778/V. Adm Byron.”

1. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3 May, above.
2. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LLOYD’S EVENING POST, AND BRITISH CHRONICLE (LONDON), MONDAY, MAY 11, TO WEDNESDAY, MAY 13, 1778

LONDON.

Captain Conner, of the Duke of Portland schooner, just arrived at Bristol from Tortola, on the 3d of April fell in with the Two Brothers, M’Bride, an American privateer belonging to Boston,1 who boarded him, and demanded his papers, thinking to make him a prize; upon which Capt. Conner invited M’Bride into his cabin, having given private orders to his people to secure the boat’s crew, as he intended to seize the Captain below, which they accordingly did; it being in the dusk of the evening, Capt. Conner desired M’Bride to exchange dress with him; his people doing the like with the boat’s crew, they boarded the privateer thus disguised, the people of which mistaking them for their own Captain and crew, took possession of her, and confined the hands on board. On the 5th ult. he fell in with the snow Barbary packet, commanded by Capt. Dickman, of London, of 14 four pounders, eight swivels, &c. who took his prize from him;2 but it is hoped Capt. Conner, for his conduct on this occasion, will have her returned, as it does not appear Capt. Dickman had a letter of marque.3 Capt. Conner had but six swivels, two cutlasses, and about two ounces of gunpowder on board. There was a French Officer on board, whom Captain Conner secured, and with Capt. M’Bride, and five of his people, lodged on board the tender in Kingroad.
The *Prudent*, Capt. Rouxhall, from London for Madeira, was taken lately near
that Island by the *Lion* Rebel privateer, and carried into Martinico.

1. An account of this incident in *The Public Advertiser* (London) of 9 May, describes *Two Brothers* as
“an armed Schooner from Surinam for Boston, with Bale Goods.” Schooner *Two Brothers*, William
McBride, master, was prosecuted in the High Court of Admiralty in 1778, where it was identified as a
“merchant ship under Dutch colours,” from Surinam bound for Boston. In his deposition, McBride
claimed Dutch citizenship. Although he had formerly been a British subject, living in Norwich, Conn.,
where his wife still lived, he had departed thence three years previously and had been admitted as a
freeman of St. Eustatius. UKLPR, H.C.A. 32/467/5.

2. Brig *Barbary Packet*, William Dickman, master, 150 tons burthen, ten 3-pounders, built at Provi-
dence, R.I. in 1767, some small repairs in 1777, owned by Captain & Co., bound from London to To-

3. William Dickman claimed authority for the capture on the basis of his vessel’s retention in His
Majesty’s service as a packet. On 13 July 1778 the High Court of Admiralty condemned the ship as a
good prize, but reserved the matter of whether the *Duke of Portland* or the *Barbary Packet* was the legal
captor. H.C.A. 32/467/5.

**Gabriel de Sartine to Arnaud De La Porte**

Versailles Le 13 Mai 1778.

J’ai reçu, Monsieur, la Lettre que vous m’avez écrite le 8 de ce mois pour
m’annoncer le retour à Brest de la frégate des Etats unis Le *Ranger*, commandée
par Le Captn Jones, qui y a amené une frégate Angloise de 20 Canons1 dont il s’est
emparé après un combat très vif.

Je mande à M Le Cte d’Orvilliers qu’il n’y auroit point eu d’inconvénient à
garder Le *Ranger* et sa prise dans la Rade de Brest, pourvu que ses prisonniers fussent
resté sur son bord ou sur celui de la prise, et n’eussent point mis pied à terre ; mais que s’ils eussent été débarqués, la neutralité du Territoire leur eût
rendu la liberté, et que le Capitaine Jones n’eût pas été fondé à les reclamer.

Puisque ce Capitaine a pris le parti de se retirer à Camaret avec sa prise, Le
Roi approuvera qu’il Lui soit Fourni tous les secours dont il peut avoir besoin en
agrès, apparaux, vivres, et même en munitions de guerre, si la consommation qu’il
en a faite dans le combat qu’il a livré, lui faisoit demander un remplacement. Vous
voudrez bien vous entendre avec M d’Orvilliers pour tout ce qui sera nécessaire de
fournir à ce Bâtiment. J’ai l’honneur d’être [&c.]

de sartine

[Translation]

Versailles, 13 May 1778

I have received, Sir, the letter that you wrote me on the 8th of this month in-
foming me of the return to Brest of the United States frigate the *Ranger*, com-
manded by Capt. Jones, who brought in there an English frigate of 20 guns,1 which
he took after a very lively engagement.

I am asking M. le Comte d’Orvilliers if there would be anything improper in
keeping the *Ranger* and her prize in the Roads of Brest so that her prisoners would
remain aboard her or her prize and would not set foot ashore at all. Should they
be debarked, the neutrality of the Territory would set them free and Captain Jones
would have no grounds to reclaim them.

Since this Captain has decided to withdraw to Camaret with the prize, the King
will approve that he be furnished all the aid he needs in rigging, fittings, provisions,
even ammunition if the consumption caused by the battle that he waged requires
him to make a replacement. You would be wise to consult with M. d'Orvilliers on everything that will be needed to furnish this ship. I have the honor to be [&c.]

desartine

OFFICERS AND MEN OF THE CONTINENTAL SHIP OF WAR RANGER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

[Brest]
The Officers and Men belonging to the Ranger, present their Respects to Captain Jones, and beg leave to inform him that they are acquainted, that the Seals on the Lord Chatham may be broken this Afternoon, and that they desire their Agent Mr. Rion may be present

13th May 1778


1. On the capture of Lord Chatham, a British merchantman, by Ranger, see Jones to the American Commissioners in France, 27 May, below.

2. The reference here is to Pierre Rion, the King’s interpreter at the port of Nantes, who had become agent for the officers and crew. The prize master for the Lord Chatham wrote Benjamin Franklin that the crew was pleased to have Rion as their agent, but John Paul Jones later contended that Rion was a scoundrel who had sowed discord and duped his men. John Steward to Benjamin Franklin, 4 May 1778, Benjamin Franklin Papers, 26: 397; Jones to the American Commissioners in France, 9 Dec. 1778. PPAmP, Benjamin Franklin Papers, vol. 12, fol. 183.

May 14

THE LONDON CHRONICLE, TUESDAY, MAY 12, TO THURSDAY, MAY 14, 1778

LONDON.
The Juno brig, a Letter of Marque, has taken a French vessel called the Luttell, from York River to Nantz, with tobacco, and carried her into Waterford.

The Batchelor, ————, from New York to Philadelphia, is taken by the Americans.

1. Probably British letter of marque brig Juno, W. Beaver, master, 80 tons burthen, built in Liverpool in 1775 and extensively rebuilt in 1778. Juno carried ten 4-pounders and was owned by Sandys & Co. Lloyd’s Register of Ship, 1777–1778.


JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]

14th. Friday Joseph Kennington of the Lexington died in the Hospital who is (Bro’ Over) who is the 5th. Who has died in this prison Here is Nothing Allowed the sick that is convenient in such Cases.
Sir, Passi May 14th 1778.

In the several cruises made by Captains Wickes, Johnson, Cunningham, Thompson and others of our armed Vessels, on the Coasts of Great Britain, it is computed that between four and five hundred Prisoners have been made, and set at Liberty, either on their landing in France, or at Sea, because it was understood that We could not keep them confined in France. When Captain Wickes brought in at one Time, near an hundred, We proposed to Lord Stormont, an Exchange for as many of our confined in England, but all Treaty on the Subject was rudely refused, and our People are still detained there, notwithstanding the liberal discharges We had made of theirs as above mentioned. We hear that Captain Jones has now brought into Brest, near two hundred, which We should be glad to exchange for our Seamen, who might be of Use in Expeditions from hence: but as an Opinion prevails that Prisoners of a Nation with which France is not at War, and brought into by another Power cannot be reclaimed by this Captain, but are free, as soon as they arrive, We are apprehensive that these Prisoners may also be set at Liberty, return to England, and serve to man a Frigate against Us, while our brave Seamen, with a Number of our Friends of this Nation, whom We are anxious to set free, continue useless & languishing in their Gaols.

In a Treatise of one of your Law Writers, intitled Traite des Prises ou Principes de la Jurisprudence Francoise, Concernant les prises, qui se font sur mer, printed 1763 we find the above Opinion controverted page 129, § 30. in The following Words “Ceci fait voir ce semble qu’il n’est pas vrai comme quelques uns pretendent que desqu’un Prisonnier ou un Otage, en S’echappant ou autrement, a mis pied a Terre, chez un puissance neutre, il est absolument libre des lors. A la verité il ne sera permis de le reprendre, Sans le Consentiment de cette puissance; mais elle manqueroit aux loix de la neutralité, si elle refusoit ce consentiment. C’est un Suite de l’asyle du au navire dans lequel etoit le prisonnier ou l’Otage.” We know not of what Authority this writer may be, and therefore pray a moment of your Excellencys attention to this Matter, requesting your advice upon it, that if it be possible some means may be devised, to retain these Prisoners, till as many of ours can be obtained, in Exchange for them. We have the Honour to be &c

Signed B. Franklin, Arthur Lee & John Adams
5. René Josué Valin (1695-1765).
6. Translation by John Adams for his autobiography: “This seems to shew, that it is not true, as some Persons pretend, that as soon as a Prisoner, making his escape or otherwise, has sett his foot on Land, in a neutral Power, he is absolutely free from that moment. Indeed it will not be permitted to re-take him, without the consent of that Power; but she would be wanting to the Laws of Neutrality, if [s]he should refuse her Consent. This is a Consequence of the Assylum due to the Ship in which was the Prisoner or the Hostage.” *Adams Papers* 4: 100.

**LORD GRANTHAM TO LORD WEYMOUTH**

[Extract]

No. 30

Aranjuez: 14: May 1778.

My Lord

Having heard that Cunningham had entered into the Harbour of Coruña, since he had been sent out of that of Cadiz, I immediately went to M. Florida blanca to express not only the Surprize, but the Concern with which I had learnt this Information. And I have received from that Minister the particulars of a very severe Reprimand which he had by Tuesday nights post written himself to General O’Neill who commands in that part of Spain and whose Conduct and Disobedience he blamed with the strongest Expressions. . . . I have the Honour to be [&c.]

Grantham

2. On the effect of this order, see the note at Capt. Gustavus Conyngham to Lagoanere & Co., 21 May, below.

May 15

**WILLIAMSON’S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,**

**FRIDAY, MAY 15, 1778**

LIVERPOOL.

The *Toms*, Houghton, belonging to this port, on a cruize in the West Indies has taken a schooner loaded with Spermaceti, candles, &c. and sent her into Antigua.

The *Lydia*, Evans, of this port from New York for Barbadoes, has taken a very valuable ship loaded with masts &c.

The *True Blue*, late Beaty is lost near Cameroons; sixty slaves are saved and put on board the *Ann*, Barclay, belonging to this port.

The *Waddell*, Scott, from hence to New York, is taken and carried into Martinico.

The *Lively*, Calvert, from Lancaster for Jamaica, is taken by the Americans.

The *Hamden* Privateer belonging to Salem of 12 four Pounders and 70 men, is taken by the *Seaford* man of war, and carried into Dominica the 2d of March.

A Letter of Marque, belonging to Dominica took and carried into that Island
the 3d of March, a sloop from Carolina loaded with rice and indigo; the same day a Privateer called the Harlequin belonging to Antigua brought in a brig from Suri-nam bound for Boston, loaded with molasses, &c.

An American Privateer sloop belonging to Georgia, of 12 carriage guns and 14 swivels called the Revenge, Capt. Samson, that was going from St. Peirs, Martinico, to Point Peter, Guadaloupe, with only 10 men on board, the rest of the crew was to have been ship’d at Point Peter; four of the men rose upon the Captain and the other 5 men, and carried the vessel into Dominica.

Three Ships took fire at Sea out of the 5 that sailed from Bristol, loaded with coal, owing to the Sulphurous matter in the coals; two of which were entirely burnt, the crews were saved; the other the fire was with great difficulty kept under and was beating away to Antigua, but was taken 30 leagues to westward of Dom-inica, and carried into Martinico.

Three of the Cork fleet are taken and carried into Martinico.

The Kitty, Thompson, belonging to this port, and another ship Henry Gilbert, Master; in going from Rhode Island to Philadelphia, in company, were taken on the 7th of March, in the Delaware and burnt; they people made their escape and got safe to Philadelphia.

The Sloop Endeavour, Potter a Prize to the Ellis, Capt. Jolly, of this Port, is put into Antigua, the cargoe consisting mostly of tobacco, and the vessel are there sold.

1. British letter of marque ship Toms, Houghton, commander, 200 tons burthen and carrying four-teen 6-pounders, built in Liverpool in 1767, owned by S. Livesly. Lloyd’s Register of Ships, 1777–1778.
2. British letter of marque snow Lydia, J. Evans, commander, 200 tons burthen, carrying twelve 6-pounders, built in Liverpool in 1775, owned by J. Chorley. Ibid.
3. Ship True Blue, William Batty, master, 250 tons burthen, built in Liverpool in 1770, repaired 1775, owned by Sandy & Co. Ibid.
5. Ship Waddel, William Scott, master, 200 tons burthen, built in New York in 1772, owned by Cunningham. Ibid.
6. Brig Lively, John Calvert, master, 90 tons burthen, built in Lancaster in 1773, owned by Calvert & Co. Ibid.
8. According to the Journal of H.M. frigate Seaford, 2 Mar. 1778, the Dominican privateer was the brig Liberty, and its prize was a sloop captured on a cruise from Georgia to Martinique.NDAR 11: 493.
10. For more on the seizure of the Georgia privateer sloop Revenge, Capt. Sampson, by members of the crew after its departure from St. Pierre, Martinique, see Gov. Thomas Shirley to Vice Adm. James Young, 22 Feb. 1778,NDAR 11: 404.

COMTE DE VERGENNES TO THE AMERICAN COMMISSIONERS IN FRANCE

À Versailles le 15 May 1778.

M. les Deputés des Etats unis

J’ai l’honneur Mœs. de vous envoyer la copie d’une lettre écrite à M. de Sartine par le Consul de France à Madere. vous y verrez toutes les circonstances de la
conduite qu’un Corsaire américain n° Jean Waren a tenue envers un Senaut ou Bri-
gantin françois, Cap⁶ Rochel dont il s’est emparé assez proche de terre et à la vuë
de la ville de Madere. des procedés aussi reprehensibles ne peuvent rester impunis,
et je ne doute pas m¹r que vous ne farriez auprès du congrès les demarches les plus
efficaces pour que non seulement le Capitaine Jean Waren éprouve la punition que
merite sa conduite, mais encore pour procurer au Batiment françois la satisfaction et
le dedommagement qui lui sont dus. Je me repose à cet égard sur la necessité dont
vous etes surement convaincus, de reprimer des pareils excès dont les consequences
ne seront pas moins senties par le Congrès qu’elles le sont par nous memes.¹

[Translation]

Versailles, 15th May 1778

M. The Deputies of the United States

I have the honor, Gentlemen, to send you a copy of a letter written to M. de
Sartine by the French Consul at Madeira. You will see therein all the circumstances
regarding the behavior of an American privateer called John Warren toward a
French snow or brigantine, Captain Rochel, which he seized quite near land and
in view of the town of Madeira. Such reprehensible proceedings cannot remain
unpunished, and I do not doubt, Gentlemen, that you will take most efficacious
steps through Congress in order that not only may Captain John Warren receive
the punishment that his conduct deserves, but also that the Captain of the French
vessel may be given the satisfaction and compensation that are due to him. I rely in
this respect on the necessity, of which you must be convinced, of repressing such
excesses, the consequences of which will not be less felt by Congress than they are
by ourselves.¹

¹ In his letter of 19 Feb. 1778 to Gabriel de Sartine, the French consul at Madeira, M. de La Ruel-
liere, reported that on 4 Feb. Massachusetts privateer Lion, Capt. “Jean Warren,” stopped the French
snow or brigantine Prudent, Capt. Rochel, of 150 tons, from London, laden with pipe staves and flour,
for Madeira, within sight of the island, and that Warren violently removed the French vessel’s crew and
sent Prudent, with an American crew, as a prize to Boston, under pretence that the cargo belonged to
the English. DNA, PCC, M247, roll 114, item 85, pp. 138–39. Joseph Fichet, of St. Malo, Prudent’s
owner, wrote a parallel complaint to Benjamin Franklin on 4 May. Benjamin Franklin Papers 26: 396–97.
According to Fichet, Prudent’s master was François C. Rouxel, and Warren sent Prudent to Martinique,
with the master and one crewmember. Lion was a Massachusetts privateer brigantine, commissioned on
28 Nov. 1777, owned by Jonathan Peele, Jr., John Fisk, and others, and commanded by Benjamin War-
ren, of Salem. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 197, 198. The American Commissioners
forwarded Vergennes’s and Ruelliere’s letters to Congress on 19 May. DNA, PCC, M247, roll 111, item
84, p. 129. There is no evidence that Congress acted on the complaint or that Prudent was ever libeled
in a Massachusetts maritime court. Massachusetts Navy brigantines Hazard and Tyrannicide encountered
Warren and Lion in the harbor of St. Pierre, Martinique, on 31 Mar. Log of the Massachusetts Navy
Brigantine Tyrannicide, Captain Jonathan Haraden, 31 Mar. 1778, and William and Godfrey Hutchinson
to the President of the Massachusetts Board of War, 31 Mar. 1778, in NDAR 11: 854–55.

**JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER**

Fryday May 15th

Dirty Weather, the people impoyd, in Clearing the Ship for Sea.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).
**CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LAURENT LE COUTEULX**

D° S°

Crona [Corunna] May 15th [1778]

I arrived heare the lst of this month After making four prizes two of which sent for America, one of them with salt the other wine, one we brought in heare that was for the Garison of Gibrarter & mahon we have Obtained permission to discharge with a deal of precausions as in such Cases is requisite and the Spanish Government requires. the Great Civilities I received from your house I am Verry sorry to think it is not in my power to make A returne off but if ever should it would Give me a Great pleasure to Convince you of my Gratitude—if m° hodge is left your place please to forward the enclosed be not surprised if I should enter your Bay once more in spite of the Alarmer and All his Confederates. I am [&c.]

GC

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**WILLIAM HODGE TO BENJAMIN FRANKLIN**

His Excellency Doctor Franklin, Cadiz, May 15th 1778

I should not trouble your Excellency with writing, but having wrote to Mr. Deane immediately after my arrival here upon the 26th of March & having receiv’d no answer, makes me conjecture that He had taken his departure from Paris before the arrival of my letter. I shall take the liberty of inclosing to Your Excellency the Copies of two letters, which I sent to the Governour of this Place, the One of the 17th of April in regard of the English Consul claiming three Sailors belonging to Cap’t Cunyngham, the Other of the 5th of May in respect of three American Prisoners having sworn ashore from a British Frigat that was laying in Cadiz Road. The three Seamen claimd by the English Consul from Cap’t Cunyngham were born in England, but have been in America since they were Children, one of which had a Wife & Several Children in Phiβ, Yet the English Consul had the assurance to demand these Men as British Subjects. But my representing the situation of these Men together with my going Nine Miles distance to inform General O Reilly (who is Commander in Chief of this Province) of the affair, I got liberty for the Men to proceed in Cap’t Cunyngham, or any other Vessel I thought proper to send them in. But in respect of the three American Prisoners, who made their escape from the British Frigat, I am sorry to inform your Excellency that the Poor Fellows were dragged on board the Frigat by permission of the Governour, & very probably One or more of them sufferd death for desertion, they being obligd to enter on board the Frigat, when they were taken Prisoners, or otherwise were not allowd sufficient to subsist upon, as they informd me whilst ashore. The French Consul & M° Le Couteaulx my Merchant at this place, did me the favor to go to the Governour with me to represent these Men as Americans but the Governour replyd that the English Consul demanded the Men as British Seamen, & that unless The French Consul or M° Le Coutealx could demand them He should let them go on board. The French Consul told the Governour that I was come in favor of the Sailors, the Governour answerd that I was a Stranger & unknown to him, & of consequence
there being no proper Person to reclaim the Men, he could not prevent the Cap't of the Frigat taking the Men on board. I hope Your Excellency sees the injustice & cruelty of the Order given to the Cap't of the Frigat to take these Prisoners from a Neutral Port on board his Vessel. I cannot restrain informing Your Excellency likewise that many American Prisoners make their escape from Gibralter, & Cadiz being one of the most Capital Sea Port towns in Europe together with its being adjacent to Gibralter, the Prisoners always makes for this place, & are generally destitute of the means of supplying themselves with the necessaries of life. In this situation I found several since my arrival one of which being very ill, I was obligd to put him into the Hospital, where he still remains at a Livre per day. Many of these poor Men have been so distressed as to be Obliged to apply for Assistance from the English Consul.5

I beg my Compliments to be presented to your Son,6 and accept the best Respects [&c.]

Wm Hodge

May 16

“EXTRACT OF A LETTER FROM WHITEHAVEN, MAY 16”

“Friday last this town, and the country for many miles on the coast, was greatly alarmed by the firing of cannon, which was distinctly heard early in the morning.—The companies of the Cumberland and Westmoreland Militia, quartered here, were ordered under arms, and posted at suitable places on the out-skirts of the harbour. The apprehensions which so naturally arise here, since the late daring attack on the shipping, &c.1 soon subsided, as the firing, it appeared, was only signal guns from the George, Capt. Askew, from Rhode Island, who arrived about one o’clock, and on the passage had taken a prize, which she sent to Halifax.2

“The George left Newport the 15th of April, with a fleet of 25 sail, under convoy of the Grampus,3 but parting with the fleet on the 20th, she took a snow from Cadiz, bound for Petersburgh, in Virginia, with 8000 bushels of salt, which Capt. Askew sent to Halifax under the command of Mr. Braithwaite, his chief Mate. The Captain, and seven of the men, are brought in here.

Capt. Richard Townsend, of the Jonathan, of Liverpool, came passenger in the George.4 He had the misfortune to lose a leg, and had the great toe of the other foot shot off, in the engagement with an American privateer, which she beat off, after engaging her three times. A few days after, he fell in with the same privateer, and a schooner, and was, by his order, carried upon deck in a chair, where, during a long contest, he received a wound in the side; notwithstanding which, he would not be

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removed, and two of the enemy who boarded him fell by his hand; another aimed a blow at his head with a cutlass, which had like to have proved fatal, as it cut off a piece of his hat, and wounded him in the shoulder. Capt. Townsend suffered two amputations of the leg, but is now in good spirits.—The above privateer is called the General Washington, commanded by Mr. Rogers, formerly in the British Navy.5

“Intelligence is received that the Woodcock, formerly belonging to this Port, and taken by the Americans,6 has been fitted out at Providence with 20 nine pounders, and is now on a cruize, having got past the King’s ships. The Lonsdale, another ship lately belonging to this Port, was also fitting out at Boston, with the same number of guns, &c. She is now called the Bostonian.”7

Lloyd’s Evening Post, 22–25 May 1778.

1. On the attack on Whitehaven by the Continental Navy ship Ranger, Capt. John Paul Jones, commander, see Capt. John Paul Jones to American Commissioners in France, 27 May, below. The attack took place on 23 Apr. 1778.

2. British letter of marque ship George, J. Askew, master, 200 tons burthen, carrying sixteen 6 and 4-pounders. It was built in Virginia in 1775 and was owned by Samuel Martin of Whitehaven. Lloyd’s Register of Ships, 1777–1778; The New York Gazette and the Weekly Mercury, 9 Feb. 1778.


4. For more on the letter of marque ship Jonathan and its capture, see NDAR 11: 11, 12n.


CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen (No 189) Brest 16th May 1778

As there is an appearance that the Sales of the Rangers prizes1 will be greatly protracted thro’ the claims of the Admiralty here—I have been under the necessity of drawing on you this day a Bill at Five days sight in favor of Monsieur Bersolle2 for Twenty four thousand Livers—which I mean to distribute among the brave Officers and Men to whom I owe my late Success.—It is but reasonable that they should be furnished with the means of procuring little comforts and necessaries of Life for themselves—And the interests of the Service as well as the claims of Humanity and Justice plead in behalf of their Wives and helpless Families who are now unprovided in America and will naturally expect a Supply of Cloathing &ca. by the Drake.—3

You may expect a circumstantial Account of every transaction respecting the Ranger in a day or two—4 Mean time my unsettled situation must be my Apology.

It may not be amiss to add that upon recollection I do not conceive that France has any power to give up American prisoners while they remain onboard of American Ships and are not Suffered to come ashore.—I have the honor [&c.]

John Paul Jones

1. The prizes were the merchant ship Lord Chatham, William Straughan, master; brigantine Patience, William Moore, master; and H.M. ship-rigged sloop-of-war Drake, whose captain, Comdr. George Burdon, was killed at the time of its capture.

2. Emmanuel-Yves Bersolle, a Brest merchant and postal director.

3. In the draft of this letter, Jones here began an account of his recent cruise on the Continental Navy ship Ranger, but stopped and wrote the final paragraphs of this letter to the commissioners on a separate sheet of paper. DNA, PCC, item 168, vol. 1, p. 71 (M247, roll 185).

4. Jones sent the report to the commissioners on 27 May, below.

CERTIFICATE OF MEMBERS OF THE PRIZE CREW OF H.M. SHIP-RIGGED SLOOP-OF-WAR Drake

We the subscribers (persons put on board the Drake by Cap't Jones’s order,1 from the Ranger, to man her, under the Command of Lieut. Simpson,) do hereby testify, that when a sail was seen on Our Lee quarter, at Day Light in the morning of the 5th May, the Drake (then in tow by the Ranger,) was hail’d from her, and ordered to Cast Off, and to make the best of our way, that Lieut Simpson did ask as to what the order was, Desired M' Hill2 to ask again who accordingly did ask whether we should make the best of our way, and was answered from the Ranger, Ay, Ay, Lieut. Simpson did Express great Anxiety, and Concern at the Order, and said, that Capt. Jones had been very Careful of the Drake, till then, and was leaving her in a place of the greatest Danger, that he, (said simpson) had rather loose ten prizes, than Loose the Drake, They then reefed the main top mast, which was Carried away by making sail In Compliance with Cap't Jones’s signal the Night before, it being weakened by a shot in the Action with the Ranger, Soon after our parting with the Ranger, a brig under our Lee, tack’d, and Kept her wind for us, which we took for a privateer, We ware Ordered by Lieut. Simpson, to be as Expedetious as possible to make what sail we could in the best manner, our ship then in a shatter’d Condition, and to get our guns ready, that if she Came up, we might make as good defence as was in our power, the wind favouring us we kept Clear of him till Dark, when the ship’s course, was ordered East till ten o’ the clock in the night, to fall in with a ship on our Lee quarter at a great distance which we took to be the Ranger, and after that having sounded, hauled up SE, and again more Southerly, the Lieut. thinking, As he said, we were not far enough to the Southward; in the morning we saw a ship a stern, which Lieut. Simpson, said, was the Ranger, at which he Expressed great satisfaction, the Ranger made her Signals, which were answered on board the Drake. On her Comming up, Capt. Jones ordered the Course ESE M' Simpson told him that he was afraid we were not far enough to the southward; however obeyed the order, after that Capt, Jones Ordered to bring too, and sent his boat a board, in which came Lieutenant Hall, and superseded M' Simpson, then made sail, and both Ships were haul’d up more southerly, and could not wheather Ushent but after beating that afternoon, and the night following, were the next morning obliged to bear up, and ran down the North side of Ushant and beat thro’ the Four passage3 to get to Brest— We are also sensible that Lieut, Simpson, did use every endeaver to Comply with the Signals from Capt, Jones, and always attended to the supporting, Refitting, and making such sail, as the ship’s mast and rigging Could possibly bear, to keep company with the Ranger for which purpose, himself, with the people, were almost Constantly on deck, and that when the people complained for want of rest, he exhorted and cheered them by saying, that
their wou’d be great honour to us, getting in such a prize, that Although it was fa-
tiguing the time wou’d be Short the prize our own, with an addition of bounty
from Congress.—

In witness of the truth of which we hereunto set our hands.—

Brest May 16th. 1778.

Benj Hill
Edw Myers
Edward Gale
Sam Odiorne
Tho Mead
John Whalen
John Colbath
Oliver Crummet
John Garoin
Edmund Boyenton
William Allen
William Jones
Obadiah Donell
Ebenezer Watson

John Caverly
Pellsons [?]
James Smith
William fennel
John Parsons
William English
William pirkins
Ephm Grant’s Mark X
Caleb Emery’s Mark X
Mark Staple’s Mark X
Dan Sargeant junr.
his Mark X

D, PPAmP, Benjamin Franklin Papers, vol. 61, fol. 99. Notation: “Peoples certificate/that were on

2. Volunteer Midn. Benjamin Hill.
3. Between the islands and the mainland; they were sailing southward against the wind.

Journal of Continental Navy Frigate Boston, Captain Samuel Tucker

May 16th—Saturday [Bordeaux]
pleasent Weather, the people imploy’d in bending the Sails

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

Captain Gustavus Conyngham, Continental Navy, to William Hodge

S—

Cronna May 16th. 78.

We Arrived the 1st of May—in Our Cruze heare made four prizes two sent
for America one of them 180 tons of salt¹ the Other 130 tons of wine² the fourth
Brig we brought in heare Loaded with provisions for the Garison of Gibralter &
mahon.³ We have begun the Descharge Under the Uzull formalities by A Letter
of Yours I see the 1st Brig is Sold in Consequence it is expected you will Lodge
the half of proceeds with m’ Le coateau for the ships Company When the shall call
for it.⁴ I have and send inclosed a list of the crew and the manner the[y] Share
which is to is to be payd them when the[y] Demand it by producing A Certificate from
me I am [&c]

GC—

I see you mention that men is plenty at Calais. In Consequence I shall call theare
as soon As possible
1. Brig *Carbonnere* (Carboneer), Fabian Street, master, with a cargo of salt; sent to Newburyport, Mass., but carried into Halifax by the prize master. “Account of Prizes taken in the *Surprize* by Capt. Gustavus Conyngham,” in *Letters and Papers of Gustavus Conyngham*, insert facing p. 152.

2. Brig *Countess of Morton*, J. Orrick, master, on a voyage from Barcelona to Cowes, with a cargo of fruit and wine; sent to Newburyport, Mass., but the prize master took it to Martinique where it was sold. Ibid.

3. Brig *Maria*, R. Preto, master, with a cargo of cheese and dry goods. Ibid.; see also Herman Katen-camp to Lord Weymouth, 10 May, above.

4. Brig *Tapley*, Holt, master, with a cargo of butter; sent to Cadiz and sold for 100,000 reales. J. L. and L. Le Couteulx and Co. served as agents in the sale. Ibid.

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**May 17 (Sunday)**

**COMTE DE VERGENNES TO JACQUES NECKER**

M. Necker

À Versailles le 17. May 1778.

J’ai reçu, M. la lettre que vous m’avez fait l’honneur de m’écrire le 6. de ce mois avec le procès verbal1 que les fermiers-généraux vous aviez addressé concernant le cap² Jean Tucker,2 commandant la frégate américaine le *Boston* ; avant de repondre j’ai cru devoir m’informer si ce vx. appartient aux Etats-unis de l’amérique et s’il est véritablement une batiment de guerre, ou s’il est simplement un Corsaire ; les Députés du Congrès, á qui je me suis addressé pour cet effet, viennent de massurer de la maniére la plus positive que le *Boston* est une fregate appartenant aux Etats-unis—et armée par les ordres du Congrès.3 D’après cela, M. ce Vaisseau ne saurait être traité comme une batiment marchand et les employés de la ferme-général doivent se conduire à son égard, conformément aux règles qu’ils suivent à regard des batimens de guerre de toutes les autres nations, c’est-à-dire qu’ils doivent s’abstenir d’en faire la visite, et se borner aux précautions d’usage pour empêcher les Vx. de guerre de verser de la contrebande dans nos ports./.4

[Translation]

M. Necker

Versailles, 17th May 1778.

I have received, Sir, the letter that you did me the honor to write to me on the 6th instant, with the proces verbal that the Farmers-General addressed to you1 concerning Captain John Tucker,2 commanding the American frigate the *Boston*. Before replying, I thought it right to find out whether that vessel belongs to the United States of America, and whether it is really a ship of war or simply a privateer. The Deputies of Congress, to whom I applied for this purpose, have just assured me in the most positive manner that the *Boston* is a frigate belonging to the United States, and armed by order of Congress.3 According to this, Sir, the ship cannot be treated as a merchant vessel, and the employees of the Farmers-General should act, with regard to it, in accordance with the rules they observe with respect to the ships of war of all other nations; that is to say, they should abstain from examining it, and limit themselves to the usual precautions for preventing ships of war bringing contraband into our ports.4

Stevens’s Facsimiles, vol. 22, no. 1925. Marginal notation: “conduite qui doit etre tenue à l’egard du navire le *Boston* que les Deputés americains assurent etre une fregate au Service des Etats unis.”; translation: “Conduct that should be observed with regard to the ship *Boston* which the American
Deputies assure us is a frigate in the Service of the United States.” Necker was directeur général des Finances.
1. “Procés-Verbal by the Officers of the Farmers General at Bordeaux,” 9 Apr., above.
4. On 17 May, Vergennes also wrote to the American Commissioners in France, informing them that the employees of the farmers-general at Bordeaux had been instructed to treat Boston as a warship of a sovereign nation. Benjamin Franklin Papers 26: 493.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 17 May 1778

I did myself the favour to address you last Tuesday to which crave reference—This now serve merely to send the inclosed which I received by Last post from England.—¹ Mr. J. Williams account of Your Cruise to a friend here, correspond in part with this publication and am extremely pleased; you have Succeeded so well disturbing the Peace and quiete of the Inhabitants of Whitehaven, & alarming the Western part of that Island.—²

I perceive you paid your respects to Lord Selkirks house, permitting your Men to carry off the Family plate, from necessity & expediency of encouring their Ardour:³ Your Expedition admited of no Alternative, as it might have had the worst effect, did you then attempt to restrain them. Nevertheless My Dear Friend: Knowing Sufficiently your disposition, to be above such Acts, as may expose you & your Command to the censure of even your Enemy’s, Permit my taking the liberty with You, to offer my opinion freely as a disinterested friend, in what I wish you in particulare to Adopt respecting the plate.—Accordingly without offering any farther appologie, give me Leave to recommend your purchaseing your peoples Share of this plate. And without consulting even the Commissioners, or any other person on the Subject Commit the whole intyre & safe to some friend as the property of Lord Selkirk.— Taking the Oppot² thereafter, to advise his Lordship by Letter from yourself, of the part you have acted, & the necessity at the time of indulging Your people to make free with the plate.—⁴

Youl be pleased my Friend to remember, that I take the liberty only to offer this as my own private Opinion, Subjecting the propriety of doing it to your own Superior Judgement You may however believe I have only but one motive in recommending this to your particular consideration. which is to preserve a conduct & Character in Your Line, no less honorable & disinterested, then distinguishable in a Commander of a Continental Navy even at the earliest period of its commencement.—Excuse my freedom, and Accept it as my private Sentiments of him who is with Particulare Zeal [&c.]

Jno° Ross


1. Enclosure not found.
2. The letter of Jonathan Williams, Jr., has not been found. It was undoubtedly based on the account sent to Gabriel de Sartine by Comte d’Orvilliers on 9 May 1778.
3. On the raid on the house of the Earl of Selkirk, see Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.
4. As seen at ibid., Jones had already done what Ross suggested here.
JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 17 May 1778

I finished the inclosed¹ & am now at M' Lloydes² at Dinner where talking of you & recollecting your being proprietor of a large Stock of Porter—Wish you sent a few Cask here by the first good Oppty for the use of your American Friends—If you come this way youl get part with Welcome—³

By an English paper, its said Some of your prizes have got Money & Valuable property on Board—⁴ I mention this for Your government—Suppose the Ship bound to Ireland⁵ is alluded to. 50 PCt Prem⁶m being given on her Yrs

JR

¹. Ross’s first letter to Jones of this date is immediately above.
². John Lloyd, a merchant at Nantes.
³. As seen in his letter to Ross of 23 Aug. 1778, Jones received fifty hogsheads of porter from the prize ship Lord Chatham and offered Ross as many as he could drink.
⁴. On 8 May, the Morning Post and Daily Advertiser (London) reported that “General Irwin’s baggage and plate which were on board the Lord Chatham . . . are said to be worth near £5,000.”
⁵. Lord Chatham was en route to Dublin from London when taken by Ranger.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Sunday May 17th. [Bordeaux]

This Day pleasant Weather the pilot came on Board, un[n]more Ship & cleared the Decks to go down the River at 11 oClock, weigh’d Anchor & saluted the Castle of Bourdeaux with twenty one Guns, they returned the Salute, fell down the River—as far as Backelyan¹ & more Ship.

¹. That is, Bacalan, on the Gironde River, about one-half mile below Bordeaux.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

May 18

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON

By &c

In pursuance of the Kings pleasure signified to Us by Lord George Germain one of His Majesty’s Principal Secretaries of State, in his Letter of Yesterdays date,¹ you are hereby required and directed instead of proceeding directly to Halifax with the Squadron under your Command in quest of Mons⁵ D’Estaing as directed by our Instructions of the 3rd Instant, to proceed in the first Instance to Sandy Hook at the Entrance of the Harbour of New York, and, upon your arrival off that Port you are to send in for Intelligence; and according to the information you receive and the Judgement you shall be able to form of the place where Mons⁵ D’Estaing’s Squadron may be or is most likely to be met with, you are to pursue it thither and to conduct yourself in your farther proceedings conformable to the Instructions you have already received and to do your utmost to fullfill the Kings Intentions by taking or destroying
the said French Squadron wherever you find an opportunity to attack it. But in case, upon your arrival in North America or in the West Indies (if you shall proceed thither) you shall find it impractical to bring the French Squadron to an Action and you shall receive Intelligence that the whole, or any part of it, has quitted the North American or West Indian Seas in Order to return to Europe, your are, in such Case, to return to England with the whole, or so many of the Ships under your Command as, from the Advices you receive of the dispositions made by Mons' D’Estaing of the French Squadron, you shall judge best for the King’s Service, taking care if any Ships remain of it, to leave a greater number of His Majestys Ships to watch their motions, and if practicable to attack and to take or destroy them. Given &c 18: May 1778.

Sandwich
Lisburne
By &c
H. Penton

P.S. 2

LB, UkLPR, Adm. 2/1335 (Secret), fol. 20–21. Addressed at bottom of page: “To/The Honble John Byron/Vice Adm’ of the Blue &c.” Notation at bottom of page: “By Express the next day at ½ past 1 o’Clock A:M/NB—Copy sent to Lord Howe 20 May by/the Lioness Storeship.” Docketed: “ORD. 18 May 1778./V. Adml Byron.”

1. In his letter, Germain wrote that as the three regiments that had been ordered to Halifax—the 70th, 74th, and six companies of the 82d—had already departed and would “arrive there before any attack can be made against it,” Byron should sail directly to Sandy Hook. UkLPR, S.P. (Naval) 42/52. fol. 281–82.

2. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LLOYD’S EVENING POST, AND BRITISH CHRONICLE, FRIDAY, MAY 15, TO TUESDAY, MAY 18, 1778

LONDON.

The Defiance letter of marque, of Jersey,\(^1\) has taken two American vessels, bound for Bilboa, viz. the brig Unity, from Georgia, 150 tons, with rice and indigo, and the schooner Perseverance, of 70 tons, from Newbury, with rice, tobacco, &c.\(^2\)


2. In the issue of 2–4 June 1778, The London Chronicle reprinted a letter from Jersey, dated 31 May, reporting the arrival of “Coswell schooner, Capt. Williams,” another prize of Defiance. This prize was the American merchant ship Caswell, Thomas Williamson, master, captured on a voyage from Virginia to France. UkLPR, H.C.A. 32/288/8.

AMERICAN COMMISSIONERS IN FRANCE TO THE GOVERNOR OR MEMBER OF ANY HOUSE OF REPRESENTATIVES IN ANY OF THE 13 UNITED STATES OF NORTH AMERICA

Gentlemen, Paris May 18. 1778

Certain intelligence having been received that Eleven British Ships of War, (viz one of 90 Guns, nine of 74, and one of 64 Guns)\(^1\) are in the Road of St. Helens near Portsmouth, bound for North America, & the United States being in Alliance with France, you are requested as speedily as possible to Convey this information to the Commanders of any French Fleet or Ships of War in America, by sending them this Letter, and also to Publish the Contents of it in all the Continental News Papers.\(^2\) We have the honor to be [&c],

B Franklin
John Adams
FRANCESCO FAVI TO THE GOVERNMENT OF FLORENCE

[Extract]

Parigi 18. Maggio 1778

Il Ranger\(^1\) armator Americano di 18 Cannoni, e di 140 uomini d'equipaggio è entrato ultimamente nel porto di Brest con un bastimento mercantile Inglese carico di riche merci per L'Olanda, e del Drago Sloop\(^2\) da guerra di didetta Nazione e della portola di 18 cannoni da esso predati. Questa vittoria benchè non pu di gran conseguenza non ha lasciato di fare in questo paese molta sensazione, poichè conferma sempre più l'opinione, che si è avuta del vigor delle forze Americane per mare, e tal vantaggio è tanto più signalato quante che il Drago sea perduto nell azion il suo Capitano, ed il primo Tenente,\(^3\) oltre 22 uomini fra morti, e feriti.

È stato interpellato il Ministro della Marina nelle disposizioni da prendersi relativamente all equipaggio del suddetto legno predato, al che egli ha replicato, che S.M. non era presentemente nel caso di ritenere gli Inglesi prigionieri di guerra. . . .

[Translation]

Paris, 18 May 1778

The Ranger,\(^1\) an American privateer of 18 guns and 140 crewman recently entered the port of Brest with an English merchant ship loaded with expensive cargo for Holland, and with the sloop Drake\(^2\) belonging to the said nation and carrying 18 guns captured by it. Although this victory is inconsequential, it caused a sensation in this country because it again confirmed the opinion held that American sea forces are vigorous, and this victory is made more remarkable since the Drake lost in the action its captain and its first lieutenant,\(^3\) besides 22 men counting dead and wounded.

The Minister of the Marine was officially questioned on the measures to be taken regarding the crew of said captured vessel, and he answered that His Majesty did not presently consider the English to be prisoners of war. . . .

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CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

Honored Sir

Brest May 18th. 1778.

The within letter Addressed to the Countess of Selkirk which I leave open for your perusal will I hope apologize for the liberty I take when I request you to forward it via Holland.¹—two copies are already forwarded, one of which under cover to the Post Master at Calais and Lord Le Despencer—So that I hope at least one of the three will reach the Ladys hands.²

I cannot but feel myself hurt by the dirty insinuation of the Enemy—that my enterprise at Whitehaven was in consequence of a Capital Sum paid me in hand by the Court of France?—They have other Visits of the same kind to expect—(if I am not deprived of the means of making them—) and that too without my having either a certainty or hope of Gain. I have the honor [&c.]

Jno P Jones


1. Jones was referring to his letter to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.
2. Francis Dashwood, Baron Le Despencer was the British Postmaster General. The Countess of Selkirk received two copies of Jones’s letter, including the copy he sent to Baron Le Despencer. Earl of Selkirk to Jones, 9 June, Sir David Hope-Dunbar, Kirkcudbright, Scotland, 1986.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Brest May 18. 1778.

My last informed your Excellencies of my Arrival at this Place from Morlaix and my Motives in coming hither.¹

Cap¹ Jones has received a Letter from M⁰ Schweighauser who in consequence of one from William Lee Esq⁰ claims the Disposal of the Prizes sent into this Port by the Ranger, informs Cap¹ Jones that he has the Management of the public Business, and that I pretend to what he alone has authority for.²

As I wish to be clearly understood in every part of my Conduct, I take the Liberty to assure you that I came hither with a View, not of obtaining a Consignment, but of assisting Cap¹ Jones in his Affairs, and consequently of serving the Public; I therefore have not attempted to alter the Channel, the commercial Part of the Business had taken.

The former Prize the Lord Chatham being sent into the Intendant³ the Sale of it will probably [be] made by the Admiralty, if not, it will fall into the Hands of M⁰ Bersoll⁴ by whom the Ranger was furnished before her Departure, and to whom Cap¹ Jones has applied for his present Wants, it being necessary, on Acco⁰ of the great Detail of them that the Business should be transacted by a Resident here; the other being empty is employed as a prison Ship⁵ The Drake is fitting to convey the prisoners to America:⁶ I have given every assistance in my Power to put the affairs in a regular Train for a speedy and compleat Supply.

Your Excellencies thus see that my Motives are very different from what M⁰ Schweighauser supposes, and so far from having any Disposition of entering into a Dispute about pecuniary advantages, it is my Intention to quit Brest the Moment I find my Presence useless to the Public; —but as much as I wish to avoid Dispute I must endeavour also to avoid an Imputation of neglect of Duty, and if I had acted otherwise than I have done I should have felt myself liable to it.—
Cap' Jones’s great object is to secure near 200 Prisoners which he keeps on board his Prison Brig, so as to obtain an equal Number of our unhappy Countrymen now suffering in Captivity. If this can be effected here it will not be necessary to send the *Drake* to America, and in this Case, I beg leave to observe that this Ship can take a great Part of the Stores I have at Nantes, perhaps almost all. As she belongs wholly to the Captors it will be necessary to buy her of them, or freight her to America either of which could be perhaps more reasonably done than of any other Persons. As you shall please to decide, I will in obedience act.—7

I shall go from this in a Day or two taking Nantes in my Way to collect my Papers [and] intend to proceed to Paris. This need not prevent the loading of the *Drake* should you so determine. I have the honour to be [&c.]

Jon. Williams

1. Williams had written the Commissioners on 11 May. PPAmP, Benjamin Franklin Papers, vol. 37, no. 153.
2. See Jean-Daniel Schweighauser to Capt. John Paul Jones, 12 May, above.
3. That is, Arnaud de La Porte.
4. That is, Emmanuel-Yves Bersolle.
5. Probably brigantine *Patience*, captured by *Ranger* on 26 Apr.
6. H.M. ship-rigged sloop-of-war *Drake*, captured by *Ranger* on 24 Apr. It was not sent to America as Williams proposed.
7. On 25 May, the Commissioners replied that Williams’s letter had convinced them that Williams still believed he had “Authority to interfere in the Disposal of Prizes and that you should be chargeable with Neglect of Duty, if you should not.” They wrote Williams that for reasons of economy he had been replaced by Schweighauser and “We do hereby revoke all the Powers and Authorities, heretofore, granted to you.” DLC, Benjamin Franklin Papers, series 2, vol. 18, no. 445.
the English Prisoners, none of whom have set foot on shore: but in order to assure Captain Jones against the Enterprizes of these prisoners, and to assure myself of their persons, I have, at his request, lent him a guard for them, taken from the garrisons of the ships of the line in the Roadstead, whom I have relieved every four days. I will have him supplied, as you order, and I have already offered him rigging, gear, provisions, and even munitions of war, all his needs. . . . I am [&c.]

d’Orvilliers


1. Brigantine Patience, William Moore, master.

JOHN G. FRAZER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Bordeaux May 18th. 1778

This Day I am informed of your safe arrival at Brest, from a very successful Cruise, which gives me infinite pleasure to hear.—I have been here ever since I left Nantes, and the greatest part of the time very sick with a Fever—I am now thank God perfectly recovered, and purpose setting out for Paris the last of this month, or the beginning of the next, I shou’d be glad to here from you and have a candid account of your Cruise

The English prints give various acct’s of your enterprize—as well as private Letters &c—The Boston Frigate arivd here the 1st. of April commanded by Saml. Tucker Esq’ The Honbl. John Adams came passenger in her, and she is now ready for sea, and will sail the first fair wind upon a Cruise, she took a very valuable prize upon Her passage to this Country, said to be worth Seventy-Thousand Pounds Sterlg.¹ there are many Americans here, some who left the Continent as late as the first of April, they all bring good news There are two young Gentlemen of Family and Fortune here one a native of South Carolina, who was bred to the Sea, the other is a native of Maryland They both want much to be in our Navy and wish to be with you, if you have any vacancy, or want officers in your ship, Marines, or Saylors—they will please you I am sure, and shou’d be glad you wou’d let me know—² direct for me to the care of M‘ John Bondfield agent for the united States of America at this place as these Gent. will wait uningaged till I receive your answer, which I shall expect by the return of this post, please to accept of my Love, and compliments to yourself, and make the same to Mr. Simpson & all the rest of your Officers and am with respect, wishing you all a continuation of your success, and every thing else that is good, may attend you, your most obt. [&c.]

Jno. G. Frazer

PS. I shall proceed from Paris, to Holland, Germany, & Sweden³

L. DLC, Peter Force Collection, Papers of John Paul Jones, no. 6744. Addressed: “John Paul Jones Esq’/Commander of the/Ranger American Ship/of War now at,/port—Brest.” Docketed: “from Major Frazer/Biourdaeoux May 18th. 1778/rec’d Brest May 26th. 1778—”

1. The ship captured by Boston was Martha. Its captain, Peter McIntosh, told John Adams that the cargo had been insured for £70,000 that the vessel and cargo were worth £80,000. Adams, Diary, 4: 25. Martha was recaptured while en route to the United States and therefore no money was realized for its American captors. Ibid., p. 171.

2. In his reply of 28 June, Jones wrote that he was “much obliged to Mr. Pringle for the Journey whc. you say he has undertaken to Sail with me, and to you for altering your Rout to Accompany him.”

710 EUROPEAN THEATER
MdAN, John Paul Jones Letter Book. While Frazer and J. J. Pringle visited *Ranger*, there is no evidence that Pringle enrolled as an officer. The other gentleman may have been William Morris, who joined the *Ranger* as a lieutenant of Marines. Morris to Jones, 26 May, below.

3. As seen in note 2, Frazer altered his travel plans and visited Nantes.

**Journal of Continental Navy Frigate Boston, Captain Samuel Tucker**

*Monday May 18th. 1778.*—

* [Bacalan, France]

This Day pleasant Weather, sundry stores came on Board from Bourdeaux. In the Night 2 Sailors left the Ship.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

**Bernard Dehez to Captain Gustavus Conyngham, Continental Navy**

Monsieur a S' Sébastien le 18 May 1778.  

L'on m’a assuré que Vous etes actuellement a Cadiz, J’adresse la presente lettre a mon amy Mr. Jean Walmsley, de la dite ville ; lamy en question, et moy Sommes tres impatients d’avoir de vos cheres nouvelles, votre affaire est En tres Bone Etat ; et nous faisons tout le possible pour quelle Tourne a votre faveur, et avantage, et nous Esperons de Réussir, Si vous aves la bonté pour le bien de vos Interets, de nous faire donner une Caution par Mr. Larralde, ou par Mrs. Gardoquiz, les deux me dizent quils ne puissent pas le faire sans votre ordre, et que vous les metties facultatifs pour le faire ; lassesueur de la Cauze, demande que vous Cautionies le jugement du procès ; cet une formalité qu’il faut Remplir, et au Moyen de quoy la Procedure semettra En etat detre jugée icy, ou au Conseil de Guerre, et Sans Nulle difficulté à Votre avantage ; lavocat que vous vites avec moy, vous defend a ne pouvoir mieux, mais le Cap° Letournois Reclame sur vous le fut, et les avaries que vous luy aves dit il Cauzé, et ne veut point partir d’icy, malgré quon luy a notifié de votre part quils poivre Sen aller laissent Sa procuration, mais Cela ne Vuit Rien dire, il Serat Sans nul doute Se butté de Sa Pretantion ; et nous taiherson de mettre tout En votre a faveur, Comme il a été fait jusqu’as tems mais il faut absolument que vous faïses donner une Caution tout de Suite, Sans perdre un moment ; vous Saves Mon cher Monsieur, que lamy en question cet fié à vôtre Parolle dhonneur, et sur lassûrence que vous Series garent de touts les Evenements, et que sur Cette promesse, il vous fit delivrer vos hommes d’Equipage de la prison ; ainsy ne vous y Refuezes point je vous En Supplie un instant ; j’avois Ecrit a mrs. De Lagoanera de la Corogne sur Cela, ils se defandit dizent quils nont aucune Caractere ny faculté de votre part, que ses M°s. La faireit tout Cequil faut sur cela ; ne nous laines donc point dans L’Embarrass, et Soyez Sur que vûe les ôrdres que vous avez du Congrés que vous ne Risques Rien ; au Contraire vous mettrois votre affaire dans un Etat inperdable, et ameme detre Entendû en justice, lant icy, que au Conseil de Guerre ; le Ministre ayant ordonné apres plusieurs debuts qui furiet fait pour vous defendre, et allagations ; d’Entendre icy toutes les parties En Justice ; et as tems que tout vos amis se nüt au Cautionnement Sans vouloir prendre vos Interets a Course, il Seroit bien douleureux pour vous, et pour nous, que cette affaire Tournat mal par votre faute, et la leur ; et que vous nous Manquassies de parolle Ceque je ne vais pas Croire de vous ny de vos Santiments dhonneur, qui je Crois a compagneront toûjours votre signalée Reno-
Sir: St. Sebastian, May 18, 1778

Someone has assured me that you are now at Cadiz; I am addressing the present letter to my friend, Mr. John Walmsley, of the said town. The friend in question and myself are very impatient to become acquainted with your good news. Your business is in very good order, and we will do all that is possible in order to turn it to your favor and advantage, and we hope to succeed. If you desire the welfare of your interests, give us a pledge by Mr. Larralde or Messrs. Gardoquis; they both tell me they cannot do anything without your order, and that you must give them dispensation to do it. The assessor of the cause requests that you warrant the judgment of the suit; this is a formality which it is necessary to go through, and by means of which the procedure can be put in court to be judged here or at the council of war, and without any difficulty to your advantage. The barrister you saw with me defends the case—you could not have a better. But Captain Letournois claims upon you—and the damages you told him it occasioned, and he is not willing to leave here in spite of the fact that someone has informed him, on your behalf, that he could go away having his power of attorney, but about this will say nothing, it will be without doubt rejected from the claim; and we will do our best to put everything in your favor, as has been done up to now but it is absolutely necessary that you immediately give security, without losing a moment. You know, my dear sir, that the friend in question did this on your word of honor and upon the assurance that you would be guarantee for all emergencies, and that upon this promise he delivered to you your crew from prison, so you must not refuse it for a moment, I implore you. I wrote to Messrs. De Lagoanere of Corona about this, they defend themselves saying that they have neither your signature nor power from you. However, Mr. Macmahon wrote me on your behalf that he would do all that is necessary in the matter, you are not thus left in a scrape, and may be upon that view the orders that you have from Congress, that you risk nothing. On the contrary you would put your business in a right condition, and bring it about so that it can be heard in a Court of Justice just as well as in the Council of War.—The minister, after several pleadings having ordered to decide who should act in your defense, and allegations; to hear all parties here in a Court of Justice; and in time that your friends will not give bail without consenting to take charge of your interests. It would be a very unhappy thing for you, and for us, if this business turns out badly through any fault of yours and theirs. And I will not believe that you will break your word to us nor your honorable sentiments, which I believe will always accompany your signal renown and wide reputation; and if you should forfeit it
Comte d'Estaing’s fleet leaving the Mediterranean, 1778
the judicial order of Pecheroit would arrest you anywhere,—perhaps in France, perhaps in Spain—of your goods and person. So sir, do what is right, and be more than persuaded that we will defend you so that you will come out victorious and give you what you desire—the contrary is impossible. Be kind enough then to answer me, and write Messrs. Gardoquis of Bilbao, by the return of the courier; this I should see with the greatest pleasure, for the desire we have here is to oblige you, and upon that you can count. I have the honor to be [&c.]

Brd. Dehez


1. Diusteguy Larralde et fils, merchants at Bilbao, Spain, and Joseph Gardoqui & Sons, merchants at Bilbao.
2. Capt. Emanuel de Tournois, of the brig Gracieux, prize to the Continental Navy cutter Revenge, had agreed with Conyngham to take Gracieux to Bilbao, but instead had taken it to San Sebastián. Capt. Gustavus Conyngham to the American Commissioners in France, 4 Jan. 1778, NDAR 11: 872.

COMTE D’ESTAING TO GABRIEL DE SARTINE

N° 1 A Bord du Languedoc

Monseigneur

18. May 1778

J’ai l’honneur de Vous Rendre compte qu’après Trente trois Jours d’une navigation aussi Lente que possible, L’Escadre de sa Majesté a passé Le détroit de Gibraltar avant hier 16 May ; nous avons Embouqué le détroit sur les six heures et demie du soir. Une fregatte qui Croisait par le travers du Mont Gibraltar, et du mont aux singes, a brassé En panne dès qu’elle nous a Vû1 : elle a fait ensuit servir, et remettre Le vent sur ses voiles plusieurs fois : Comme elle a attendu fort tard a vire Le pavillon anglais, J’ai trouvé dans ce Retard et dans sa maneuvre, un air de dedain qui m’a décidé a ne lui point faire voir Le pavillon de sa Majesté, elle à peu de tems après amené son pavillon, et ayant couru toutes voiles dehors devant L’En-trée de la Rade de Gibraltar, elle s’est remise Encore une fois en panne, d’ou elle nous a tranquilllement et commodement vu de filer sur trois cotes. Nous avons aperçu des canots qui allaient et venaient de son bord à La Ville.

Les Vigies de La tête des mats du Vaisseau Le César, ont crû voir six navires de Guerre sous voiles, où appareillant de la Rade de Gibraltar ; M° de Broves2 m’en a sur le champ rendu Compte la Brume et le Jour qui tombait ont pû faire Voire ce que nous n’avons pas aperçu ou Leur faire Illusion. Je me suis Contente de faire diminuer de Voiles sans Juger Convenable de perdre quelque instance a me met-tre En Ligne ; j’espère que Vous daignerez approuver ma conduite. J’ai l’honneur d’etre [&c.]

[Translation]

No. 1 On board the Languedoc

My Lord

18 May 1778

I have the honor of reporting to you that after a most slow voyage of thirty-three days his Majesty’s squadron passed through the Straits of Gibraltar the day before yesterday, 16 May; We entered the straits at six thirty in the
evening. A frigate that cruised in the passage between Mount Gibraltar and Apes Hill\(^1\) brought to as soon as she saw us, she then backed and filled her sails several times: Since she waited very late to hoist the English colors, I found in this delay and in her movements an expression of contempt that made me decide not to show her his Majesty’s colors, shortly thereafter she lowered her colors, and having run out all sails before the entrance of the Road of Gibraltar, she again lay to, from where she tranquilly and conveniently watched what went past on three coasts. We saw boats going and coming between her and the city.

Lookouts from the head of the masts of the ship of the line the César believed they saw six ships of war under sail or getting under way from the Road of Gibraltar; M. de Broves\(^2\) reported it to me immediately, the Fog and the nightfall did not let us find out whether this was an illusion. I was content to shorten sail without judging it convenient to waste any time putting myself in line; I hope you will deign to approve my conduct. I have the honor to be [&c.]


COMTE D’ESTAING TO GABRIEL DE SARTINE

No. 2. A Bord du Languedoc le 18. May 1778
Monseigneur

J’ai l’honneur de vous rendre compte que j’ai Expedié En consequence de vos ordres la fregatte la Flore pour le premier Port d’Espagne, ou elle pourra mouiller. Je charge M de Castellane Majastre commandant de ce batiment de Remettre au consul de la Nation toutes les lettres destinées pour La France. J’espere que le Zele avec lequel nous evoluerons, reparerà le tems que nous avons perdu dans la mediterranée. M` le C`e de Castellanne a paru de pénétré de Regret de ne pas profitter d’une occasion de s’instruire. Je lui ai assuré que les Bontes du Roy lui en procurera surement. Permettés moy de le recommander aux votres. J’ai l’honneur d’être [&c.]

[Translation]

No. 2 On Board the Languedoc 18 May 1778
My Lord

I have the honor to report to you that in consequence of your orders I have sent the frigate Flore to the first port in Spain in which she can moor. I entrusted M. Castellane Majastre, commander of that ship, to give to the consul of that nation all the letters destined for France. I hope that the zeal with which we shall perform our evolutions will repair the time we lost in the Mediterranean. M. le Comte de Castellane appeared full of regret not to profit from the occasion to improve himself. I have assured him that the goodness of the king will surely procure an opportunity for him. Permit me to recommend him to you. I have the honor to be [&c.]
COMTE D’ESTAING TO GABRIEL DE SARTINE

N° 6. A Bord du Languedoc le 18 May 1778

Monseigneur

J’ai l’honneur de vous Rendre Compte que je Crois infiniment important pour le service du Roy que vous ordonnés qu’il soit préparé le plus incessamment possible dans Le premier port de nôtre Relâche, c’est à dire, a Brest, quelques Rechanges, et Remplacemens En Cordages, en toile à voiles, et surtout En toiles propres à faire des voiles d’Etais et des focs. Nôtre navigation dans la Mediterannée en a non seulement fait perdre Beaucoup a L’Escadre, mais elle nous a apris ce qui Est plus affligeant Encore, C’est que nous ne devions que mediocrement Comptes sur Ce que nous avons; le long sejour que les Garnitures ont fait dans les magasins ou la façon dont on commet Le chanvre a Toulon, sont Cause de presque tous Les avaries que nous avons essuyé dans la mâture des Vaisseaux.

Les haubans du Languedoc qui n’auraient pas été excellens d’après ce qu’on m’en a dit, lorsque Jay du le Commander En 1773 Echauffés depuis Ce têms, se sont allongés de onse pieds dans Les premiers Jours de la navigation, et ont Été Repris en Consequence de toute cette Enorme Longueur. Le Jeu que cela a occasionné dans nôtre mâture, et plusieurs nœuds et Rouillades, qui se sont trouvés Réunis au petit mat d’hune, ont été la cause de ce qu’il a Consenti comme on s’en Est aperçu au même instant, et que les Remedes ont été prompts ; Cela n’a Coûté aucune perte d’hommes, ny de Grément ; les avaries du protecteur ont été plus considerables, mais il n’y a en personne de Blessé.

L’envie que nous avons d’agir, et de meriter Vos Bontés nous feraient tenter L’Impossible, s’il fallait Repartir sur le Champ : mais il est des momens on l’on payerait au poids de L’or une piece de Bon Cordage, et dans lesquels les manoeuvres qui ne sont pas fiables, peuvent Causer à la mer les plus funestes accidens. Le plus affreux de tous pour nôtre Zele serait Celui de Rester dans un port un instant de plus que le Bien du service ne L’Exigerait. J’ai l’honneur d’être [&c.]

P.S.

M. le Ch° D’Apchon m’a Rendu Compte que le Garant de Capon ayant manqué en Levant son ancre, un de ses Bossemans avait Eu les deux Jambes Cassées. Permettés moy de joindre mes sollicitations a celles que M le M° de St Aignan vous aura sans doute fait en faveur de ce malheureux.

Un perceur s’est Grievement Blessé tombant du Languedoc dans une chaloupe. Ce malheur ne serait probablement pas arrivé, si cet ouvrage avait été executé comme il devait L’être, non en Rade, mais avant même qu’il fut question de l’armement.

Je ne doute pas, Monseigneur, qu’on ne vous ait Rendu Compte à Toulon de cet accident, et que Vous n’ayés Été suplié d’accorder quelques secours à Cet ouvrier ; permettés moy de vous le Rapeller, et d’invoquer pour Luy Vôtre Commiseration./.

[Translation]
No. 6. On Board the *Languedoc* 18 May 1778

My Lord

I have the honor of reporting to you that I believe it infinitely important for the King’s service that you order prepared as directly as possible in our first port of call, that is to say, at Brest, some spare stores and replacements of cordage and sail cloth, and above all canvas suitable for making sails for stays and stay-sails. Our passage in the Mediterranean not only lost much to the Squadron, but has revealed that which is yet more distressing, that is, that we ought to rely only barely on what we have. The long stay the rigging had in the storehouses or the manner in which the hemp was laid at Toulon has caused almost all the damage we have suffered in the ships’ masts.

The *Languedoc*’s shrouds, which had not been excellent, according to what was told me when I took the command in 1773, overheated since that time, lengthened eleven feet in the first days of the passage, and have been taken in in consequence of all this enormous length. The play this has occasioned in our masts, and several stresses and rolls to the foretop have been the cause of its having sprung as was guessed at the very instant, and for which the remedies were prompt; that has not cost any loss of men or rigging; the damages in the *Protecteur* have been more considerable, but there has been no one injured.

Our desire of acting and of meriting your favor would make us attempt the impossible, if we have to depart immediately: but there are some moments when one would pay in weight of gold for a piece of good cordage, and in which the maneuvers that are unreliable could cause the most fatal accidents at sea, the most shocking of all, for our zeal, would be that of remaining in port an instant longer that the good of the service requires. I have the honor to be [&c.]

P.S.

M. le Ch’r. D’Apchon has informed me that the tackle-fall of the cat-head having given way while weighing anchor, one of the stopper-men had both legs broken. Allow me to add my solicitations to those that M. le Marquis de St. Aignan will without doubt make to you in favor of that unfortunate.

A borer was seriously wounded in falling from the *Languedoc* into a ship’s boat, an accident that probably would not have happened if this work had been executed as it ought to have been, not in the Road, but while she was still fitting out.

I do not doubt, My Lord, that this accident at Toulon has been reported to you, and that you have accordingly ordered some aid for that workman; permit me to remind you of him and to invoke your pity for him.


2. François Charles Gabriel vicomte d’Esson de Saint-Aignan, garde de la marine 1772, capitaine de vaisseau 1792.

**COMTE D’ESTAING TO GABRIEL DE SARTINE**

N. 9 A Bord du *Languedoc* le 18 may 1778

Monseigneur
Un mois est trop peu pour rectifier les erreurs du Livret informe que j'ai eu l'honneur de vous envoyer ; il faut plus de temps pour asseoir par moi-même un jugement solide sur les différentes qualités des vaisseaux et des frégates qui composent l'Escadre, les observations du Livret de départ ont eu pour base principale les devis donnés par les capitaines, ce que j'avais entrevu, et ce qu'on m'avait dit. Comme il peut cependant être intéressant pour le bien du service de sa Majesté, que je vous rende un compte moins illusoire, de la marche et des qualités apparentes des bâtiments de l'escadre, je vais par un aperçu très succint les distinguer en trois classes.

Le Languedoc et le Cesar marchent supérieurement ; le premier a le plus souvent l'avantage sur le second : je crois cependant que le Cesar marche au moins aussi bien au plus près, et que vent large où vent arrière, le Languedoc a une supériorité marquée.

Le Tonant malgré son extrême arque de son avant noyé, est le troisième vaisseau de l'escadre.

Le Zèle ne soutient pas les espérances qu'il donnait, et l'Hector paraît marcher et gouverner mieux que lui.

Le Protecteur, Le Fantasque, et Le sagittaire sont ce qu'on appelle trois bons vaisseaux de compagnie.

Le Marseillais marche médiocrement, et malgré tous les soins de M. de Vertrieux qui le commande, il ne peut rester un moment de suite dans les eaux de son matelot de l'avant.

La Provence ne marche pas mieux, mais elle paraît gouverner un peu moins mal.

A l'égard du Guerrier, et du Vaillant, ils sont tous deux les plus mauvais vaisseaux de l'escadre. M. de Bougainville est au désespoir. Son vaisseau ne gouverne point ; il ne sent l'impression de l'augmentation des voiles, que lorsqu'il est vent arrière, et son capitaine dit qu'il est né sous une bien malheureuse étoile, de se retrouver sur un pareil bâtiment ; après avoir quitté le Bien aimé qu'il n'aimait pas davantage.

M. Le Roy de la Grange qui avait armé le Guerrier ; comme pour lui même a cependant la réputation d'être un bon officier ; et il est écrit dans les devis, que ce navire marchait avec la plus grande supériorité dans l'escadre de M. de la Galissonière, et lorsque feu M. de La Combe le commandait. Il serait peut-être à désirer, Monseigneur, que lorsqu'un capitaine a obtenu tout ce qu'on peut attendre d'un vaisseau par le balancement des poids ; leurs emplacements, et les divers plans de l'armement fussent assés bien constatés, pour que ceux qui le commandent après lui, ne s'en éloignassent pas trop.

Toutes les frégates de l'escadre sont obligées de porter leurs perroquets, lorsque le Languedoc et le César n'ont que leurs huniers, les ris pris.

L'Engageante et la Chimère sont celles qui marchent le moins mal, mais nos deux meilleures frégates sont inférieures au moins bonnes de Brest.

L'Alembic a acquis quelque vitesse depuis notre départ.

A l'égard de l'Aimable, c'est tout ce qu'elle peut faire que de suivre ; ce qui pourra, Monseigneur, vous donner une idée de la lenteur à laquelle nous sommes condamnés par le Guerrier et par Le Vaillant, c'est que tous les bâtiments marchands qui se sont ralliés à nous, ne s'en sont séparés que lorsqu'ils
L’ont voulu, Et qu’un petit Bâtiment de Marseille a trois mats, et de 150 Ton-
neaux, nommé le Pilote nous accompagne, même actuellement que la mer Est
Grosse, le vent fort, et que les vagues majestueuses de L’Ocean devraient donner
un avantage marqué sur un aussi petit Bâtiment a un Vaisseau de 74 Canons, et a
un Vaisseau de 64, tels que sont le Guerrier et le Vaillant : Ces deux Vaisseaux souff-
frent, et font Courir des Risques à leur Mâture En restant toujours Couverts de
Voiles, tandis que nous Roulons, et que la mer nous mange, parcequ’il faut sans
Cesse tout carguer pour les attendre. Cette disproportion d’allure est Sans doute
un malheur fort frequent dans les Escadres ; mais une telle dissemblance dans la
march me paraît trôp exagerée de les Vaisseaux de Toulon pour qu’elle n’ait pas
une Cause : peutetre existe telle dans leur Extreme arquure : si l’on manque alors
le point Velique6 dans l’arimage, tout Est perdu ; J’Espere cependant que Rien ne
le sera, et que nous n’en évulerons pas moins Bien, quoique avec plus de Len-
teur. J’ay l’honneur d’etre [&c.]

[Translation]
No. 9 On Board the Languedoc 18 May 1778
My Lord

A month Is two little to correct the Errors of the crude memorandum-book
that I have had the honor of Sending to you; there needs be more time for me to
settle even a firm judgment on the different qualities of the Ships of the line and
of the frigates that make up the Squadron, the observations of the memorandum-
book from the departure have had for principal Foundation the estimate given by
the Captains, what I have glimpsed, and what I have been told. As it may, however,
be interesting for the Good of the service of his Majesty, that I render to you an ac-
count less illusory, of the speed and of the apparent qualities of the Ships of the
squadron, I shall by a very succinct sketch distinguish them in three Classes.

The Languedoc and the César sail in a superior manner; the first most often has
the advantage over the second: I believe, however, that the César sails at least as well
close-hauled, and with the Wind large or behind, the Languedoc has a marked supe-
riority.

The Tonnant, despite the extreme curve of its bow, Is the third Sailer in the
Squadron.

The Zèle does Not sustain the hopes that it gave, And the hector appears to sail
and steer better than it.

The Protecteur, The Fantasque, and The sagittaire are what one calls three Good
Ships of the Line as consorts.

The Marseillois sails indifferently, And despite all the cares of M. de Vertrieux,¹
This vessel makes too much leeway, and cannot keep for a moment in the track of
the vessel next ahead.

The Provence sails no better, but it appears to steer a little less badly.

With regard to the Guerrier, and to the Vaillant, they are both the worst Sailers
of the Squadron. M. de Bougainville² is in despair. His Ship of the Line does not
steer at all; it does not sense the impression of the increase of the sails, with the
Wind from abaft, and its Captain says that he was born under a very unfortunate
Star, to find himself again in such a Vessel; after having left The Bien aimé, which
he did not like any better.

M. Le Roy de la Grange,³ who had fitted out the Guerrier, as for himself, he
has, however, the Reputation of being a Good officer; and it is reported in the estimates that this ship sailed with the greatest superiority in the squadron of M. de la Galissonière, and when the late M. de la Combe commanded it. It would perhaps be desired, My Lord, that when a Captain has obtained all that one can expect from a Ship of the Line by the Balancing of loads; that their situations, and the different plans of the trim of the hold be recorded well enough that those who Command it after him do not digress too much from it.

All the frigates of the Squadron are obliged to carry their topgallant sails, when the Languedoc and the César have only their topsails, the reefs taken in.

The Engageante and the Chimere are those that sail the least badly, but our two best frigates are inferior to the least Good ones from Brest.

The Alcmène has acquired some Speed since our departure.

In Regard to The Aimable, it is all that it can do to follow.

That which may, My Lord, give you an idea of the Slowness to which we are Condemned by the Guerrier and by The Vaillant, is that all The merchant Ships that have gathered to us, have separated from us only when they have wanted to, And that one small Ship from Marseille of three masts, and of 150 Tons, named the Piloté, accompanies us, even now that the sea is Large, the wind strong, and that the majestic waves of The Ocean ought to give a marked advantage over one rather small Vessel to a Ship of the Line of 74 Guns, and to a Ship of the Line of 64, such as are the Guerrier and the Vaillant: These two Ships of the Line suffer, and Run Risks to their Masts In remaining always Covered with Sails, while we wallow, and the sea eats us, because it is necessary without Ceasing to clew up in order to wait for them. This disproportion of pace is Without doubt a misfortune very frequent in the Squadrons; but such dissimilarity in sailing appears to me too exaggerated in the Ships of the Line from Toulon for it not to have a Cause: perhaps it exists in their Extreme curvature: if one lacks then the velical point in the stowage, all Is lost; I Hope, however, that nothing will come of it, and that we shall not perform evolutions less Well, although with more Slowness. I have the honor to be [&c.]


1. Capitaine de vaisseau Louis-Armand, chevalier de La Poype-Vertrieux.
2. Capitaine de vaisseau Louis-Antoine, chevalier de Bougainville, commanding Guerrier.
3. Capitaine de vaisseau Jean-Louis, chevalier Leroy de La Grange.
5. De La Combe has not been further identified.
6. Point vélique, or velical point: (from Latin velum, “sail”) the center of effort of all the sails set in such a way as to counteract the tendency that the resistance generated by a ship’s moving forward has of lifting the bow. For a fuller discussion, see John Harland, Seamanship in the Age of Sail: An Account of the Shiphandling of the Sailing Man-of-War 1600-1860, Based on Contemporary Sources (Annapolis, Md.: Naval Institute Press, 1984), 60.

May 19

THE LONDON CHRONICLE, SATURDAY, MAY 16, TO TUESDAY, MAY 19, 1778

LONDON.

A letter from Guernsey to a Gentleman in Bristol, says, “Capt. Scott has brought in here two prizes, laden with 260 hogsheads of tobacco; a French snow
bound from Bourdeaux to Boston, laden with salt, bale goods, &c. a prize to the *Macaroni* letter of marque, Capt. Cabot.1 We have an account from Jersey, that Capt. Kirby in his privateer, has taken three French vessels, which are arrived there; they were bound for America; one of the ships mounted 16 six-pounders. Capt. Kirby on his coming along-side asked from whence they came, they answered him with a whole broadside, and fought two hours. Capt. Kirby had one man killed and 15 wounded; he took the three ships at the same time, as they were all in company.2 A little privateer belonging to Jersey has brought in a brig laden with rice, from America for France, and has taken another prize not yet arrived. There are 12 privateers out from Jersey; and as many from hence. The last prize Capt. Agnew took is a French snow, English built, laden with 600 hogsheads of rice, 38 ditto of tobacco, and four tons of indigo, 250 barrels of turpentine, besides logwood, fustic, and mahogany."

The *Taunton*, Stapton, from Bristol to Jamaica, is taken and carried into Martinico.3

The *Polly*, M’David, from Bristol to New York, is taken and carried into Martinico.4

2. For more on the engagement involving Capt. J. Kirby and the privateer snow *Lively*, see *The London Chronicle*, 26–28 May, below.  
4. Brig *Polly*, B. McDavit, master, 200 tons burthen, built in New York in 1772, owned by Pennington. Ibid.

May 20

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, 1778]

20th. of May Thursday this Day David Welch Cap’n H’ Johnson’s 2d Lieut’ made his Escape.—1

D, MeHi, Jonathan Haskins Journal.

1. Henry Johnson was captain of Continental Navy brigantine *Lexington*. Charles Herbert writes that the escapee was assisted by one of the sentries and that his fellow prisoners, in order to cover his escape, arranged that a “small boy” should go into the prison building first and then “slip out of a window and be counted in twice” so David Welsh’s absence was not discovered. Herbert, *Relic of the Revolution*, p. 123.
# ACCOUNTS FOR THE BUILDING AND FITTING OUT OF CONTINENTAL NAVY FRIGATE DEANE

No. 8

*Deane* Frigate

Account of the Purchase & Outfitt of the Continental Frigate *Deane*, Saml Nicholson Esqr. Commander. Arm’d at Nantes by Jonathan Williams by Order of the Honorable the Commissioners of the United States

Ship

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Francis 2 548 11..  
Freight and duty of large anchors from L'Orient 94 19 .. 1051 6 ..  
Note the large Anchors for the ship were borrowed at L'Orient to be replaced in kind when the Cost of these that are to re-place them is obtained from the Forge the Amount will be charg'd to the Ship  

Water Casks  
Montaudoin 214 3198 .. ..  
Coopers Tools 64 17..  
Foucaud Cooperage 1189 6 .. 4452 3 ..  

Ballast  
Charet and Ozenne an anchor 3500# 1298 18 2  
Chain shot 479 for 12# 1800 .. ..  
Tobin 100293 Pigs lead 22766 6 2 25865 4 4  

Surgeons Stores  
Louvrier Apothecary 1266 11 ..  
Taboureaux Surgeons instrum# 237 4 ..  
Recottillon ditto 21 6..  
Medecine 80 .. ..  
Instrument d# 45 .. ..
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Artillery & Ammunition

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- Pelloutier: 4268
- Proving the Guns: 1571
- Proving the Guns: 97
- Proving the Guns: 4268
- Proving the Guns: 1571
- Proving the Guns: 97
- Proving the Guns: 4268
- Proving the Guns: 1571
- Proving the Guns: 97

Subtotal: 30891.6
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Carried over

30967 14 9

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<p>| Sundry expences                         |                               |          |
| Francois                                | sundries                      | 102 10.. |
| Bernaval                                | Ship Chandler                 | 271 5..  |
| Barge hire                              | Attending Ship                | 374..    |
| Phillip                                 | Lighterage                    | 195..    |
| Dermes                                  | ditto                         | 150..    |
| Durand                                  | ditto                         | 150..    |
| Lavente                                 | ditto                         | 78..     |
| Chermer                                 | ditto                         | 24..     |
| Sundry Lighterage to Menden &amp; Painbœuf  |                               | 181..    |
| Barge hire and Porters loading and attending |                      | 455..    |
| 8 Baskets for Beer                     |                               | 23 2..   |
| Gaudin expences to Belisle              |                               | 96..     |
| Archer, Sailors board                   |                               | 92..     |
| 6 places engaged for the King as Customary |                              | 360..    |
| Permit to Sail                          |                               | 10 1..   |
| Duty at Nantes called Octrois           |                               | 24 7..   |
| Do at Admiralty                         |                               | 147 11.. |
| Comm from Admiralty                     |                               | 78..     |
| Duty at the Bureau                      |                               | 48..     |
| Ditto at the Marine                     |                               | 18..     |
| Pilotage to Quiberon                    |                               | 165..    |
| Debures Bill for Officers expences      |                               | 412..    |
| Sundry small expences                   |                               | 260 12.. |</p>
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**Recapitulation**

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Allowed Peltier du Doyer 1 ₤ for the
Business transacted under his name the Ship being
 Apparently French Property. .............  3006 12 .3

Jonathan Williams Commission 2 £ C'
  303668 .2 .7
  6073 .7 .3
  £309741 .9 10

Supplement to the Outfitt of the *Deane* Frigate being the Disbursements of Jonathan Williams Jun' exclusive of Preceeding acco', delivered by Peltier Du Doyer.

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<td>Gerardeau, Taylor for 6 Men imprison’d</td>
<td>1140 .. ..</td>
</tr>
<tr>
<td>Nov 4</td>
<td>Marechausse, conducting on board</td>
<td>36 .. ..</td>
</tr>
<tr>
<td>19</td>
<td>Crouard, Boatswain &amp; Mates wistles</td>
<td>71 .. ..</td>
</tr>
<tr>
<td>30</td>
<td>Barge hire to carry Slops on board</td>
<td>7 .. ..</td>
</tr>
<tr>
<td>10</td>
<td>Leane Butcher for the Men on the <em>Dolphin</em> kept as Tender for the <em>Deane</em> from the 19th Sept' to 9th Dec' -</td>
<td>1188 18 ..</td>
</tr>
<tr>
<td>Nov 22</td>
<td>Paid John Tanner</td>
<td>540 .. ..</td>
</tr>
<tr>
<td>Dec 4</td>
<td>Paid ditto</td>
<td>240 .. ..</td>
</tr>
<tr>
<td>Dec 29</td>
<td>Paid ditto</td>
<td>900 .. ..</td>
</tr>
<tr>
<td>24</td>
<td>Paid Pugardeau Butcher from 21st Sept' to</td>
<td>1381 .. ..</td>
</tr>
<tr>
<td>25</td>
<td>to J Leach 12 c° Beef</td>
<td>292 .5 ..</td>
</tr>
</tbody>
</table>
to the passage of 8 Americans from Dunkirk to Nantes by order of Fra' Coffin—dated 26th Nov.
Brought forward Supplem't to Frigate Deane

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>495</td>
<td>Carried forward</td>
<td></td>
</tr>
<tr>
<td>4832</td>
<td>Carried forward</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Carried forward</td>
<td>5972</td>
</tr>
</tbody>
</table>

Paid Board & lodging for Sundries viz'

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2</td>
<td>To Laine . . for M. Cannon</td>
<td>290 7.</td>
</tr>
<tr>
<td>Dec</td>
<td>To Hamelin. . Mullegans d°</td>
<td>24 17</td>
</tr>
<tr>
<td></td>
<td>To ditto. . . Tuck d°</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>To ditto. . . Ellingwood d°</td>
<td>28</td>
</tr>
<tr>
<td>Jan</td>
<td>To ditto. . . Cap'n Tanner d°</td>
<td>520</td>
</tr>
<tr>
<td>Feb</td>
<td>To Lachangion . Morgan d°</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>To ditto . . Sanders d°</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>To ditto . . Crosby d°</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>To ditto. . . Prukard d°</td>
<td>9</td>
</tr>
<tr>
<td>Feb 7</td>
<td>Paid Charles Scotts Bill &amp;c while sick as Certificate of the Surgeon</td>
<td>209 .7</td>
</tr>
<tr>
<td>Jan 30</td>
<td>M'r Brown Painboeuf &amp;c M'r Diggs</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Ditto. . . Cap: Tanner</td>
<td>36</td>
</tr>
<tr>
<td>Feb 27</td>
<td>Frapan. Nantes Board to Sundry Sailors commencing 25th July 1777 to 27 Feb 1778</td>
<td>1004 11</td>
</tr>
<tr>
<td>Feb 8</td>
<td>Martin, Painboeuf, board &amp;c for Ch'r Scott and</td>
<td>145 .2</td>
</tr>
<tr>
<td></td>
<td>His nurse. . .</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Surgeon</td>
<td>57 .2</td>
</tr>
<tr>
<td>Jan 11</td>
<td>Ditto. . Board of 9 Men by order Cap'n Nicholson</td>
<td>54 16</td>
</tr>
<tr>
<td>Mar 13</td>
<td>Guerins. . . Bill for Sickmen</td>
<td>277 10</td>
</tr>
<tr>
<td></td>
<td>Guegan at Quiberon Sickmen by order of Shore</td>
<td>90 10</td>
</tr>
</tbody>
</table>
Surgeon
19 Van Slucie, Painbeuf Board &c John Mackay 70 ..
    Cap. Tanner 95 .5 ..
    J. Kelly 44 ..
    J. Sacks 11 16 ..
    J. Crosly 33 ..
    J. Roche 181 ..
    C Tanner 11 10 ..
Feb'ry 7 To Carmichael ...................... Beef 32 .2 ..
    Feb'ry 14 To a Bullock at Quiberon bought 94 10 ..
of a Peasant
Dec'ry 26 Picadd. ..2 Cords of Wood for the
    Deans People while on board the Dolphin 24 ..
Wm. Grey, Baker at Pellerin 3243lb bread
    deliver'd from 19 Sept' to 22d Dec' 314 16 .3
1777
Dec'ry Barge hire, Porters, in this Month 35 ..
    ditto 65 .8 ..
Jan'y ditto ditto 98 ..
Feb'ry ditto ditto 198 .8 ..
Jan'y My expences to at &c from Painbeuf in
    Jan'y ditto to at &c from Quiberon to Nantes 117 12 ..
    6th Fran'y Brouard 6 Tea Spoons 40 .5 ..
    Paper, 2 Reams from Countinghouse 24 ..
    7 Chavan 29 2/3 Velts Rum 163 .3 ..
    A cask wine for Cabin 306 ..
    251 bottles Lisbon from Will'm Tellar 313 15 ..
    from Will'm Tellar 1688 11.3 9293 15 ..

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Quantity/Unit</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 27</td>
<td>Gourlade a L’Orient 6 Ells Flannel</td>
<td>39</td>
<td>9293</td>
</tr>
<tr>
<td></td>
<td>400 lb Cordage</td>
<td>152</td>
<td>1688</td>
</tr>
<tr>
<td></td>
<td>1000 lb Butter</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5 Cords Wood</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>May 2</td>
<td>Guerin, at Aurai 152 lb Tallow</td>
<td>79</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Surgeons</td>
<td>222</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expences</td>
<td></td>
<td>301</td>
</tr>
<tr>
<td></td>
<td>For Crosley</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Commiss 2° C°</td>
<td>6.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1/3 of 60° paid</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Beutre for his attending of 3 ships Independ 2° Ranger &amp; Dean</td>
<td>20</td>
<td>327 14.8</td>
</tr>
<tr>
<td>5th</td>
<td>Bialat</td>
<td>7</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>M Barthelemy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chaise here for Cap</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nicholson from Paris, this Chaise had been taken by Mr. W. Lee from Nantes to Paris &amp; left there some time when Cap brought it back</td>
<td>141</td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Moriceau</td>
<td>17 lb Tea</td>
<td>102</td>
</tr>
<tr>
<td></td>
<td>Stores for Officers, late Prisoners. 60°</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>At L’Orient Cap Elliot, was chosen to Purchase the Stores at L’Orient &amp; 501° was Paid him at midnight by J.W. then in Bed Cap Elliot not returning before J.W. went on shore the particulars can not be given</td>
<td>501</td>
<td></td>
</tr>
</tbody>
</table>
Expences on the Road of the French Officers
In their return from Quiberon to Nantes
A Jacket waistcoat & breeches for Cha’s Scott & which is carried to the Credit of Soldiers Cloaths
Cash paid to the said Scott

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Febry 14</td>
<td>To Cap'n Corvoisier, for 27 baskets wine which he had taken as Stores, &amp; which were taken from him at first cost on his leaving the ship.</td>
<td>421 ...</td>
</tr>
<tr>
<td></td>
<td>To Cap'n Sam'l Nicholson's order to Bearer Dated 7 Febry 1778.</td>
<td>27 ...</td>
</tr>
<tr>
<td></td>
<td>To the following Acco't of Disbursems or Cash Received by Cap'n Nicholson as his Acco't dated Quiberon Bay Febry 13th 1778 and which he is to Account for to the Commissioners</td>
<td>448 ...</td>
</tr>
<tr>
<td>Augst 1</td>
<td>Cash received of Jonathan Williams</td>
<td>144 ...</td>
</tr>
<tr>
<td>Oct 1</td>
<td>draft .. on Grand.. to Young a sight</td>
<td>1200 ...</td>
</tr>
<tr>
<td></td>
<td>25 ditto. . on ditto. .to Nicholson</td>
<td>480 ...</td>
</tr>
<tr>
<td></td>
<td>10 Cash. . .</td>
<td>240 ...</td>
</tr>
<tr>
<td></td>
<td>20 ditto. . .</td>
<td>264 ...</td>
</tr>
<tr>
<td></td>
<td>29 ditto. . .</td>
<td>1200 ...</td>
</tr>
<tr>
<td>Nov 7</td>
<td>ditto. . .</td>
<td>1200 ...</td>
</tr>
<tr>
<td></td>
<td>12 ditto. . .</td>
<td>167 ...</td>
</tr>
<tr>
<td></td>
<td>Carried Over</td>
<td>4895 ...</td>
</tr>
<tr>
<td></td>
<td>Brought over</td>
<td>4895 ...</td>
</tr>
<tr>
<td>Nov 12</td>
<td>Cash. . . My Bill at Hotel</td>
<td>462 10 ..</td>
</tr>
<tr>
<td></td>
<td>13 ditto. . . Diggs</td>
<td>6 ...</td>
</tr>
<tr>
<td></td>
<td>18 ditto. . . Clark</td>
<td>240 ...</td>
</tr>
<tr>
<td></td>
<td>20 ditto. . . for shirts</td>
<td>5 ...</td>
</tr>
</tbody>
</table>
21 ditto. . . Cha’ of Farmer 44 3 ..
ditto . . p’d Cap’n Elliot 72 ..
30 ditto. . . p’d M’ Diggs 48 ..
ditto . . p’d M’ Clark 24 ..
ditto. ... his draft to Desagrais 240 ..
ditto . . . . 18 ..
Dec’ ditto . . .paid M’ Prichard 40 ..
12 ditto. . . paid D’ Shore 240 ..
23 ditto . . .paid Prichard 504 ..
ditto . . .paid M’ Conner 12 ..
ditto . . .received 1200 ..
ditto . . .Bill on Grand 1200 ..
ditto . . .of Billard Cloth 118 18 ..
1778 ditto. . . paid Delamy 120 ..
Jan’ 1 ditto . . .received 600 ..
 9 ditto . . .ditto 900 ..
12 ditto . . .ditto 1000 ..
24 ditto . . .ditto 900 ..
Feb’ 2 ditto . . .Order to Covesier 216 ..
 4 ditto . . .ditto 900 ..
ditto . . .d° Carmichael 636 ..
ditto . . .rec’d Serv° 134 .5.6
ditto . . . Prichard 480 ..
ditto . . .d° Oct’ 8° 1777 36 ..
ditto . . .D° Dorsey 240 ..
ditto . . .Tanners Taylor 22 14 ..
ditto . . .Crosleys d° 39 ..
ditto . . .D° Shore 120 ..
ditto . . .Jones, Pilot 150 12 ..
ditto . . .paid his Serv° 47 12 ..
ditto . . . a Quadrant  60 . . .
ditto . . . a Pair Pistoles  50 . . .
Cash receipt  1380 . . .
de . . . . ditto  500 . . .
DORSEY  840 . . .

18831 14.6

Deduct received for Baron Diers passage  720 . . .  18111 14.6
Deduct of Capn. Heraud over paid Wages of Discharged Sailors at Quiberon  61 . . .
To an error in the 1st. Acco' of the Deans }  31250 .3.5
outfitt, under the head Masts
Hardys Bill of £378.16 is only chard: 348—difference  30 16 .-

Jonathan Williams Commission 2 625 12.5

£31906 11.10

1. The latest entry in the account is 20 May 1778. The context and comparison with an earlier version of this account dated Apr. 20, 1778 (ViU, Lee Family Papers) make it clear that an entry dated July 2 refers to 1777, even though it appears directly after the notation “1778.”
2. For this entry, the Apr. 20 version of the account reads: “To Bourmaud for the Ship Bought of him for the Sum 55500.. . . ”
3. For this entry, the Apr. 20 version of the account reads: “To Carpenters who over looked the Ship upon building 136 .. . . ”
4. For this entry, the Apr. 20 version of the account reads: “To La veuve Chon for Tinman’s Bill 469 4 6.”
5. For this entry, the Apr. 20 version of the account reads: “To Beaumarchase for the whole set of Masts 6500 . . . . ”
6. This is the head of a new page, where the clerk probably began to write, “brought forward.”
7. For this name, the Apr. 20 version of the account has “La Thibodiere.”
8. For this name, the Apr. 20 version of the account has “Hamon.”
9. For this name, the Apr. 20 version of the account has “Marion.”
10. That is, bunting. The Apr. 20 version of the account reads: “Buntine for Colours” and “To 200 Ells Old Canvis.”
11. This note is written on the original as a column.
12. Notation: “Compared and approved Nantes 17th. August 1779. (Sign’d) J.J— J.N— J.C— J.G—.” The initials are those of Joshua Johnson, Jonathan Nesbitt, James Cuming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams’s accounts with the American Commissioners in France.
May 21

DAVID CULIAM, MASTER OF THE RANGER, TO CAPTAIN JOHN PAUL JONES,
CONTINENTAL NAVY

Sr

Ship Ranger May 21st 1778

I take this opportunity of acquainting you that this Morning at one oClock that the mate of Capt Strahan1 and the mate of Capt Stranger2 and the Gunners mate of the Drake3 took the Boat from along Side In M’ Ferants4 Watch the Sailmaker hearing the nors of the Oars Got up and found the Boat Gorn from along Told them to Come Back Which they Did and took thir Close out of the Boat the Sailmaker Whent Down to put his Close on, Befour he Come on Deck Again the Boat was Gorn from along Side With one Man In her and Only one Oar the Sails being taking out Befour Mr Ferant Did not aquaint Me of the Boat going from along Side the first time Because I think that he helpd them thinking they Would Git Clear M’ Ferant tells me that he Did not know them that was In the Boat M’ Ingerson tils me that M’ Ferant and he Said the things taken out of the Boat M’ Ferant told M’ Ingerson not to Say any thing about it to me Sir I have Sent the Small Boat and Mr Webster with four hands after the Other Boats that they took from along Side Sir I am Your [&c.]

David Cullm.

R, DLC, Peter Force Collection, John Paul Jones Papers, no. 6751. The letter is addressed: “To Capt’/ John Paul Jones Esqr.” The letter is docketed: “from Mr.Cullam/ Brest Road May 21st.1778/ rec’d Brest-the same day.”

1. William Straughan, master of the Lord Chatham; the mate has not been identified.
2. Christian Stenger, master of the Dolphin; the mate has not been identified.
3. Charles Arthur was gunner’s mate of the Drake.
4. William Farrant, master’s mate on Ranger.
5. In a letter written to Jones sometime later on 21 May, Cullam reported that the escapee and the boat had been recaptured “By a french Boat belonging to the Lowermost Ship about an hour” after his escape and that the fugitive had been returned to Ranger. DLC, Peter Force Collection, John Paul Jones Papers, no. 6750.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

Thursday May 21st [Bacalan, France]

This Day fine fine pleasent Weather, unmored Ship & fell down two Miles below Larmoon1 & their Anchored & 7 in the Morning weighd Anchor & fell down 12 Miles farther & Anchored.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

1. That is, Larmont.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO MICHEL LAGOANERE

Sr Cronna [Corunna] may 21st 78.

Please to render An Account of the following prizes that Lay with you at your Disposall to william hodge As directed by m’ Deane1 to say to the Am1 of four thousand Dollars On A ac4 of the Brig Black prince the rest to Lay in your hands to be payd According to the list each man producing A certificate Sign4 by me Accidents excepted Such as death in this Case the Agent for the Vessell Certificate will Answer. The Brig two Brothers and Syren the N5 proseeds to William hodge.
Dispatch and ship Brothers the sum on the List being R°100500 to W. hodge the Other part for the Crew to be paid According to the list by producing A certificate in same Manner As before—

The Brig Maria the half of N° proceeds for the Owners the Other half for the Crew to be paid and settled with them by producing A certificate in same manner as the rest. You will please to Give notice when you have made Out this Vessell Ac in Case the seamen being over paid so as it can be stopd Out of Any Other prizes the[y] may be concernd in the Owners half must Lay in your hands to the prop-erty of the Revenge is known Acquaint the Commissioners and William hodge for your safety, I am [&c.]

G.C.—

L.B. UkLPR, H.C.A. 92/441/7, pt. 1. Addressed at top: “Mr. Lagoanere.”

1. Silas Deane
2. In his memoirs, Conyngham wrote: “About the 6th May 1778 put into the Groine to refit and clean his Vessel—here the Governor gave strict Orders that the Vessel should not remain longer in Port than the time absolutely necessary to refit. The Crew took advantage of this Order and made extrav-a-gant demands for Prize Money &c. threatening to leave the Vessel if they were not complied with—the necessity was such as obliged him to comply with their demand by making advances and doing every other thing they were pleased to ask.” “Narrative of the Proceedings of Captain Gustavus Conyngham, Commander of the Revenge Cutter, ScHl, Henry Laurens Papers. By “Groine,” the author meant Groyne, the bay on the west side of the peninsula on which Corunna is situated. The Governor was Don Felix O’Neill.
4. The American Commissioners in France.

May 22

THE LONDON CHRONICLE, THURSDAY, MAY 21, TO SATURDAY, MAY 23, 1778

FRIDAY, May 22.

LONDON.

The Lovely Mary, Carter, from Ireland to Barbadoes, is taken by an American privateer near the Grenades.

The Granville, Renn, from London to Senegal, was taken by an American privateer just going over the Bar of Senegal.1

1. The American privateer was the Continental Navy frigate Raleigh, Capt. Thomas Thompson, commander, with her consort, Continental Navy ship Alfred, Capt. Elisha Hinman, commander, which were cruising off Senegal. See Muster Book of Continental Navy Frigate Raleigh, 2 Feb., and Journal of Rhode Island Privateer Ship Marlborough, Captain George W. Babcock, 9 Feb., both in Appendices below.

MATTHEW RIDLEY TO ARTHUR LEE

Sir May the 22d 17781

I shall make no Apology for troubling you with this Letter, as I am sensible any appearance of good disposition towards America will, with you be a sufficient ex-cuse even if attended with trouble. Some little stir here and intimations give by Ministry of their suspicions of particular Persons makes every one cautious either in speaking or writing The intention of this Letter is to put you upon your guard—Believe me you cannot be too cautious to whom you write or communicate
any thing here  Traitors there are on both sides the Water—A few days will probably give an opportunity of knowing some here. when known you shall hear of them. In the mean time it is necessary to detect some on your Side the Water; and I know not a more proper Person than yourself for the purpose.—By some means or other Ministry get acquainted with your proceedings—the nature of the Informations leaves no room to doubt they must come from pretended Friends.—² You will be surprized when I tell you Ministry have got a Copy of Jones’s instructions with the Names of the Persons by whom they were signed.—³ They have also Copies of other Instructions for a like purpose—I am informed it is in consequence of having procured these that the present vigorous preparations are making for defending the Sea Coasts—I am also credibly informed that Ministry pretend to know even the private dispositions and conversations from with you. Excuse me then for again urging to be guarded and watchfull over all who are about you, or come near you—

I wrote some time ago about some Surgeon’s Instruements belonging to the State of Virginia, which were in the Musquito Privateer: & desired to know in what manner I should dispose of them. They were pledged at Portsmouth and when there I redeemed them as they are worth much more than the money I paid about 50/- —As they belong to your Province I shall be glad of your Instructions about them.⁴

We have nothing new here. Burgoyne has not yet opened—⁵ The K-g certainly refuses to see him  It is said an American Vessell came to Portsmouth with him & that she ran into the midst of the fleet with the 13 Stripes flying.—⁶ It is also said eleven Ships of the Line are sailed from Spithead; tho’ they do not or affect not to be believe the Toulon fleet are out of the Gut.⁷

I beg leave to add it is not myself only but several of your Friends who have desired me to put you on your guard & beg’d me to write  I mention no names for fear of accidents  I am [&c.]

The inclosed is from a Friend. This will be delivered you by Capt. Solomon Townsend a Native of America who is very desirous of serving his Country—I believe he is very trusty & may be made an useful hand.—The fleet sailed from Spithead it is said are gone to Plymouth to join some others.—It is said with certainty that the Randolph is sunk by the Yarmouth.—⁸ The Randolph in the Night Mistook the Yarmouth & fired into her—the Yarmouth returned the fire: killed 5 & wound 12 of the Randolphs Men. The Yarmouth then fired 7 of her lower deck Guns when part of the Randolph sunk part blew up & every Person but 4 out of upward of 300 Perishd—By the Men saved they learn the Randolph with some others were going to plunder the Island of Tobago, tho that of Tortola had been given out—I now inclose you the Ledger which has a particular acct. of the Randolph—⁹ You have also the Gen¹ Advertiser from E.I.¹⁰ The Later inclosed will I suppose inform you who send the intercepted Letter—You must excuse the uncorrectness of mine as I write just as things occur.

L, MH-H, Arthur Lee Papers, vol. IV, no. 130. Neither the writer of the letter nor the intended recipient is identified in the letter. Internal evidence indicates that it was sent to Arthur Lee. An early cataloger listed the author as “Ridlay,” which was undoubtedly Matthew Ridley, an English merchant who had spent five years in Baltimore before returning home in 1775. Living in London, Ridley was an active member of a committee to aid American prisoners of war.

¹ Ridley lived in London, which is where this letter undoubtedly originated.
2. The spy was Edward Bancroft, secretary to the American Commissioners in France.
5. Upon his return to England from captivity in America, Maj. Gen. John Burgoyne was met with a storm of outrage that culminated in the introduction in the House of Commons of a motion “to condemn the state and condition of the army which surrendered at Saratoga.” Burgoyne defended himself in an able speech in Parliament on 26 May and thereafter became a vocal critic of Lord North’s administration and its handling of the war. Richard J. Hargrove, Jr., General John Burgoyne (Newark, University of Delaware Press, 1983), pp. 221–27.
7. This was the fleet commanded by Vice Adm. John Byron; as seen later in Ridley’s letter, it had gone to Plymouth. While there was uncertainty among British military and political leaders whether the fleet of Comte d’Estaing, based in Toulon, had gone to Cadiz, Spain, North America, or the West Indies, any of those destinations would have required the French fleet to pass through the Straits of Gibraltar, or “Gut.”

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]

22d. Saturday Last Night the Second time the Guard was In here they miss’d Mr. Welch in his Hammock,1 which caused a great Stir to Little purpose; & this morning all Muster’d to Attend Roll Call to see if any more was gone; this After Noon John Adair got over the Wall by the Vault2 but the Centry was Ready to Receive him took him & Comt’d. him to the Black hole—we was order’d in Directly, but one who was Obstinate was Comt’d. to B. h—3

D, MrHi, Jonathan Haskins Journal.
1. As seen at Journal of Dr. Jonathan Haskins, 20 May, above, Lt. David Welsh had escaped on 20 May.
2. A vault was the pit of a privy.
3. That is, the black hole, which is described in a note at Journal of Dr. Jonathan Haskins, 9 Apr., above.

J. C. CHAMPAGNE, ainé, TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir Blaye 22d. May 1778

Finding you are Now On your departure from Bordeaux Beg leave to Impart you that my Intimacy with the Submajor of our Castles has procured me In Conversation to Understand there is Orders here to Return you the Salut when your Vessell gets Down in Consequence Either you or the officier In Command after you Owe a Vissitt to the Governor Youle do well as you may not Be on Board to Give Orders to Come Ashore to me & Shall introduce who Ever it is, this must be done before the Vessel Comes to or fires. Youle please to Observe that I hint you this of my own Accord. Youle therefore Keep your Mind to yourself its only to Acquaint you the Etiquette of this place I Remain [&c.]
P:S: I have no Account of Captain Widger's Being Gone to Sea et


1. Capt. John Widger was master of the schooner Ann, from Edenton, N.C. John Bondfield to the American Commissioners in France, 10 Apr. 1778; ibid., 23–24.

JOURNAL OF CONTINENTAL NAVY FRIGATE BOSTON, CAPTAIN SAMUEL TUCKER

[Bacalan, France]

Fryday May 22d 1778.

This Day comes in with Rain, weigh’d Anchor in the Morning & fell down within three Miles of Blay, the Pilot went on Shore and another came on Board, at 3 PM weighd Anchor, & fell down as far as the Castle, and Anchored— saluted the Castle with seven Cannon, which returned the Complyment. a Number of Gentn. & Ladies came on Board

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

LETTERS OF CREDIT GIVEN TO CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, BY LAGOANERE & CO.

Messieur La Corognele 22. may 1778

Notre ami M. Gustavus Conyngham commandant Le Cotter de guerre nommé La Revange appartenant aux treise Colonies unies de l’amèrique septentrionale nous ayant demandé une lettre de credit pour se procurer l’argent dont il pourroit avoir besoin pour son Compte particulier nous lui avons donné la prè-sente quil a signé avec nous et quil vous remettra sil en fait usage.1 Dans ce cas nous vous prions de lui rendre où faire rendre tous les services qui dependront de vous et de lui Compte ou faire compter tout largent qu’il vous demandera N/C sur ses traites sur nous directement ou payable dans Madrid de quarante a soixante jours de date que nous acceiullirons avec Exactitude de quoi nous vous prions d’être persuadé. Nous vous prions de lêtre également de nôtre Reconnoissance pour tout ce que vous voudrés bien faire en faveur de nôtre Recommandation & que vous nous trouverés toujours disposés avons en donner des preuves en semblable ou toute autre occasion. Nous avons l’honneur detre [&c.]

Lagoanere & Comp
G. Conyngham

Messn François Aguirre & Comp a Nantes
M. Dom Cabarrus jeune a Bordeaux
MM Robert freres a La Rochelle
M. D Cabarrus Laine a Bayonne
M ant Betheder a S Sebastien
M Martin Dibiry a Bilbao
M Ant Delmaro at S Ander
M. Pre. Lapeire a Vigo
MM. Lassore freres & Comp a Cadiz
MM. Welther & Porte a Alicante
[Translation]

Gentlemen: La Corunna May 22, 1778.

Our Friend Mr. Gustavus Conyngham commanding the cutter of war The Revenge, belonging to the thirteen United Colonies of North America, having asked us for a letter of credit, in order to obtain the money he would want for his individual account, we have given him the present letter, which he has signed with ourselves, and which he will return to you if he makes use of it.1 In this case we ask you to render to him or to have rendered all the attentions which will depend on you, and to charge him or have charged all the money he will ask of you, upon drafts on us directly or payable in Madrid forty to sixty days from date. That we will pay with promptitude, we ask you to be convinced. We pray you to receive likewise our gratitude for all that you will do in favor of our recommendation and that you will always find us disposed to give you similar proofs on all other occasions. We have the honor to be [&c.]

Lagoanere & Comp
G. Conyngham

Messrs. Francois Aguirre & Comp. at Nantes
M Domé Cabarrus Jr. at Bordeaux
MM Robert Brothers at La Rochelle
M. D’s. Cabarrus Sr. at Bayonne
Mr. anté Betbeder at St. Sebastien
M. Martin Dibiry at Bilbao
M Anté Delmaro at St. Ander
M. Père Lapeire at Vigo
MM. Lassore Brothers & Comp. at Cadiz
MM. Welther & Porte at Alicante
MM. J. Bap’c Famin Devoire & Comp. at Barcelona
MM. Roux Brothers at Marseille
MM. Cassalon & Comp. at Canaries St Croix de Teneriffe

DS, Nhi, Naval History Society Collection, Gustavus Conyngham Papers. Translation, with corrections, from Letters and Papers of Gustavus Conyngham, pp. 131–32.

1. The British reported that Conyngham and the Continental Navy cutter Revenge left on a cruise the day after this letter was written. Lord Grantham to Lord Weymouth, 27 May 1778, UkLPR, S.P. (Foreign) 94/205, fol. 248.

May 23

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Passy, May 23—1778

A Pilote being wanted to conduct an Advice Boat to America, if you have in your Ship a suitable Person that can be spared the Commissioners request, that you would permit him to go on that Service.1 We have the Honour [&c.]
JOHN G. FRAZER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Bordeaux, May 23d. 1778—

Dear Sir,

I wrote you immediately upon hereing of your safe arival at Brest, after your successful cruise which give me infinite satisfaction to here.—I have been here ever since I come from Nantes and two months of the time very sick with a Fever, which has prevented me from proceeding upon my travels—I am now perfectly recovered and shall set out for Paris the beginning of the next month—Your affair at Whitehaven & Scotland has been variously represented by Letters as well as in the English papers, if you have time and will take the trouble I shou’d be glad to have a consise acct. of yer Cruise, &c direct for me at Bordeaux to the care of Mr. Bonfeild Agent here¹ This is an exceeding agreeable place I wish you cou’d come here before you leave Europe Cap’T Tucker of the Boston Frigate fell down the River to Day and will sail immediately. There are two American young Gentlemen² here who wishes to enter into the service under you, I am sure they will please you in every respect, one in the Navy, and the other in the Marine service is what they want to be There are a number of Vessells from America coming in here every Week, Trade will soon flurish again to our distress’d Country I hope; the last Accounts I have had from Home were Dated the 10th. of March; they then expected an Army of Twenty Thousand Men out from England this spring, and Congress prepared accordingly to receive them, by augmenting our Army to more in number then we have ever had in the Field at once yet, they will be very agreeably disappointed, for from the best intilligence there are not two Thousand gone out—Poor Biddle in the Randolph they say was blown up at Sea by a 64 Gun Ship I hope it is not true every acct from the West Indies mentions it—³ Cap’T Mc’Neill I suppose you have heard was suspended in Boston—⁴ If you are agoing upon another such scheme as your last I will go with your upon certain conditions. I wish I had been with you in the last cruise, please to make my Love to Mr. Simpson and all the rest of your officers, and am [&c.]

Jnº G. Frazer

¹ John Bondfield, the Continental agent at Bordeaux.
² For more on the “two American young Gentlemen,” see Frazer to Jones, 18 May, above.
³ For more on the destruction of the American frigate Randolph and the death of its captain, Nicholas Biddle, see Extract of a Letter from On Board the State Brig Notre Dame, 9 March 1778, vol. 11: 576.
⁴ For the charges against Capt. Hector McNeill, see Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May, above.
May 24 (Sunday)

JOURNAL OF TIMOTHY CONNOR

[Forton Prison, Portsmouth, May 1778]
Sunday 24th. Moderate weather, this evening about ten o’Clock there was a whole found out in the officers apartment which the Drum was ordered to beat to arms when all Portsmouth and Gosport were in an uproar five pounders a plenty to be seen expecting us out


1. “Five pounders” were bounty hunters. They received a reward of £5 for recaptured American prisoners. Cohen, Yankee Sailors, p. 108.

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]
24th. Sunday for this two Days past the Guard has been so Strict that they’ve placed a Centry Extra at the Gate; and Order’d that No Prisoner to Nigh the gate Unless he has particular business
24th. of May Sunday this Afternoon One of the people in the Long Pn 1 went to Look out at the End Window & the Centry fired at him, but did not hit him

D, MeHi, Jonathan Haskins Journal.

1. That is, the Long Prison.

CAPTAIN ABRAHAM WHipple, CONTINENTAL NAVY, TO ROBERT EDMUNDS, PRIZE MASTER, CONTINENTAL NAVY

Orders and Instructions for M’ Robert Edmunds Prize Master of the Brigantine Lord Grosvenor whereof William Tyler was late Master—

On board Contin Frigate Providence

Abraham Whipple Commdr:

To M’ Rob’ Edmunds &c

You are as much as in your power lies to keep Company with the Ship Providence and by no means lose her if it can be avoided, but in Case it should so happen that you cannot keep up with the Ship you are then to make all possible Dispatch in proceeding for the port of Nantes in France, and upon your arrival make application to the Continental Agent there residing, and if you cannot make the Port of Nantes you are then to put into such other port in France as you may judge best, and make enquiry for and application to any Continental Agent there Residing.

These Orders are to be kept, and delivered to any Commanding Officer who may retake you if it should so happen—

Given under my hand

On board Ship Providence
This 24th day May 1778
Abrm Whipple

May 24

Sunday a Billet from M’ Bonfield the Agent invited All the Commissioned Officers to dine with him—a large Number of both Sexes were present—The Crew of the Pinnace under M’ Vickery a Midshipman being sent to Bordeaux rose upon him—as going up after the Captain—


May 25

“EXTRACT OF A LETTER FROM CORKE, MAY 25”

“The Martinico privateer has lately taken a great number of Merchant ships in the West Indies. Among others are the Thomas Henry, Capt. Pearle; the Lively, Captain Calvert; and the Dungannan, Capt. Kirby, who sailed from this Port January 25, under convoy of some ships of war.”

Lloyd’s Evening Post, and British Chronicle (London), 8–10 June 1778.
1. Snow Thomas & Henry, John Pearl, master, 120 tons burthen, built in Cork, Ireland, in 1751 and extensively rebuilt in 1771. Lloyd’s Register of Ships, 1777–1778.
2. Brig Lively, John Calvert, master, 90 tons burthen, built in Lancaster in 1773 and owned by Calvert & Co. Ibid.
3. Brigantine Lord Dungannon, Charles Kirby, master, 120 tons burthen, built in 1766 at Philadelphia, and owned by Campbell & Co., of Belfast. Lloyd’s Register of Ships, 1777–1778. Kirby provided an account of the capture and recapture of Lord Dungannon in a statement to the Vice Admiralty Court of Halifax: “on his Passage from Cork to Antigua in the Lat. 17.10. Long. 60.30. on the 5 of March last they fell in with two American privateers called the Cumberland and Fanny, the Cumberland was a 20 Gun ship, & had upwards of a Hundred men, the other 16 Guns, 80 or 90 men, that they Chased him about four Hours when the Privateers came up with & Boarded the said Brig, took out all the men except the Deponent & a Boy, & then put on Board a Prize Master and 8 men, gave the Prize Master orders to make the best of his way for any Port near Boston, New England, that on the 6th of April Inst. Being in the Latitude 42° 12. Long 67, they fell in with the Blond Man of War who retook the said Brig & brought her into this Port of Halifax, that the Privateers people took out Sundry articles of the Cargo while the said Brig was in their possession.” George F. Dow, ed., American Vessels Captured by the British during the Revolution and War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia (Salem, Mass., The Essex Institute, 1911), p. 50. On the recapture of Lord Dungannon, see Journal of H.M. frigate Blonde, 6 Apr., above. The brig was libeled on 11 Apr. and declared a recapture on 1 May. CaNSH, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 121–22.

LORDS COMMISSIONERS OF THE ADMIRALTY
TO VICE ADMIRAL JOHN BYRON

By &c.

Whereas the Honorable Augustus Keppel Admiral of the Blue and Commander in Chief of a Squadron of the King’s Ships employed and to be employed in the Channel Soundings or wherever else His Majesty’s Service may require, is directed in pursuance of His Majesty’s pleasure signified to us by Lord Visct. Weymouth one of His Majesty’s principal Secretaries of State in his Letter of this date
to put to Sea immediately with as many of the Ships of that Squadron as are in readiness and to call off Plymouth Sound to take you and your Squadron under his Command and to remain on the Station which has been assigned him until he gets good Intelligence of Monsr. D'Estaings Fleet and if he is satisfied that it is bound to America or the West Indies to order you to pursue it agreeable to the Instructions you have receiv'd But if from well grounded Intelligence he shall have room to believe that it is still in the Mediterranean, in that case to order you to proceed immediately to Gibraltar and to use your best endeavours to meet with, and give battle to the said Fleet, and if on your passage to, or on your arrival at Gibraltar you should receive well grounded intelligence of the abovemention'd Fleet having passed the Straits of Gibraltar bound out of Europe, to direct you to follow it to America or the West Indies agreeable to the Instructions you have received;² You are hereby required and directed when the said Admiral arrives off Plymouth Sound to put yourself and your Squadron under his Command accordingly, and to follow his Orders until he shall give you directions to separate from him in pursuit of Monsr. D'Estaings Fleet as abovementioned. Given &c 25: May 1778

Sandwich

By &c.

P.S.³

Lisburne

H. Penton

2. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3, 13, and 18 May, all above.
3. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Passi May 25. 1778

Your Favours of May 9 and 16, from Brest, We duely received. We congratulate you on your Success and Safe Arrival at Brest, as well as on the Honour you have acquired by your Conduct and Bravery in taking one of the Kings Ships. As We have Some Expectation of obtaining an Exchange of Prisoners from England, We would Advise you to keep those you have made, Securely confined, tho in the manner most consistent with Humanity, till We have an Answer from thence. For if We can get an equal Number of our own Seamen, to man the Drake, she will be an Additional Strength to you in a future Expedition; whereas Sending her, with the Prisoners to America, will not only weaken you, by the Hands you must Spare to navigate her and to keep the Prisoners in Subjection, but will also hazard their being retaken. We Should have been happy to have been early informed of the Particulars of your Cruise, and of the Prizes you have made, of which We have no authentic Advice to this Hour.¹ Your Bill of Exchange in Favour of Mr Bersolle², for Twenty four Thousand Livres,
which you inform Us, you mean to distribute among the brave officers and Men, to whom you owe your late Success, has been presented to Us, by M' Chaumont. 3

We are Sorry to inform you that We have been under the disagreeable Necessity of refusing Payment; and that for several Reasons.—first because your Application should have been made to M' Schweighauser, who is the Person regularly authorized to act as Continental Agent at Brest, and We are determined that all American Concerns, within our Department, shall go through his Hands, as long as he shall continue in the Character of American Agent or at least until We shall find it necessary to order other wise. secondly Because the Bill is drawn for an Expense which We have no Right or Authority to defray. We have no Authority to make Presents of the public Money, to officers or Men, however gallant and deserving for the Purpose of providing their Families with Cloathing nor for any other Purpose, nor to Advance them Money upon the Credit of their share of Prizes; nor have We Authority to advance them any Part of their Pay, or Bounties. all these Things belong to Congress alone, and must be done by the proper Boards in America

our Authority extends no farther, than to order the necessary Repairs to be made to your Ship, to order her to be furnished with necessary Victuals, which We are ready to order M' Schweighauser to do, as soon as We shall be informed by you, what Repairs and Victuals are wanted, with an Estimate of the amount of the Expense.

There is one Thing further, which We Should venture to do, for the Benefit of your Men. Upon a Representation from you of the Quantity of Slops, necessary for them, We should order M' Schweighauser, to furnish your ship with them, not more however than one Suit of Cloaths for each Man, that you may take them on Board of your ship, and deliver them out to the Men as they shall be wanted, charging each Man upon the Ships Books with what he shall receive, that it may be deducted out of his Pay.

Lt Simpson has stated to Us, your having put him under Arrest for disobeying orders. As a Court Martial must by order of Congress consist of three Captains, three Lieutenants, and three Captains of Marines, and those cannot be had here it is our Desire that he may have a Passage, procured for him by the first opportunity, to America, allowing him, what ever may be necessary for his Defense. 4 —As the Consequence of an Arrest in foreign Countries are thus extremely troublesome they should be well considered before they are made.

If you are in Possession of any Resolution of Congress, giving the whole of Ships of War, when made Prizes, to the Captors, We Should be obliged to you for a Copy of it. We should also be obliged to you for a particular account in whose Hands, the Prizes made by you are; in what forwardness the Sale of them.—We have the Honour to be [&c.]

Arthur Lee
John Adams
B Franklin


1. Arthur Lee drafted an earlier letter to Jones, dated 17 May, for the commissioners. That letter was never sent. The reason seems to have been its harsh tone, particularly for matters covered in the
preceding paragraph. In his draft, Lee wrote: "We have heard of your arrival at Brest with a prize, & are surprized that you have not given us an Account of that & of your other proceedings. We desire you will not take any measures relative to the prize & prisoners you may have made except securing them nor incur any considerable expence without our orders. Upon the receipt of this you will immediately send us an Account of what you have done upon your cruize, of what your prizes consist, what repairs you want, & what farther measure you propose to pursue. Upon all these subjects you will wait our directions." American Commissioners to Jones, 17 May 1778, DLC, Benjamin Franklin Papers, series 2, vol. 18, no. 443. The remainder of Lee’s draft concerns the court-martial of Lt. Thomas Simpson; it was incorporated almost verbatim into this current letter, which was written by John Adams. In his memoirs, Adams wrote that he was "doubtful" that Franklin would sign this letter, "but when he saw that Mr. Lee would sign," he did also. (Adams, Diary, 4: 116) Franklin, however, wrote Jones himself on 27 May, below. That letter, which was more conciliatory and friendly in tone, initiated a correspondence and dealings between Jones and Franklin that excluded the other commissioners.

2. Emmanuel-Yves Bersolle.

**Lieutenant Thomas Simpson, Continental Navy, to the American Commissioners in France**

May it please your Honours

May 25th, 1778.

I addressed you on the 8th. of this Instant on a very disagreeable affair, not receiving any answer, or order from your Honours, I concluded my letter had miscarried, or your attentions were required on greater objects, and therefore was determined to rest a while, until you might be at leisure, to think on the matter, I had wrote you of—1 But the treatment I have since received from Capt’n Jones constrains me to be again troublesome, which, when I relate it, hope will Apologize with your Honours, for my excuse. On Wednesday the 20th Instant between the hours of nine and ten in the forenoon, Capt’n Jones came on board the *Drake*, with a French Officer, and without previous notice ordered me to go with that Officer on board the *Admiral* (I must make a digression to inform you, that this was the first time he gave me an opportunity, to speak to him since my parting with him on board the *Ranger*, the 25th. of April in the evening, which preceded the day, he sent his written instructions to me by his boat on board the *Drake*,3) I told him, I was sensible that I was under Arrest, and that I was entirely innocent of his charge against me, that I shou’d have given him that satisfaction before, if he had given me opportunity, that I had attended to his order of Arrest, and kept to my confinement, Observed to him, that I had nothing to do with the French Admiral, that he cou’d not possibly be any way connected with our dispute—he answered that he wou’d have no Altercation, and desired the Officer to take me away, I accordingly obeyed; but If I was surprized at being sent on board the Admiral’s Ship,4 what can you think Gentlemen, my astonishment and distress must be, to find after I was in the boat, that the Admiral’s ship he told me of, was an Old prison ship that lies in the Port of Brest, which is called the *Admiral*, kept by an Officer and a guard of Soldiers, to put disorderly persons of every denomination, as a punishment. I was confined there that day, and the night following, not a person that I knew suffered to speak to me, M’ Benjamin Hill, a Gentleman, that was with me in the *Drake*, came to bring my bed, but was not admitted to speak—Thursday morning the 21st. Another French Officer came on board the Prison ship about 9 o’the clock, and told
me I must go with him to the Pontaniou—I was then a little cheered, thinking Captain Jones was about to treat me like a Gentleman, but to my great disappointment and Affliction, when arriving at the Pontaniou, I found it to be the common Goal, where I was ordered to be locked up in one of the rooms, and no person of my acquaintance to be suffered to see me— The Goaler has been so kind as to carry a letter for me to Comte D’orvilliers, I addressed myself to him, as Capt’n Jones told me it was the Comte’s orders that I shou’d be treated in the manner heretofore related, the Comte told the Goaler, that he had given Capt’n Jones liberty (on his application) to put me in the prison, that he had nothing to do with our dispute, the Goaler asked the Comte, who was to provide for me his answer was Capt’n Jones, which he has not yet done, unless it be ill treatment, I have wrote another letter to the Intendant, he is now out of town, but the Commissary has this day told the Goaler, that I may write to your Honours, which I instantly embrace, it being the fifth day of my confinement— May it please your Honours such actions are cruel, and oppressive, very unbecoming an American Officer, very unbecoming those people, who are Struggling in one of the most glorious causes that mankind ever undertook. I offered Capt’n Jones if he wou’d consent to my taking any room on shore, I wou’d confine myself as close, as he pleased, or desired him to confine me to my apartment in the Ranger, which is the proper place for my confinement, If people will be so rigorous, No, that favor, even if it was one, was denied— No Officer was ever treated in such a manner in the British navy, and I am sensible there is no Officer (God forbid there shou’d,) but Capt’n Jones in the American Navy, wou’d treat his Lieutenant in such a manner, for nothing but an imaginary fault— I appeal to all the Officers of the Ranger and by their account of my behaviour, am willing to Stand or fall— Gentlemen pray let my situation plead for me with you, for your friendly interposition, let me be order’d to America, I’ll go any way that you please, and deliver myself at the first place I arrive, where there are Gentlemen to try me, let Capt’n Jones send his charge written I can have none but written evidence and defence. I am innocent, I fear no trial, if that cannot be, may I beg to be removed to Bourdeaux, on board the Boston, here are passages often enough, or M’ Williams your Agent can send me from Nantes to America. I shou’d not be thus troublesome, but my unhappiness is great, confined in a foreign prison, no shadow of a Trial, or release. I can be of no service to my country, but on the contrary, my treatment when known, which soon must be, will be a discouragement, and deter every one from entering to serve in the Navy. I beg your honours pardon, and hope you’ll excuse this long incorrect State of the matter, have inclosed a Copy of the letter I before wrote you, with a Copy of Capt’n Jones Instructions, a copy of his order for my Arrest, and declaration of Mr. Hills, with the people, that were onboard the Drake, by which your Honours may be acquainted with matters of fact, I shou’d be glad to have those people sworn, but my situation will not admit of it—

I cannot conclude without, again, in the most earnest manner, Supplicating your assistance, knowing no other persons in this country to whom I can Apply for redress, my case is still more distressing as I cannot speak the French language, and no American admitted to come to see me in the Prison—I humbly beg a line or two in answer by return of the Post— And am Your honours most Obedient [&c.]

Thom Simpson
I neglected to observe to your Honours, that Capt'n Jones never made a Signal to speak with me at the time of our parting, which if he found, there was a misunderstanding of his verbal order he ought to have done. If your Honours will Oblige me with answer— I beg it as a favour You'll direct the Letter agreeable to the Underwritten.  

A Monsieur Monsieur Chevalier Consierge De La prison Royal De pontaniuou

A Brest

2. As seen later in this letter, the Admiral was a prison hulk anchored in the harbor of Brest.
3. For these instructions, see Capt. John Paul Jones to Simpson, 26 Apr., above.
4. The admiral was Louis Guillouet, Comte d’Orvilliers; his flagship was the ship of the line BreTAGNE.
5. Jones gave his version of events in a letter to the American Commissioners in France of 3 June.
6. That is, Arnaud de La Porte.
8. See Jones to Simpson, 26 Apr. and 7 May, both above; Members of the Prize Crew of the *Drake* to the American Commissioners in France, 16 May, also above.
10. The concierge, or door-keeper, of the prison here filled in his title and address.

**Journal of Lieutenant William Jennison, Continental Marines**

[May] 25  
Captn Palmes & Mr. Bates were ordered to Bordeaux in search of them¹. At 8 pm Mr. Livingston who acted as a Lieut² and was Cap³ of a Ship from Virginia with Tobacco on Congress Account,² was ordered to go up to Bordeaux to take the Depositions of Serjt³ Cazneau³ & Azema, two of whom had been importuned to enter into a Conspiracy & rise upon the Officers when at Sea & carry her into England—By the Desire of Mr. Livingston I was ordered to accompany him, taking one Martin a Swede into Custody as principal in the Conspiracy with Us—⁴

1. Capt. Richard Palmes, Continental Marines and Sailing Master Benjamin Bates had been sent after the mutineers discussed in Jennison’s journal entry of 24 May, above.
3. See Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, below.
4. For more on this planned mutiny, see Capt. Samuel Tucker to John Adams, 27 May, below.

**Rear Admiral Samuel Barrington to Philip Stephens, Secretary to the Lords Commissioners of the Admiralty**

No. 8  
Prince of Wales¹ at Sea, 25th: May 1778.  
Lat 44º. 59' N.  
Sir,  
Having this afternoon taken an American Schooner called the Duc de Choiseul, John Fulford, Master, bound to Bourdeaux with forty eight Hogsheads of Tobacco
from North Carolina, I have thought proper to send her to Plymouth, and have
great satisfaction in acquainting you, that I am thus far on my passage; having
sailed from Plymouth a few hours after I sent away my Letter of the 19th. inst.

I have to desire you will sollicit my Lords Commissioners of the Admiralty, to
give directions that Mr. William Williams, one of the Master’s Mates of the Prince of
Wales, who has the charge of the Prize, may have permission to repair to Falmouth
with the People under his direction, as soon as he has delivered her to the Agent,
in order to their proceeding from thence in the first Packet that shall sail for the
West Indies, to rejoin the Ship at the Leeward Islands; the Agent having instruc-
tions to procure them a passage. I am [&c.]

Saml Barrington

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Bourdeaux 25th. May 1778.—

A Complaynt has been lodged by the Wife of J. B. Morel, Drummer on board
your Ship to the Commissary of Admiralty, that he the said Morel requested his
Wife by a Message by a man yesterday on board requesting that she would apply to
the Commissary for an order to be put on shore, that he was invited on Board by
Strategem, that since he has been on Board he has been confined in the hold and
refused permission to speak with any one on board.—I have maintained the falcity
of the imputation and have requested the Commissary to send down one of his Of-
ficers to take information from you, to take off the imputation of so scandalous a
Nature. Mr. Lemony is so oblidging as to permit one of his Dependants of confi-
dence who will deliver you the presents and who I am fully persuaded will make
his report from the information he will receive from the whole Body of your Ma-
rine Volenters, how ill founded is the Complaynt—I have had Mr. Palmes1 to the
Admiralty to inform Mr. Lemony the true situation of this Circumstance. Mr. Palmes
will be with you in the Morning.—The Town Guards are all upon the look out for
your deserters. I am [&c.]

John Bondfield

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Bourdeaux 25th. May 1778.—

The Wife of Jean B. Morel has lodged with the Commissary of Marines, a com-
plain for the detention of her Husband by force on Board the Boston, & of keeping
him against his inclination on his going on board with Drums his Wife says he
repared for you. Youll please if such a Man is on Board to Order h[im] on Shore,
this stoping the pursuit the Admiralty was taken on h[is] Acc. I have the Honour
to be [&c.]

John Bondfield

JOHN G. FRAZER TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear Sir

Bourdeaux May. 25th. 1778.—

One of Capt. Jones people see the four men that run away from your boat yesterday, I never heared of it till this Morning when I desired Capt. Burch & all the other American Captains here to make a Strict enquiry after them, which they promised me to do and to lay hold of them immediately, I expect they will come across the scoundrels to day or night, as I will have all the Dram shops serched this Evening, if they are taken I will hire a boat & send them down to you. I wish you a successful Cruise & happy sight of your Friends, & please to give my Love to all Friends in America wherever you may see them & am [&c.]

Jno. G. Frazer

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]

26th. Tuesday to Day a poor Wid\(^e\) came to see us who says She is the Daughter of Dr\(^e\) Murry of Newtown-Chester in Merriland\(^1\) her Husband was Dead & She left with 3 Small Children & in a Strange Land & Nothing to help her self with, & we for Country sake Subscribed About a Guinea for her

D, MeHi, Jonathan Haskins Journal.

1. This was probably Dr. William Murray of Chestertown, Md.

WILLIAM MORRIS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

There is nothing Could have giving me greater Satisfaction then being informed by M\(^o\) Williams that you entertain a Suffistiant oppinnion of my abilities to
think me worthy of being Lieut of the Marrines of your Ship1 my intentions are
intirely to Serve my Country and wish to enter into the Servise with no other View.
I Shall proceed to Breast as soon as posible I harttely Congratulate you on your
late Success and am [&c.]

William Morris

Nantes May 26th 1778

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6762. Addressed: “John Paul Jones
Esq’/Commander of the Continen1/Ship of War Ranger/Brest.” Docketed: “from M’ William
Morris/Nantes May 26th 1778/rec’d Brest May 30th 1778.”

1. Jonathan Williams, Jr., had recommended the appointment of William Morris as lieutenant of
Marines on the Ranger in place of Lt. Samuel Wallingford, who had been killed during the engagement
between Ranger and H.M. ship-rigged sloop-of-war Drake. Morris joined Ranger in July 1778 and served
aboard the vessel until its capture at Charleston, S.C., in 1780. For a biographical sketch of Morris, see
Smith, Marines in the Revolution, 456.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate Boston, Bordeaux]

[May] 26 We arrivd at Bordeaux at 9 am. & it was discovered that the major
part of the Ship’s Seamen were engaged in the Black project of
taking the Captain alive if possible & kill every other Officer who
should resist—1


1. For more on this planned mutiny of the crew of Continental Navy frigate Boston, see Jennison’s
journal entry of 25 May, above, Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27
May, and Capt. Samuel Tucker to John Adams, 27 May, both below.

REAR ADMIRAL SAMUEL BARRINGTON TO PHILIP STEPHENS, SECRETARY TO THE LORDS
COMMISSIONERS OF THE ADMIRALTY

N° 9 Prince of Wales at Sea, 26th May 1778.

Lat° 43°. 15´ N°

Sir,

Long° 11°—00 W° from London

Be pleased to acquaint my Lords Commissioners of the Admiralty, that I have
this instant taken and sent into Plymouth, an American Brig called the Gardoqui,
Bradstreet Dennison, Master, bound to Bilboa, with Tobacco, Lumber, and
Potash, from Newberry Port in New England;1 And as I have sent instructions to
the Agent to procure a Passage, in the first West India Packet that shall sail from
Falmouth, for the Officer and People who have charge of this Prize, as well as for
those whom I sent in the Duc de Choiseul yesterday,2 in order that they may rejoin
the Ship at the Leeward Islands, if their Lordships should have no objection; I
have to request you will sollicit their Lordships permission for that purpose. I am
Sir [&c.]

Sam’ Barrington

Lord Shuldham to/permit it/Own rec’d & let/have it.”

2. See Barrington to Stephens, 25 May, above.
May 27

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]

27th. Wednesday this Morning Early the Guard Surprised those people in the L.P. that were Digg’g1 But no One Gone to the B. hole—2

D, MeHi, Jonathan Haskins Journal.

1. As seen in the Journal of Dr. Jonathan Haskins, 11 May, above, this escape tunnel from the Long Prison had been under construction for more than sixteen days.

2. That is, the Black Hole, which is discussed in a note at the Journal of Dr. Jonathan Haskins, 9 April, above.

Benjamin Franklin to Captain John Paul Jones, Continental Navy

Dear Sir,

Passy, May 27, 1778

I received yours of the 18th. inclosing one for the Countess of Selkirk which I forward this Day via Holland as you desire.1 It is a gallant Letter, & must give her Ladyship a high & just Opinion of your Generosity & Nobleness of Mind.

The Dirty Insinuation you mention is of a Piece with many others from the same Quarter; the natural Produce of base Minds, who feeling no other Motive in their own Breasts, but sordid self-Interest, imagine no other Motive can exist in others, and therefore it is to that alone they ascribe the most praiseworthy Actions

The Jersey Privateers do us a great deal of Mischief, by intercepting our Supplies. It has been mention’d to me, that your small Vessel, commanded by so brave an Officer, might render great Service by following them where greater Ships dare not venture their Bottoms; or being accompanied and supported by some Frigates from Brest, at a proper Distance, might draw them out, and then take them. I wish you to consider of this, as it comes from high Authority; and that you would immediately let me know what you think of it, and when your Ship will be ready.2

I have written to England about the Exchange of your Prisoners.3

I congratulate you most cordially on your late Success, & wish for a continuance & Increase of the Honour you have acquired. It will always be a Pleasure to me to contribute what may lay in my Power towards your Advancement & that of the brave Officers & Men under your Command. I have [&c.]

B Franklin

L, DNA, PCC, item 82, vol. 1, p. 59 (M247, reel 108). Addressed: “To the honourable/John Paul Jones Esq'/Commander of a Ship of War/(the Ranger) belonging to the United/States of America/Brest.”


1. The letter to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.
2. Jones replied on 1 June. PPAmP, Benjamin Franklin Papers, vol. 10, no. 2.
3. American Commissioners in France to David Hartley, 25 May 1778. DLC, Benjamin Franklin Papers.

Captain John Paul Jones, Continental Navy,

To American Commissioners in France

Gentlemen.

Brest May 27th 1778.

I have now to fulfil the promise made in my last by giving you an Account of my late Expedition. I sailed from Brest the 10th of April. my Plan was extensive: I
therefore did not at the beginning wish to incumber myself with Prisoners.—On
the 14th. I took a Brigantine between Scilly and Cape Clear bound from Ostend
with a Cargo of Flaxseed for Ireland; sunk her and proceeded into St. Georges
Channell. On the 16th I took the Ship Lord Chatham bound from London for
Dublin, with a Cargo consisting of Porter and a variety of Merchandice; and almost
within sight of her Port:—this Ship I manned and Ordered for Brest.—

Towards the Evening of the day following the Weather had a promising ap-
pearance and the Wind being favorable I stood over from the Isle of Man with an
intention to make a descent at Whitehaven: at Ten I was off the Harbour with a
party of Volunteers, and had every thing in readiness to land, but before Eleven
the Wind greatly increased, and shifted so as to blow directly upon the shore; the
Sea encreased of course and it became impossible to effect a landing: this Obliged
me to carry all possible sail so as to clear the Land and to await a more Favorable
Opportunity.—

On the 18th in Glenluce Bay on the South Coast of Scotland I met with a Rev-
enue Wherry: it being the common practice of these Vessels to board Merchant
Ships, the Ranger then having no external appearance of War, it was expected that
this rover would have come alongside:—I was however mistaken, for tho the Men
were at their Quarters yet this Vessel outsailed the Ranger and got clear in spite of a
severe Cannonade.

The next Morning off the Mull of Galloway I found myself so near a Scotch
coasting Schooner loaded with Barley that I could not avoid sinking her.—Under-
standing that there was Ten or Twelve sail of Merchant Ships, besides a Tender
Brigantine with a number of Impressed Men on board, at Anchor in Loughryan in
Scotland I thought this an Enterprize worth my attention but the Wind, which at
the first would have served equally well to sail in or out of the Lough, shifted in a
hard Squall so as to blow almost directly in with an appearance of bad Weather; I
was therefore obliged to abandon my Project.—

Seeing a Cutter off the Lee Bow steering for the Clyde I gave chace in hopes
of cutting her off; but finding my endeavours ineffectual I pursued no further
than the Rock of Elza.—In the Morning I fell in with a Sloop from Dublin which I
sunk to prevent Intelligence.—

The next day the 21st being near Carrickfergus a Fishing boat came off which
I detained: I saw a Ship at Anchor in the Road which I was informed by the Fisher-
men was the British Ship of War Drake of 20 Guns.— I determined to Attack her
in the Night: my Plan was to overlay her Cable and to fall upon her Bow so as to
have all her decks open and exposed to our Musquetry &c at the same time it was
my intention to have secured the Enemy by Graplings so that had they cut their
Cables they would not thereby have attained an Advantage.—The Wind was high,
and unfortunately the Anchor was not let go so soon as the Order was given; so
that the Ranger was brought up on the enemies quarter at the distance of half a Ca-
bles length. We had made no Warlike appearance, of course had given no Alarm;
this determined me to cut immediately, which might appear as if the Cable had
parted; and at the same time enable me, after making a Tack out of the Lough, to
return with the same prospect of advantage which I had at the first:—I was how-
ever prevented from returning; as I with difficulty weathered the Lighthouse on
the Lee side of the Lough, and as the Gale increased.—The Weather now became
so very Stormy and severe and the Sea ran so high that I was obliged to take Shelter under the South Shore of Scotland.

The 22d introduced fair Weather; tho’ the Three Kingdoms\(^5\) as far as the Eye could reach were covered with Snow.—I now resolved once more to attempt Whitehaven: but the Wind became very light so that the Ship could not, in proper time, approach so near as I had intended.— At Midnight I left the Ship with two Boats and 31 Volunteers:— When we reached the outer Peir the day began to dawn; I would not however abandon my Enterprize, but dispatched One boat under the direction of M\(^e\) Hill and Lieutenant Wallingsford\(^6\) with the necessary combustables to set fire to the Shipping on the North side of the Harbour; while I went with the other party to attempt the South side.—I was successful in scaling the Walls and Spiking up all the Cannon on the first Fort; finding the Sentinals shut up in the Guard house they were secured without being hurted; having fixed Sentinals, I now took with me one man only (M\(^e\) Green)\(^7\) and spiked up all the Cannon on the Southern Fort, distant from the other a Quarter of a mile

On my return from this Business I naturally expected to see the Fire of the Ships on the North side as well as to find my own party with every thing in readiness to set Fire to the Shipping on the South; instead of this I found the Boat under the direction of Mr. Hill and Mr. Wallingsford returned, and the party in some confusion; their Light having burnt out at the instant when it became necessary. By the strangest Fatality my own party were in the same situation the Candles being all burnt out:—The day too came on apace; yet I would by no means retreat while any hopes of Success remained.—Having again placed Sentinals a light was obtained at a House disjoined from the Town; and Fire was kindled in the Steerage of a large Ship which was Surrounded by at least an Hundred and Fifty others, chiefly from Two to Four hundred Tons burthen, and laying side by side aground, unsurrounded by the Water.—

There was besides from Seventy to an Hundred large Ships in the North Arm of the Harbour aground clear of the Water and divided from the rest only by a stone peir of a Ships height.—I should have kindled Fires in other places if the time had permitted. As it did not, our care was to prevent the one kindled from being easily extinguished: after some search a Barrell of Tar was found and pow- ered into the Flames, which now ascended from all the Hatch ways.—the Inhabitants began to appear in Thousands and Individuals ran hastily towards us. I stood between them and the Ship on Fire with a Pistol in my hand and ordered them to retire which they did with precipitation. The Flames had already caught the Rigging and began to ascend the Main Mast. The Sun was a full Hours march above the Horizon; and as Sleep no longer ruled the World, it was time to retire: we embarked without Opposition, having released a number of Prisoners as our Boats could not carry them. After all my People had embarked I stood upon the Peir for a considerable space yet no person advanced. I saw all the Emeninces round the Town covered with the amazed Inhabitants.

When we had rowed to a considerable distance from the shore the English began to run in vast numbers to their Forts.—their disappointment may easily be imagined when they found I suppose at least Thirty heavy Cannon (the Instruments of their Vengeance) rendered useless.—At length however they began to Fire.—having as I apprehend either brought down Ships Guns or used One or
Two Cannon which lay on the Beach at the foot of the Walls dismounted and which had not been spiked.—they Fired with no direction and the Shot falling short of the Boats, instead of doing us any damage afforded some diversion; which my People could not help shewing by discharging their Pistols &c. in return of the Salute.—

Had it been possible to have landed a few hours sooner my Success would have been complete: not a single Ship out of more than Two hundred could possibly have escaped; and all the World would not have been able to save the Town.—What was done however is sufficient to shew, that not all their boasted Navy can protect their own Coasts—and that the Scenes of distress which they have occasioned in America may soon be brought home to their own doors.—One of my people was missing and must, I fear, have fallen into the Enemies hands after our departure.—8 I was pleased that in this Business we neither Killed nor Wounded. I brought off Three prisoners as a sample.

We now stood over for the Scotch shore and I Landed at noon on S' Marys Isle with one Boat only and a very small party. The Motives which induced me to land there are explained in the within Copy of a Letter which I have written to the Countess of Selkirk.—9

On the morning of the 24th I was again off Carrickfergus; and would have gone in had I not seen the Drake preparing to come out.—it was very moderate and the Drakes boat was sent out to reconnoitre the Ranger—as the Boat advanced I kept the Ships stern directly towards her—and tho' they had a Spy Glass in the Boat, they came on within Hail, and alongside.—When the Officer came on the Quarter deck he was greatly surprised to find himself a Prisoner!—altho' an Express had arrived from Whitehaven the Night before.—I now understood, what I had before imagined, that the Drake came out in consequence of this Information, with Volunteers against the Ranger.—the Officer told me also that they had taken up the Rangers Anchor. The Drake was attended by Five small Vessels full of People; who were led by motives of curiosity to see an Engagement: but when they discovered the Drakes boat at the Ranger’s stern they wisely put back.—Alarm smokes now appeared in great abundance extending along both Sides of the Channel.—the Tide was unfavorable so that the Drake worked out but slowly; this obliged me to run down several times and to lay with Courses up and Main TopSail to the Mast.—At length the Drake weathered the Point; and having led her out to about mid-channell, I Suffered her to come within hail: the Drake hoisted English Colours and at the same instant the American Stars were displayed on board the Ranger.—I expected that Preface had been now at an end; but the Enemy Soon after hailed, demanding what ship it was?—I directed the Master to answer the American Continental Ship Ranger—that we waited for them and desired they would come on.— The Sun was now little more than an Hour from setting, it was therefore time to begin.—The Drake being astern of the Ranger I ordered the Helm up and gave her the first broadside, the Action was warm, close, and obstinate; it lasted an Hour and five minutes when the Enemy called for Quarters—her Fore and Main Topsail yards being both cut away & down on the Cap—The Fore top Gallant yard and Mizen Gaff both hanging up and down along the Mast. The 2d Ensign which they had hoisted shot away and hanging over the Quarter Gallery in the Water—The Jib shot away and hanging into the Water—her Sails and Rig-
ging entirely cut to pieces.—her Masts and Yards all wounded and her Hull also very much Galled.

I lost only Lieutenant Wallingsford and one Seaman (John Dougal) killed; and Six Wounded; among whom are the Gunner (Mr. Falls) and Mr. Powers a Midshipman, who lost his Arm. One of the wounded (Nathaniel Wills) is since dead—the rest will recover.—

The loss of the Enemy in killed and Wounded was far greater.—All the Prisoners allow that they came out with a number not less than an Hundred and Sixty Men; and many of them Affirm that they amounted to an Hundred and Ninety the Medium may perhaps be the most exact account—and by that it will appear that they lost in killed and Wounded 42 Men.—

The Captain and Lieutenant were among the Wounded— the former, having received a Musquet Ball in the Head the Minute before they called for Quarters, lived & was sensible for some time after my People boarded the Prize—the Lieutenant survived two days.—They were Buryed with the Honors due to their Rank and with the Respect due to their Memory.—

The Night and almost the whole day after the Action being moderate greatly facilitated the refitting of both Ships.—A large Brigantine ran so near the 

Drake on the Afternoon that I was Obliged to bring her too—she belonged to Whitehaven and was bound for Norway.— I had thoughts of returning by the South Channel but the Wind shifting I determined to pass by the North & round the West Coast of Ireland—this brought me once more off Belfast Lough on the Evening of the day after the Engagement.

It was now time to release the honest Fishermen whom I took up here on the 21st.—And as the poor fellows had lost their Boat, she having sunk in the late stormy Weather, I was happy in having it in my Power to give them the necessary Sum to purchase every thing new which they had lost.—I gave them also a good Boat to transport themselves ashore and sent with them Two infirm Men on whom I bestowed the last Guinea in my Possession to defray their travelling Expenes to their proper home at Dublin—they took with them One of the Drakes Sails which would sufficiently explain what had happened to the Volunteers.—The grateful Fishermen were in Raptures and expressed their Joy in three Huzzas as they passed the 

Ranger's Quarter.—

I again met with contrary Winds in the Mouth of the North Channel but nothing remarkable happened till on the Morning of the 5th Current. Ushant then bearing SEBE distance 15 Leagues—when seeing a Sail to leeward steering for the Channel—the Wind being favorable for Brest and the distance triffling I resolved to give chace. Having the 

Drake in Tow—I informed them of my intention and Ordered them to cast off They cut the Hawser.—The 

Ranger in the Chace went lasking between the NNE and NNW—it lasted an Hour and Ten minutes—when the chace was hailed and proved a Swede.—I immediately hauled by the Wind to the Southward.— After cutting the Hawser the 

Drake went from the Wind for some time—then hauled close by the Wind steering from SSE to SSW as the Wind permitted;—so that when the 

Ranger spoke the Chace the 

Drake was scarce perceptable.—In the course of the day many large Ships appeared steering into the Channel—but the extraordinary Evolutions of the 

Drake made it impossible for me to avail myself of these favorable circumstances:—towards Noon it became very
Squally and the Wind backed from the SW to the West.—The *Ranger* had come up with the *Drake* and was nearly abreast of her, tho’ considerably, to leeward when the Wind shifted:—The *Drake* was however kept by the Wind; tho’ as I afterward understood, they knew the *Ranger* and saw the Signal which she had hoisted.—After various Evolutions and Signals in the Night I gave chase to a Sail which appeared bearing SSW the next Morning at a great distance.—The chase discovered no intention to speak with the *Ranger*; she was however at length brought too and proved to be the *Drake*.—I immediately put Lieutenant Simpson under Suspension and arrest for disobedience of my Orders dated the 26th Ultº Copy whereof is here inclosed.—On the 8th both Ships Anchored safe in this Road—the *Ranger* having been Absent only 28 days.—Could I suppose that my letters of 9th and 16th Currº (the first advising you of my Arrival and giving reference to the Events of my Ex- pition—the last advising you of my Draft in favor of Monsº Bersole for Twenty four thousand Livers and assigning reasons for that demand) had not made due appearance I would hereafter as I do now inclose Copies.—Three posts have already arrived here from Paris since Comte D’Orvilliers shewed me the Answer which he received from the Minister to the letter which inclosed mine to you—yet you remain Silent.—Monsº Bersole has this moment informed me of the Fate of my Bill the more extraordinary as I have not yet made use of your Letter of 10th Janº last whereby I then seemd entitled to call for half the amount of my late draft—and I did not expect to be thought extravagant when on the 16th I doubled that demand.—could this indignity be kept secret I should disregard it.—But tho’ it is already public in Brest and in the Fleet as it affects only my private Credit I will not complain.—I cannot however be silent when I find the Public Credit under the same disgrace.—I conceive that this might have been prevented.—To make me completely wretched Mº Bersole has told me that he now stops his hand not only of the necessary Articles to refit the Ship but also of the daily Provision.—I know not where to find tomorrows dinner for the great number of Mouths which depend on me for Food—are then the Continental Ships of War to depend on the Sale of their Prizes for a daily Dinner for their Men?—“Publish it not in Gath”—My Officers as well as Men want Cloathes to cover their Nakedness—and the Prizes are precluded from being Sold before further Orders arrive from the Minister.—I will ask you Gentlemen if I have deserved all this?—Whoever calls himself an American Agent ought to be present here.

I am unwilling to think that you have intentionally involved me in this sad delemma at a time when I ought to expect some enjoyment—therefore I have as formerly the honor to be [&c.]

Jno P Jones


5. That is, England, Ireland, and Scotland.
7. Joseph Green, a prize master on *Ranger*.
8. The crewman, David Freeman, a disgruntled Irish soldier who only joined *Ranger* to gain passage home, deserted and betrayed the raid by spreading the alarm throughout Whitehaven. Other members...
of *Ranger’s* crew, according to later reports, spent much of the raid carousing in local pubs.

9. See Capt. John Paul Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.

10. The gunner, James Falls, was wounded in the shoulder; Midn. Pierce Powers lost his right hand and his left was badly wounded. *Diary of Ezra Green*, p. 25.

11. The captain of H.M. ship-rigged sloop-of-war *Drake* was Comdr. George Burdon; the lieutenant was Lt. William Dobbs, R.N., volunteer.


14. Emmanuel-Yves Bersolle, a Brest merchant.

15. Louis Guillouet, Comte d’Orvilliers commanded the French naval squadron at Brest; “the Minister” was Antoine-Raymond-Gualbert-Gabriel de Sartine, the French Minister de La Marine. The commissioners had written Jones on 17 and 23 May. The letter of 23 May is above; the letter of 17 May is in *Benjamin Franklin Papers* 26: 490.

16. 2 Sam., 1: 20, and Micah, 1: 10.

17. The American agent in Brest was Jean-Daniel Schweighauser.

**CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO WILLIAM CARMICHAEL**

*Ranger* Brest 27<sup>th</sup> May 1778.—

Accept my worthy Friend the perusal of the inclosed account of my late expedition to Abraham Livingston Esqr:— should you think any part of it worthy of so much attention, you may freely Copy before you forward it.— 1

Our Friend Williams with Mr: Johnson have paid me a Visit from Morlaix since my Arrival 2—I received from Williams a 172 [copy] of 869 716 175 [your secret correspondence] so that 868 [you] have 545 [now] another member of 869 [your] Society in Europe.— 3

The Plan which we Communicated to Mons<sup>c</sup> La Motte Picquet did not succeed—when I parted from the Fleet in Quiberon I came here along shore—I communicated my plan to Mons<sup>c</sup> Le Comte D’Orvilliers who Commands the Fleet. He approved it so much that he proposed to send a Frigate to accompany me as far as Cape La Hague.— Gales of Wind however, and other Circumstances kept me here from the 9<sup>th</sup> of March until the 10<sup>th</sup> of April, it was therefore too late to pursue that plan as the Ships which were my principle Object must have departed about the 20<sup>th</sup> of March.—

364 [I] am Unhappily 149ed [companioned?] 862 [with] a 725 [set] of 557 [officers] whose sole 23 [aim] is 514 [much] present 314 [gain].— of Course 728 [ships?] and 290 [?] are not 791 [their] object—796 [They] wish to deal with nothing but Yreypvag Fvuef [merchant ships].— 790 [The] inclosed on that Subject 860 [will] Sufficiently explain 576 [my] Situation which you will I am sure think 214ing [demanding] 242 [?]. I leave to 869 [your] discretion 804 [to] shew it 569 [or?] not as you may think proper—I shall write to you as Opportunity may offer being with Sentiments [&c.]

N.B. I have written to Doctor Bancroft—who is now in very easy Circumstances having gained Several thousands by Insurance

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 30–31. Addressed below close: “William Carmichael Esq’—” The code used in this letter was one that Jones, Carmichael, Jonathan Williams, Jr., and Dr. Edward Bancroft used in corresponding to each other. According to James Bradford, editor of the *Microfilm Edition of the Papers of the Papers of John Paul Jones*, it is a simple nomenclature code the key to which was a dictionary with numbers written beside the words for which they stood, supplemented by a letter substitution code for words not included in the dictionary. That dictionary has not been located, but Bradford was able to decipher most of the words using context, other correspondence, and the alphabetical placement of the words. That there were thirty-three encoded letters allowed him to confirm the meanings of frequently used code words. Following those code words whose meanings he
was unsure of, Bradford placed a question mark. Unless otherwise indicated, the editors have used Bradford’s decoding.

1. The account of his expedition that Jones sent to his friend Abraham Livingston, a merchant and the Continental agent in South Carolina, has not been found, but it must have been similar to the one he sent to the American Commissioners in France, immediately above.

2. As seen in his letter to Jonathan Williams, Jr., of 29 May, below, Williams knew the code used in this letter. This code was undoubtedly the “secret correspondence.” Mr. Johnson was probably Walter Johnson, a merchant from Bordeaux.

3. Enclosure has not been found. Perhaps, like Jones, Carmichael was a Mason.

DEPOSITION OF SERGEANT JEROME CAZENEUVE, CONTINENTAL MARINES

Deposition of Jerome Casnove Serg’t Marines on board the Boston Frigate

The said Jerome Casnove of Toulouse was an Inhabitant of Bordeaux since 27 Oct’ last and lived During that time three Months with M’ Wyer bookbinder at the Chartran—finding an opportunity to get employ in the Service of the United States of wch. He had a great desire he apply to M’ Frazer1 an American Gentleman living in the Chartran requesting his Interest to get him employed on board the Boston. that M’ Frazer gave him a Note to Captain Tucker Commanding the Frigate on the receipt of which the Captain immediately assented and gave him the Station of Sergeant of Marines. I the said Casnove depose some time after this M’ Wyer finding I was enter’d in this Station. he approve the Step but disapprove the Cause—Not long after Martin Retur [?]2 introduced himself on board the Frigate as a Hugster or a man who woud Undertake the little shore purchases Necessary to be made for the Frigates People. he soon became familiar with the Seamen and particularly with Monroe who had been taken in the Prize made by the Boston on her Passage to France3 he representd his situation to said Martin told him he had a Wife & Family in London and would be glad to see them if his Situation of Circumstances could permit not chusing to incorporate himself with the Enemies of His Country. Martin told him there was a Man a Country of his named Wyer that might serve him & would mention Him to said Wyer which he accordingly did they both promised him M & W that he would contrive to raise a small sum of Money from the Gentlemen of the Factory to take him to England

Being one Day with Wyer he represented to this deponent it would be easy to take that Ship from the Americans and those that would oppose it and carry her to England. I represented the Act as Scandelous & Vilanous—few days after this said Monroe met me and engaged me to take part of a Bottle of Wine with him we drank our Wine and took after a Walk, at which time he told me Wyre had mentioned something to him which if he thought he could trust himself to me he would lay before me a Scheem that would make all our Fortunes—I neither assented nor dissented the next day I spoke to Captain Tucker and told him a plot was laid by some of the Ships Company against him and that I had been applied too to join in the Conspiracy but if he would give me leave to appear to join with them I might come at the bottom of the Intent to which he consented and requested I would be watchful—few days after I met the sd. Monroe with Captain Watts, and went with them to a Tavern. a dispute happend betwixt Cap’t Watts and a Midshipman who came in and prevented the Conversation that should have ensued but going out Cap Watts went before with the Midshipman and left Munroe to speak with me who opened the former subject of take the ship and told me his plan which was
Captain Samuel Tucker, Continental Navy
that he knew most of the Men on board that would be of the party provided he could secure the Marines & that after a storm at Sea to secure the Hatchway by the Marines while he with the Seamen who should have each a pair of Pistols provided should make sure of the officers and keep the men down—that he would not Kill Cap' Tucker having been well treated by him but would secure him as being the principal and equal to any three on board the Ship. shortly after I met Cap Watts who said he wished to speak with me on the subject that Munro had mentioned to me which was the above fact—finding me inclined to favor his proposals he said if he could depend on the Marines he would leave his Ship and enter on board the Ship as a private Seaman. since that I saw him several times but without mentioning the Subject.

Seeing Martin frequently with the People and on board the Frigate. I entrusted him with the supposed Secret on purpose to find out if he was concern'd but found he had no knowledge of the affair on the contrary he appeared to disdained me as being too dangerous & Inhuman.

after the Frigate dropt down to Lortmont I went to join her and went in her to Blay being on shore at Blay on Sunday last the 24th. May Ins't I met the said Martin on the Warf who said he had something particular to say. I agreed to meet him after Dinner I met him at apointment he took me aside and told me Mr Wyer was very sorry at my not have taken leave of him before I parted, that he was charged to ask me if I persisted in the sett scheem Mr Wyer Mr Watts, Monroe & some of the men that deserted the Ship would come and bring some opium with them which they would occasionly employ to set the People a sleep to favor their intent. I ask'd him how he propos'd the Men could embark who had deserted, he the said Martin would enfratiate himself with the Captain and discover where the deserters lay with apparent submission & should make their Peace with the Captain. that Wyer & Watts were resolved to enter on board as private Men and so join with the rest of the Company to favor their scheem—I answer'd him he was deceiv'd in his man that my seeming acquiescence was only to obtain a certain knowledge of the Fact which was vilenous & Inhuman and such as I was not accustomed to Act in— The same evening I went on board told Lieut Reed⁴ of what had pass'd and the Captain the Next Morning

Bordeaux 27 May 1778
Jerome Cazeneuve

D, PU, Benjamin Franklin Papers.
1. John G. Frazer.
2. In his journal entry of 26 May, above, Lt. William Jennison identified Martin as “a Swede.”
3. Among the prisoners captured in the prize ship Martha was “Andrew Munroe.” Journal of Continental Navy Frigate Boston, Captain Samuel Tucker, 11 Mar. 1778, NDAR 11: 1078.
4. Benjamin Reed, first lieutenant of Boston.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

Blaye May the 27 1778

I am ready for Sea and waiting for a wind after a tedious fatiguing Jobb. I heartily Congratulate you with the News of Cap¹ Jones takeing the drole & make no doubt but any of us Could Compleat Such an Undertaking Was our People Unanimous but Sir their has been a Conspairacy Carred on board the Boston this
three weeks Past betwen the English att Bourdeaux and my men to take the Ship to England but I Luckily Discoverd the Plot. I have Sent Mr. Livingston to town with the Evedence against them to Secure the Villians one by the Name of Wyer another by the name of Watts and Mr. Munrow, Who Deserted the Ship. This I done by advice of the majestrates and military offcers of this Place on Catching the Raskel with his Last Message to my People to know their minds those Deserters who had Run before had agreed by Perswations of the English Villians att Town to Come on board and ask my Pardon for transgresing with Pison Conceald about them and opem the Rascles where to Broach a Cask of water for forty Who were to be Concernd Pison the offercers by their Victles & to assassinate me by the way of a Sentenal Who was to be well Rewarded for his Valour but thanks to god I am Seldom or Ever off my gaurd in war time Even in a family where well acquainted

Prehaps Sir when the matter is finishd Mr. Bondefield will give you a Just acct as my time will not Premit me to Stay my tarry has been Long in Bourdeaux and I was almost ashamd to Write but I Cannot Boast of being well mand but my Ship is Extraordinary well fited att great Expence but hope nevertheless to pay my Country for all the Expence I Shall be att Sir I have Rec’d your trunk of Mr. Bondfield and hope to Deliver it with Pleasure and your Leter to Mr. Smith in Boston Where I hope to See your Honnour & Mas Jack in the Course of two years but Soonner Sir you Cannot be Expected

My Complements Sir to Mas’ Jack & Mas’ Jesse that I am Very well Hopeing these may be Presented your Honnour and them in Like Situation My Number of men on board is 182 men and Boys amongst which is 40 Seamen. Some of the before mentioned that I Shall take Very good Care off. Sir Your most Obedt [&c.]

Saml Tucker

Sir I have Just heard the Confirmation of Cap‘ Bidle being Sunk by the Seaforf of 64 guns by Runing alongside her in the Night fired a broad Side into the Seaforf taking her to be an Endiaman in the transport Service The Seaforf Returnd below and aloft blew up the Raindolph and all perrishd but two men one of which was Seen in Martinaco by a Gentleman in this Port Who Declares he had the acct from that Seaman formaly of the Raindolph.8

I am Sir heartily Sorry for So fine a man—and Valliant Crew & my Contrys Loss

L, MHi, Adams Papers. Docketed: “Capt” Tucker./May 27. 1778”; “Capt Tucker/Blay/May 27. 78.”
1. H.M. ship-rigged sloop-of-war Drake, Comdr. George Burdon, commander, was captured by Continental Navy ship Ranger, Capt. John Paul Jones, commander, on 24 Apr.
2. For more on this conspiracy, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, this date, above.
3. According to ibid., he was a British bookbinder living in Bordeaux named Wyer.
4. As seen in Cazeneuve’s deposition, he was Andrew Monroe/Munroe.
5. John Bondfield’s letter of 30 May discussing the conspiracy, which the American Commissioners acknowledged in a reply of 4 June, has not been found. DNA, PCC, item 84, vol. 1: 141.
7. John Quincy Adams and Jesse Deane.
May 28

THE LONDON CHRONICLE, TUESDAY, MAY 26, TO THURSDAY, MAY 28, 1778

LONDON.

The Vulture privateer is arrived at Plymouth from Guernsey,¹ and has brought as prisoners the crew of a French privateer sent into Jersey, which was taken by the Lively, Capt. Kirby,² off Brest, after an engagement of two hours and a half, in which the Frenchman had six men killed and 18 wounded, and Capt. Kirby had one man killed and four wounded. The Lively had 14 guns and 40 men, the French vessel 12 guns and 70 men. The French Captain has a commission to take, burn, &c. all pirates and enemies of the French state.³ He came from Bourdeaux, and was bound to South Carolina, laden with small arms, stores, and bale goods.⁴

1. Jersey privateer ship Vulture, Peter Cabot/Chabot, commander, 100 tons burthen, carrying eight 3-pounders, four swivel guns, and a crew of 50 men; owned by Elisha and Daniel Tripper of Guernsey and Francis Janurm of Jersey. UkLPR, H.C.A. 26/62, p. 58.

2. Jersey privateer snow Lively, Capt. J. Kirby, commander, 120 tons burthen, built in 1756 and repaired last in 1777. It carried sixteen 6-pounders and was owned by Patriarch & Co. Lloyd’s Register of Ships, 1777–1778.

3. In an account of this battle taken from an “Extract of a Letter from Plymouth, May 15,” it was reported that the French privateer “was furnished with a commission of resistance from the French King, which was sent up yesterday morning with the Lieutenant of the Jersey privateer express to Court.” The London Chronicle, 16–19 May 1778. If the French had actually begun issuing letters of marque, it would have been the equivalent of a declaration of war. In fact, France did not authorize privateering and began issuing letters of marque on 10 July 1778.

4. The “Extract of a Letter from Plymouth, May 15,” ibid., said that the French privateer also had “eight Engineers on board.”

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JOHN BLACK & COMPANY

Gentlemen, Brest 28th May 1778.—

Yours of the 19th: addressed to my Care for Lieutenant Dobbs was presented to me yesterday.—¹ It gives me real Pain to inform you that he is no more:—he survived the Engagement only 36 hours—in the Course of that time I paid him two Visits on board the Drake and found him in such spirits that I had no apprehension of what so soon followed—I freely consented to land him among his Friends the day after the Engagement when we passed Belfast; but the Surgeons as well as himself thought the Risque too great, after a loss of Blood—his Boy was therefore at his desire sent ashore—He was buried in the Ocean with the Honors due to the Brave and the respect due to his private Character.—I would write to his Brother, but wish to avoid the too tender Subject! I am Convinced that he was shewed all possible care and tenderness.—Consequently his Hurt exceeded the Art of the Surgeon and the Skill of the Physician.—You are at liberty to Communicate this Account to his Relations. and I am Gentlemen . . . &c.


¹. In their letter to Lt. William Dobbs, John Black & Company informed him that they had been instructed to provide Dobbs with up to £100. They added that they knew he had been wounded and were willing to use “all” their “Interest” to get him moved to an “inland town” if it would speed his recovery. DLC, Peter Force Collection, Papers of John Paul Jones, no. 6748
Estimate of the Value of Goods shipped by Jonathan Williams, Jr., in the Duc de Choiseul, Duchesse de Grammont, and the Continental Navy Frigate Deane

Estimate of the Value of the Goods which have been consigned to Jon’a Williams at Nantes and by him shipped for America in the Ships Duc de Choiseul, Duchesse de Grammont, & Deane Viz:

[28 May 1778]

### Duc de Choiseul

- 3000 Suits of Cloaths at 36- £180,000
- 12 Brass six pound Cannon 800- £9,600
- 1000 Stand of Arms @ 20- £20,000
  
  **Total for Duc de Choiseul** £209,600

### Duchesse de Grammont

- 13435 Suits of Cloaths 35- £483,588
- 13000 pr Hose 2- £26,000
- 60 Casks w¢ ab¢ 80,000 w¢ Copper at 270- £216,000
- 32 Casks of Flints 1000
- 2 Small Brass Field Pieces 1000
  
  **Total for Duchesse de Grammont** £726,588

### Deane

- 2000 Pr of Shoes 4- £8000
- 3276 Suits of Cloaths 36- £117,936
- 10000 w¢ Pewter 85- £8,500
- 60,000 w¢ Copper 270- £162,000
  
  **Total for Deane** £296,436

**Recapitulation**

<table>
<thead>
<tr>
<th></th>
<th>Duc de Choiseul</th>
<th>Duchesse de Grammont</th>
<th>Deane</th>
</tr>
</thead>
<tbody>
<tr>
<td>£180,000</td>
<td>£483,588</td>
<td>£211,200</td>
<td>£8000</td>
</tr>
<tr>
<td>£9,600</td>
<td>£216,000</td>
<td>£726,588</td>
<td>£26,000</td>
</tr>
<tr>
<td>£20,000</td>
<td>£162,000</td>
<td>£726,588</td>
<td>£296,436</td>
</tr>
</tbody>
</table>

**Total** £1,234,224

Commission on £1234,224 @ 1 Ct is £12342.5.

The Prices in the above Estimate are formed partly from a knowledge of the Real Cost & partly from the Information of the person who supplied many of them.

When Goods are consigned to a Merchant which are ordered to be shipped again the Custom is to charge half the Commission he would have done had they been sold by him. M’ Williams therefore charges the Commissioners one Ct on this Business which amounts as Estimate to 12342 Livres 5 Sols.

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1. The account is undated, but it is grouped with other accounts dated 28 and 29 May, which Williams submitted to the American Commissioners in France in early June. Ibid., 28: 42n.
2. At the bottom of the estimate is a nota bene, which reads: "There are three considerable Errors in this Acc' The 1st is in the recapitulation on the Duc de Choiseul there is found 211,200 instead of 209,600. 2. the Copper is estimated, at 270 quintal which according to the Acc' ren'd Montieu cost only 27 sols Cwt or 150' 14 the quintal"
makes in the *Deane* 90,000 instead of 162,000
In the *duchess de Grammont* 120,000 instead of 216,000
210,000 378,000

It appears therefore that there is overcharged in the above Estimate on the Commission at that sum at 2% C\(^t\) which amounts to 1700\(^t\) more than what was M: Williams just demand.

H Ford sec\(\mathcal{F}\)  

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>211,200</td>
<td>209,600</td>
<td>1600</td>
<td>168000</td>
<td>169600</td>
</tr>
</tbody>
</table>

Arthur Lee’s secretary Hezekiah Ford seems to have prepared this nota bene sometime in December 1778 or January 1779, when Lee and Ford launched an investigation into Williams’s accounts. See Arthur Lee: Report on Montieu’s Accounts, 30 December 1778. *Benjamin Franklin Papers*, 28: 305–6 and n. Ford’s nota bene overlooks an error in the account that is to Williams’ detriment: As someone has noted on the account, the value of the *Duchesse de Grammont’s* cargo should have totaled £727,588, rather than £726,588. Jean-Joseph Carié de Montieu was a merchant from Nantes and an important supplier of military supplies for the Americans.

**Jonathan Williams, Jr.’s, Invoice of Merchandize Shipped in Continental Navy Frigate *Deane***

[Extract]

Invoice of Sundry Merchandize shipped by Jon\(^a\) Williams by order of the Honble. the Comm\(^r\) Of the United States on board the Continental Frigate *Deane*, Saml. Nicholson Esqr. Commander bound for North America on Account and Risque of Congress and Consigned to their order. vizt.

<table>
<thead>
<tr>
<th>C No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a 132</td>
<td>132 Bales Containing 6602 Uniform Soldiers Coats . . . .</td>
<td></td>
<td></td>
<td>237672.6</td>
</tr>
<tr>
<td>1a 17</td>
<td>17 Hhds Containing 5000 P Breeches . . . .</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a 35</td>
<td>18 Hhds Containing 6602 Waistcoats . . . .</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36a 40</td>
<td>5 Hhds Containing 1602 P Breeches . . . .</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1a 19</td>
<td>19 Hhds Containing 8468 P Shoes . . . .</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frigate <em>Dean’s</em> Invoice Contd</td>
<td>6602 Suits of Soldiers Cloaths @ 36(^r)</td>
<td></td>
<td></td>
<td>237672.6</td>
</tr>
<tr>
<td></td>
<td>132 Bales for Ditto . . . . @ 10(^r)</td>
<td>1320.()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>40 Hhds for Ditto . . . . @ 13(^r)</td>
<td>520.()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8468 Pair of Shoes . . . . @ 3(^r)</td>
<td>33025.() 4 ()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>19 Hhds for Ditto . . . . @ 13(^r)</td>
<td>247 ()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shipping Charges &amp;c . . . .</td>
<td>215.()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Commissions @ 2()()Ct . . . .</td>
<td>706.() 6 ()</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>35327.() 4 ()</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Nantes May 28\(^r\)th, 1778.
Errors Excepted.

Jon\(^a\) Williams

DS, ViU, Lee Family Papers. Portions not included are breakdowns of the number of items of clothing and pairs of shoes in each bale or hogshead.
Cutter *Dolphin* To Jonathan Williams—

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1777</td>
<td>July</td>
<td>To Bill for Spunyarn</td>
<td>20.. 2..</td>
</tr>
<tr>
<td></td>
<td>October</td>
<td>To Francis Brown's Bill of Disbursements</td>
<td>77.. 4..</td>
</tr>
<tr>
<td></td>
<td>November</td>
<td>To Peltier Du Doyer's bill of disbursements</td>
<td>418..—..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>To Unspiking Cannon 3d Bread 16 1/4d.</td>
<td>19.. 4..</td>
</tr>
<tr>
<td></td>
<td>October</td>
<td>To Cap't Thompson's Expenses to St. Malo's and back to Nantes by order of Wm. Lee Esq.</td>
<td>240..—..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>His letter dated 2d. Nov. 1777.</td>
<td></td>
</tr>
<tr>
<td>1778</td>
<td>January</td>
<td>To Pilots Bill</td>
<td>33..—..</td>
</tr>
<tr>
<td></td>
<td>February</td>
<td>To Honoras' bill of disbursements</td>
<td>50..16..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commissions @ 2 d d.</td>
<td>17.. 4..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nantes May 28, 1778.</td>
<td>875..10..</td>
</tr>
</tbody>
</table>

Errors Excepted

Jonathan Williams

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1. Brown was captain of *Dolphin*.
3. Letter not found; presumably Thomas Thompson, captain of the Continental Navy frigate *Raleigh*, had been summoned for a matter relating to the possible sale of *Dolphin*. On the sale of *Dolphin*, see Silas Deane to Jonathan Williams, Jr., 15 Nov. 1777, *NDAR* 10: 994 and n.
4. This was probably the carpenter identified as "Honoré" in the Supplementary Account of Continental Navy Cutter *Dolphin*, 6 Jan. 1778, *NDAR* 11: 878. In Williams' account book, there is an entry for February 1778 that reads "3d pd Honor's Bill." CAY, Jonathan Williams's Account Books, p. 19.
## Invoice of Nine 12 Pound Cannon Shipped by Jon^a Williams on board the Continental Armed Brig Independence

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charges Shipping at St. Malo's</td>
<td>30.10..</td>
</tr>
<tr>
<td>Freight of Ditto from d° to Nantes</td>
<td>220.—..</td>
</tr>
<tr>
<td>To running the Chasse Mariée ashore to Land the Cannon—</td>
<td>40.—..</td>
</tr>
<tr>
<td>To Porters &amp; proving 9 Cannon</td>
<td>54.—..</td>
</tr>
<tr>
<td>To proving the 10th Which burst</td>
<td>4.—..</td>
</tr>
<tr>
<td>To Tow &amp; Match</td>
<td>2. 2.</td>
</tr>
<tr>
<td>To Shipping charges on board Cap^t Young at Nantes</td>
<td>80.—..</td>
</tr>
<tr>
<td>Peltier Du Doyers com^t @ 1 Ct</td>
<td>46.17..</td>
</tr>
<tr>
<td>Jon^a Williams com^t @ 2 Ct</td>
<td>93.14..</td>
</tr>
<tr>
<td>Nantes May 28, 1778</td>
<td></td>
</tr>
<tr>
<td>Errors Excepted</td>
<td></td>
</tr>
</tbody>
</table>

42555.. 8..
4686.—..  
430. 12..  
4826. 11..
CAPTAIN ABRAHAM WHipple, CONTINENTAL NAVY, TO OFFICERS OF THE CONTINENTAL NAVY FRIGATE PROVIDENCE

On board Continentd Frig Providence May 28 1778

Gentlemen Officers of the Naval, Marine & Warrant Departments—

The readiness of one part of mankind to propagate Calumny and of the other as industriously to believe it, induces me to take this method of acquainting you, that the transactions of Yesterday give me great uneasiness in the misfortune of being deceived by the Appearance of the Ship Nancy Letter Marque,\(^1\) and to Obviate all future disadvantageous Reports which may be very detrimental to my Character hereafter I take the Liberty of asking your candid Opinions relative to my Conduct during the day.— Supported by a conscious Rectitude of behaviour which attempted to do as Appeared for the Best I ask I want no favour, only your Sentiments ingenuously given in writing without any partiality or prejudice and a Compliance with this Request will greatly Oblige Gentleman Your very hbble Serv\(^2\)

A Whipple


1. British letter of marque ship Nancy, Capt. Philip Winter, Jr., commander. On the encounter between Providence and Nancy, see Whipple to American Commissioners in France, 31 May, below.

2. The officers replied on 29 May, below.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Gentlm

Pouillac May 28\(^{th}\) 1778

These may Serve to Inform your Honours that I am Now Lying Wind bound ready for Sea and Shall Imbrace the first Opportunity after a Long Detention for the want of Seaman. The Last three weeks I was in Bourdeaux my Crew was very Sickly I had the misfortune to Loose Several from the Hospital Who died with a Pluricy fever Then troubled with a Pack of Villians Who was Carring on a Consparcy on board my Ship but Luckily Discoverd their Scheme by a Villian from town to Blaye with his Last message to know the minds of my People\(^1\) I have had to advance four thousand five hundred Livers to Offercers and new Recrutes Which I hope will not be taken amiss my Situation being Very Disagreeable but hope to render Satisfaction to my Contry for the Expences I have or may be att. . . . Since I Came in the River I have had 22 men deserted me but am now tolerable well mand and my Ship Extraordinary well fited but am not yet Determind on my Cruze which I Shall Determine after Leaving this Port Gentlem with Due respect I remain [&c.]

Saml Tucker


1. On the conspiracy and its discovery, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.
Thursday May 28th. [Blaye, France]

This Day fresh Gales; weighd Anchor in the Morning & came down to Poliack, anchored their to fill the Empty Cask with Water, the people imployd this Day in filling Water.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).

John Bondfield to Captain Samuel Tucker, Continental Navy

Dear Sir

Bourdeaux 28th. May 1778.—

I have had Marlin examined, we have been before the Intendant the first Magistrate in Bourdeaux, proper steps will be taken with the Men who was concerned.¹ Mr. Levingston² will with the assistance we shall endeavour to procure him I hope procure some Seaman. I find you by his report much weaker than ever I imagined, and am not at all surpized at Munro’s project,³ which his knowledge of your strength in Sailors embolden’d him to attempt. I am Dear Sir [&c.]

John Brondfield


1. On the conspiracy involving Martin and its discovery, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.
3. Continental Seaman Andrew Monroe/Munroe of the Boston was a ringleader in the conspiracy referred to in note 1.

Journal of Lieutenant William Jennison, Continental Marines

[Bordeaux, France]

[May] 28 At 10 am. Embarked in a passage boat with 5 Recruits—At 11 pm arrived at the Ship¹ which had fallen down to Polyac² 5 miles from Blaye—


2. That is, Pauillac.

May 29

Lloyd’s Evening Post, and British Chronicle (London), Wednesday, May 27, to Friday, May 29, 1778

London.

The Mary Ann, Kiough,¹ from Dublin to the West Indies, is taken by an American privateer, and carried into Martinico.

Advice is received that several privateers were lately cruising off the Madeira Islands, and had taken several vessels, two of them from New York, which touched there in order to take in cargoes of wine for London.

1. Brig Mary & Ann, Daniel Kehoe (Kiough), master, 120 tons burthen, built in New England in 1767, owned by Conor & Co. Lloyd’s Register of Ships, 1777–1778. According to Gov. Edward Hay, it ar-
Memorial of the Merchants and Proprietors of the Island of Tobago
To the Right Honourable the Lords Commissioners for Executing the Office of High Admiral of Great Britain &c.

[London, between 23 and 29 May 1778]¹

The Memorial of the Merchants and Proprietors of the Island of Tobago

Sheweth

That the Island of Tobago from its situation several degrees both to the southward and eastward of the usual Stations of His Majesty’s Ships of War in the West Indies, has not since the commencement of the present Hostilities, enjoyed that protection which is essentially necessary for the security of the Inhabitants and the carrying on of its Commerce.

That upon an application from your Memorialists in October last² stating their want of naval protection and that several loaded Vessels had been cut out of their Bays, Inroads made on the Island, Plantations plundered and Negroes carried off by Rebel Privateers, and praying for a naval force to protect them, the Aurora Frigate, Captain Cumming, was ordered to be stationed at Tobago for the protection and security of that Island.³

That the Aurora accordingly sailed from England for her station at Tobago in November last, but by the advices from the Island 30th March last, she had not come to her Station or appeared off Tobago. That your Memorialists have been informed that in the beginning of January last to the windward of Barbadoes, she had engaged and taken a Rebel Privateer and having suffered some damage in her rigging, had gone to Antigua to refit,⁴ where she continued, and that the Admiral had not sent any vessel in her place upon Tobago Station, tho’ Lord McCartney had made repeated requests to him for that purpose.⁵

That your Memorialists have lately applied for a Sloop to defend the south side of the Island which they have offered to provide upon certain terms given in to the Board of Treasury, and which they hope your Lordships will think reasonable.⁶

That during this period the Island has remained open to Inroads and Insults. Several descents have been made upon it; three Plantations pillaged and plundered, the Houses burnt and the Negroes carried off, and upon the 30th December last a formidable party having landed in Bloody Bay spiked up the Cannon left there for the defence of that quarter, carried off all the gunpowder and ammunition, and did other considerable damage to the Plantations in the neighbourhood.

That these immediate real losses are not only severely felt by the Inhabitants but their apprehensions have been greatly heightened by the certain and undoubted intelligence they have received of two several plans having been formed by the enemy for the conquest and total reduction of the Island, the equipments for which were of such force that had it not been for two repeated and most fortunate accidents the Island of Tobago must have been subjected to the States of

rived at Barbados on 25 Mar. with a fleet of 40 ships from London under convoy of H.M. frigate Active. NDIAR 11: 811. If this report is correct, it must have been captured after leaving Barbados enroute to another British island.
America, to the great injury of the individuals and the disgrace of this Country, the *Beaver* Sloop by having taken the *Oliver Cromwell* defeated the first attempt, and the *Yarmouth* by having lately sunk the *Randolph* rendered the second of these projects abortive.\(^7\)

That these continued alarms have obliged the Militia of the Island (which are but a small number, the whole white Inhabitants not exceeding 410 persons, and these dispersed over the whole Island) to be constantly on duty to guard the coasts to the great loss of their health and neglect of their private affairs, and while thus necessarily employed in guarding their coasts, they have been exposed to the attacks of the runaway Negroes, who, having come from their lurking places have burnt and totally destroyed several Plantations.

That amidst these distresses and dangers few Merchant Ships can be prevailed upon to go to the Island to carry provisions and bring off the produce, and unless some immediate protection is afforded the Inhabitants must either fall an easy prey to our Enemies, or relinquish their Settlements which are now worth at least two millions and an half Sterling to Great Britain.

That your Memorialists must also represent to your Lordships that unless some proper place is fitted up for the careening and repairing vessels in the Island of Tobago, they can never be effectually protected, for if the vessels ordered upon that Station shall be obliged upon receiving the smallest damage to go to Antigua to refit, the Island may in the meantime be lost.

That the Islands of Tobago, Grenada, the Grenadines, St Vincent’s and Barbadoes absolutely require a Station of Ships of War for their protection, and which ought to be placed at some one of these Islands most fit for the purpose of protecting the whole.

That your Memorialists are also informed that application has been made by the Governor for small Arms for the use of the Island of Tobago, but your Petitioners beg leave to suggest that unless an additional number of Troops are also sent thither, these Arms can be of very little use, for out of the whole number of the two nominal Companies for the defence of the Island, there are not now thirty effective Men.

That your Petitioners therefore humbly pray that an enquiry may be made why Captain Cummings of the *Aurora* has been so long in coming to his Station at Tobago, and that Instructions may be given that the *Aurora* may be immediately stationed and continued at the Island of Tobago and directed to cruise on the windward part thereof, and that she may not be permitted to quit the Island till relieved by a vessel of equal force. That proper Instructions may be issued to the Governor or Lieutenant-Governor to purchase, provide and fit out a Sloop of ten guns to be stationed on the south or leeward side or the Island of Tobago for the protection thereof agreeable to the Estimate hereunto annexed, of which a Copy has been delivered to the Board of Treasury. That a Station of Ships of War may be ordered for the protection of the aforesaid Islands of Grenada, Tobago, St Vincent’s and Barbadoes, at any of these Islands which shall appear most fit for the purpose of protecting the whole, and that proper accomodations be provided for repairing and refitting the same, and that an additional number of Troops or Recruits may be ordered out immediately for the defence of the said Island of Tobago.\(^8\)
Ad. Ferguson.
William Pulteney.
John Spottiswoode.
Richard Horne.
David Mill.
Alex M'Cleewen.
Geo. Ferguson.

Estimate of the Expence of a Sloop of Ten Guns 4-pounders
Prime Cost of a Bermudian Vessel fit to carry
ten 4-pounders. . . . £1500

N.B. The Bermudian Vessels are preferable
to all others for these Seas.
Arms, Ammunition &c. . . 500
Monthly Expence for 13 months in the year,
Sterling. . . . . £2000
Forty hands one with another at £4  £160
Maintenance do.30/- . . . . 60
Tear & Wear, Carreening &c. . .  30 250

If £200 per month for 13 months be allowed the Memorialists
are convinced the Island will defray any surplus expence.


1. The memorial is undated; the editors have deduced this range of dates based on the fact that on
23 May Gilbert Francklyn submitted to William Knox, undersecretary of state for the American department,
an extract of a letter from Edmund Lincoln, a merchant in Tobago, to Richard Horne, dated 5 Apr., which was the basis for the latest information given in this petition. As can be seen above, Horne was a signer of this document. The terminal date, 29 May, was when Lord George Germain forwarded this petition to the Lords Commissioners of the Admiralty. UkLPR, C.O. 5/155, 266; C.O. 5/254, 229.
The place was deduced from statements made in the memorial.

2. On the memorial, see Lords Commissioners of the Admiralty to Vice Adm. James Young, 30 Oct. 1777. NDAR 10: 964.

3. The order concerning H.M. frigate Aurora, Capt. James Cumming, commander, is in ibid.

4. On 13 Jan., H.M. frigate Aurora captured the American privateer ship St. Peter, Capt. Samuel Chace, Jr. In the course of the engagement Aurora lost its mizzen mast. NDAR, 11: 115, 132. By the time it arrived at Antigua on 20 January, Aurora had “Sprung Her Main Mast, and Bowsprit” and was “Eight Months foul.” Because of this, Vice Adm. James Young had Aurora heaved down and repaired before sending the frigate on to Tobago on 9 Mar. Vice Adm. James Young to Philip Stephens, 13 Mar. 1778, ibid., 634.

5. Lord Macartney was governor of Grenada, the Grenadines, and Tobago.

6. See Estimate of the Expence of a Sloop of Ten Guns 4-pounders, which is appended below the signatures.


8. On 4 June, Secretary of the Admiralty Philip Stephens sent Rear Adm. Samuel Barrington, the commander of the Leeward Island station, orders that he was to “take care that for the future not only the Aurora or some other Frigate of equal force, but also a Sloop, be constantly stationed at and about” Tobago. CyY, Samuel Barrington Letter Books; James Marshall and Marie-Louise Osborn Collection.
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JONATHAN WILLIAMS, JR.

Brest 29th: May 1778.—

Accept my Friend of my thanks for your esteemed favor of the 26th: which is the more wellcome as it finds me in need of such Cordial drops.—

To explain my situation I must refer you to my letter of the 27th: to Mr: Ross—When you reach Paris you will also see in the hands of Doctor Bancroft a letter on the same subject.—I had thoughts of locking 517 [myself] up to hide 516 [my] F,v,n,z,r—[shame] tho’ this might seem as if 364 [I] had deserv’d it—I have not till now known how to take aim at you—but I expect to see the Prince1 to Day on Board the S’ Esprīt2 and if 364 [I] Can freely 550—[obtain] 288 [from] him any 458’s— [letters] 364 [I] will endeavour to 550—[obtain] others 288 [from] Comte D’Orvilliers &c and advise you thereof to Paris.— If this finds you at Nantes I wish for your Opinion of my going to 582 [Paris?], without waiting for further advice? If you think that measure expedient I wish you could furnish me with a small 178—[credit] here for I cannot in my Situation Ask it from any person here.—

I have reason to think from a late Conversation with the Intendent3 that the Minister4 will not suffer the Prizes to be sold here.—M’ z,b,e,e,w,f—[Morris5] will be wellcome 804 [to] me: if 353 [his] professions are Sincere 348 [he] will be, I 75 [believe] I may say 790—[the] 565—[only] 564. [one] of 790—[the] 557—[officers] 824 [under] my 138 [command] who is not led 99 [by] Motives 554—[of] F,r,y,s,—[self] W,a.y.e.r,f,g.—[Interest] and who hath 542 [not] a 466—[little] 500.—[mind] I am without a Compliment Yours &c.

2. French Navy ship of the line Saint-Esprit, Capitaine de Pavillon Montperoux Roquefeuil, commander.
3. Arnaud de La Porte was the French Navy Intendant at Brest.
4. Gabriel de Sartine, the French Minister de La Marine.
5. See William Morris to Jones, 26 May, above.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE PROVIDENCE 
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

On board Continental Frig Providence 
May 29th 1778

Sir

We have the pleasure to acknowledge your favour of this day1 & think ourselves honoured in being called upon to give our sentiments relative to the transactions of the 27th:— The fallacy of appearances on the water is so frequent that you have nothing to Reflect upon that account, and the position of the ship Nancy,2 rendering it impossible to ascertain her strength and largeness, we think the whole of your conduct to have been the result of Prudence & Spirit, not willing to hazard the lives of brave men to no purpose and throw away the Ship against seemingly great odds—the calm resolution with which you determined to attack upon her not being so large as was before judged, must justly silence every ungenerous imputation and forever remove every malignant report. Not doubting but some favourable Opportunity will present where your wishes with ours may be

[Note: Additional context and references are provided for further understanding of the letter and its historical context.]
equally gratified, in convincing the world that the American Navy is Respectable we at present with the greatest freedom justify your Conduct in every particular, and happy in attending the Commands of an Officer equally prudent & Spirited we beg leave with Sentiments of the greatest Respect to subscribe sir Your most Obd' Hbble Serv's

Jonathan Pitcher 1st L't
Silas Devol— 2d L't
Patrick Fletcher— 3d L't
G[eo] Goodwine— Master
Benjamin Ingraham Gunner
[William Jones] Capt Marines
[Jonathan] Woodworth L't D'o
Zebadiah Farnham D'o
William Waterman D'o

Sam. Chace Purser
Wm Duncan Boats'n
Nath Jaquays Cook
Geo Richards Sec'y

1. Whipple’s letter, dated 28 May, is above.
2. British letter of marque ship Nancy, Capt. Philip Winter, Jr., commanding. On the encounter between Providence and Nancy, see Whipple to Benjamin Franklin, 31 May, below.
Account of Disbursements for the Continental Ship Ranger

John Paul Jones Esq' Commander by Jonathan Williams at Nantes.

To 100 Great Coats 31. 9 3145..
To 200 Jackets 7.15 3550..
To 100 Waistcoats 7. 5. 725..
To 100 ¥ Drawers 4. 1 405..
To 100 P Woolen Trousers 5. 9 545..
To 298 Check Shirts 5. 1490..
To 10 Doz Caps 220..
To 24 Doz Hankds 15. 300..
To 10 Doz Buckles 7 70..
To 10 Doz Knives 5. 8 54..
To 1000 lb Cork 16% 162..
To 2 Bbls Fine Powder 314.14
To 6 Blunderbusses 144..
To 20 ¥ Pistols 10% 200..
To 30 Cutlasses 3% 90..
To 5 Account Books 50..
To 6 Bundles Iron Hoops w' 1208 lb N' 26% 314. 1. 6
To 3 Bbls Flour 32% 96.—
To 1 Bbl Rice 103.11. 7
To 11 Bbl Pork 808. 9.
To 52 Bushels Pease 93.12..
To 100 lb Butter & 2 Potts 74.—
To 10 Hogs & 7½ Doz Fowles 322.10..
To 15 lb Tea & Cannisters 66..
To 100 lb Loaf Sugar 18. 6 92. 10
To 2 Ream paper & 100 quills 34..
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>To 125 lb Tobacco &amp; Cask</td>
<td>377. 1.. 3</td>
</tr>
<tr>
<td>To 2 Moulds for Howitzers</td>
<td>52..</td>
</tr>
<tr>
<td>To 92162 lb Neat Bar Lead @235 2/3</td>
<td>20752..17.. 6</td>
</tr>
<tr>
<td>To Barge Hire Express to L’orient &amp; Freight to Quiber</td>
<td>601.. 6.—</td>
</tr>
<tr>
<td>To Potatoes</td>
<td>105.. 6.—</td>
</tr>
<tr>
<td>To 4 Boatswains Call</td>
<td>27.—</td>
</tr>
<tr>
<td>To Gabar ² Hire</td>
<td>852.. [tear]</td>
</tr>
<tr>
<td>To Barge ditto</td>
<td>4 [tear]</td>
</tr>
<tr>
<td><strong>Carried Forward</strong></td>
<td><strong>362[84 18..4]</strong></td>
</tr>
<tr>
<td><strong>Amount Brought Forward</strong></td>
<td><strong>36284 18..4</strong></td>
</tr>
<tr>
<td>To Duck</td>
<td>1253.. 7..3</td>
</tr>
<tr>
<td>To Shott</td>
<td>1700.. 6..</td>
</tr>
<tr>
<td>To Brandy</td>
<td>5882.. 12..3</td>
</tr>
<tr>
<td>To Rum</td>
<td>163.. 3</td>
</tr>
<tr>
<td>To Gin</td>
<td>294..</td>
</tr>
<tr>
<td>To Medicines</td>
<td>217.. 2..</td>
</tr>
<tr>
<td>To Surgeons Instrum²</td>
<td>112.. 4..</td>
</tr>
<tr>
<td>To Table Linnen</td>
<td>243.. 10..</td>
</tr>
<tr>
<td>To Wine &amp; Raisons</td>
<td>515..</td>
</tr>
<tr>
<td>To Cheese Sugar &amp;c.</td>
<td>794.. 7.. 6</td>
</tr>
<tr>
<td>To Candles</td>
<td>466.. 14.. 3</td>
</tr>
<tr>
<td>To Sailmakers</td>
<td>2048.. 6..</td>
</tr>
<tr>
<td>To Ropemaker</td>
<td>760.. 14.. 4</td>
</tr>
<tr>
<td>To Butchers</td>
<td>4397.. 8..</td>
</tr>
<tr>
<td>To Baker</td>
<td>1424.. 16.. 4</td>
</tr>
<tr>
<td>To Blacksmith</td>
<td>283.. 19..</td>
</tr>
<tr>
<td>To Ship Chandler</td>
<td>470.—</td>
</tr>
<tr>
<td>To Brokers</td>
<td>252.. 16.. 6</td>
</tr>
<tr>
<td>To Bernavels³</td>
<td>1810.. 15..</td>
</tr>
<tr>
<td>To Odea</td>
<td>2600.. 10..</td>
</tr>
</tbody>
</table>

29 May 1778
To Shoemakers

To Guerins

To Vandersluys

To Sundry Expences

To Pilot

To Board &c for Will Hart

To Cash 121.4. and Cloaths 30 for Ditto

To Cash to John Paul Jones Esq' Com' Receipt

Commissions @ 5 Ct

Nantes May 29th. 1778

Errors Excepted.

Copy, ViU, Jonathan Williams—Accounts of 1777; Lee Family Papers, 1750–1809, Accession No. 38-112; Special Collections Dept. Docketed: “No. 12/Continental Ship Rangers/Acc' wth Jon' Williams at/Nantes May 10th 1778.”

1. In the account book of Jonathan Williams, Jr., this item is listed as “fine Gunpowder.” CtY, Jonathan Williams Account Books. Number 9 in “Accounts and Vouchers Refer'd to in the Account Current between Jonathan Williams Jun' and the Hon'ble The Commissioners of the United States of America.”

2. That is, *gabare*, a French lighter or flat-bottomed barge used as a store ship or transport vessel.

3. In the account book of Jonathan Williams, Jr., there is an entry for expenses of this amount for “Berneval, Ship Chandler, from 13 Dec' to 7th. Feb'.” CtY, Jonathan Williams Account Books, Number 9.

4. In the account book of Jonathan Williams, Jr., the entry for this amount reads: “Mar 19 Wanderstays Painbœuf..Stores.” Ibid.

5. For more on the expenses charged to William Hart, a seaman in *Ranger*, see Jonathan Williams Jr., to Captain John Paul Jones, 24 Mar. 1778. *NDAR* 11: 1116.
Fryday May 29th [Blaye, France]

This Day fresh Gales of Wind— the Ship is now ready for Sea & I wait for nothing but Mr. Livingston my 2d Lieut. to come from Bourdeaux.1

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of Boston).


Lieutenant Musco Livingston, Continental Navy, to Captain Samuel Tucker, Continental Navy

Sir

Bordeaux 29th May 1778—

on my Arrival here wednesday Morning last, Mr. Bonfield1 & my Self, went to the Intendant, concerning the affaire of Martin, Wyre, &c &c,2 but as it would have taken Much time, to do any thing of consequence, in that business; & having No Right to Keep Martin Longer confined; until We git the Intendants Ans3 (which will be this day:) I thought it best to Make a Merit to Martin, of the Necessity I was under; to Lett him go; he promising to com to Me, whenever I wanted him which he has hither too don; I shall be able to git Som of those Villains confined, & perhaps the Rest of them, Sent out of the Kingdom. yesterday a Scheem Struck Me which I have here Sent you; for your sentiments I think, if it can be brought about, it will be a Matter of the Utmost consequence; Mr. Burdo has Interest enough to git 20 or 30 Sailors; & provided he could Share as a Leftn. he will go with us; for My Part, I am hartily willing, to give My consent to Such a proposal; he is waiting Till to Morow Morning for an ans4 from Paris, to Som Letters he has wrote; So that by your dispatching a Letter to Me, Immediately, on Rec5 of this, aquainting me, what to Ingage Capl Burdo I shall Receive it in time Setle the Plan with him in the Morning; as it will take 4 or 5 days to git the Number of Sailors; in case you & the Officers agree to the proposals; I have Sent you three Sailors down, with the Ma- reen, who came with me up under the care of Mr. Jenninson;3 I have Ingaged Sev- eral others, & with the Assistance of Martin & the Sargant of Mareens4 I am very hopefull, that Shall git a Doz6 good Sea Men, by to Morow tide; I should have found Litle difficulty, in giting as Many Sailors, as I pleasd, but the Reports prevailing here, of our Officers & people7 Reflections on the French Men, has disgussted them Much against our Ship; I have promised them that they are Not to be Abused, & that Such Reports are Vague I Expect to git Sum of the people that Run from the Ship, to day. I was Very Near them Last Night or this Morning— Since, got Sent of them, & will Stick close to it. you will be pleasd to Dispatch me, your Orders on this as well as the Other business by the Return of the tide I am [&c.]

M Livingston


1. That is, John Bondfield, the Continental agent in Bordeaux.
2. On the conspiracy involving these men, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above. Nicholas Dupré de Saint-Maur was the intendant at Bordeaux.
May 30

JOURNAL OF TIMOTHY CONNOR

[Forton Prison, Portsmouth, May 1778]

Saturday 30th This day all the Officers are put upon half allowance till they tell who made the whole. Likewise the militia came to do duty over us in the room of the old fogues.


2. The editor of a printed version of Connor’s diary surmises that Connor was writing a variation of the word “fogies,” and that he referred to men from the Corps of Invalids who were used in time of war to augment British garrisons and to guard prisons. William R. Cutter, ed., “A Yankee Privateersman in Prison in England, 1777–1779,” The New-England Historical and Genealogical Register, vol. 31 (1877), p. 19, note 5.

PETITION OF OFFICERS OF CONTINENTAL SHIP RANGER ON BEHALF OF

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

To the Honourable the Commissioners for the american united States.—

Gentlemen

The Petition and Remonstrance of Us the Subscribers Officers of the american continental Ship of War Ranger humbly sheweth—

That our Friend & Brother Officer L' Tho Simpson was on the 24th of April last sent on board Our Prize the Sloop of War Drake, to take the Command; with this Order among others, to keep within a Cable’s length (or thereabout) on Our Starboard Quarter. on the 4th. Of May Inst' took the Drake in Tow, on the Morning of the 5th. our Commander gave Orders to ware Ship and give chace to a Vessel which we saw to Leward. the Master haling the Drake inform’d them, that we should ware Ship, and gave Orders to cast off the Harser & make sail, but unfortunately for M' Simpson he, with his Officers, & Men, misunderstood the Orders; and as there was no Signal given for waring Ship (which till then had been the constant Practice) concluded they were to keep their Course; which they did accordingly.

This Gentn. is the suppos’d Offence for which M' Simpson was arrested and confined, first on Board the Drake, then in a guard Ship, in the port of Brest, and for a Week past in a common dirty Goal; without any provision made for his comfort or Support, except what the humane Goaler has been pleas’d to afford Him, and till this Day debarr’d the Liberty of seeing any One, to whom He might make known his wants; he has even been deny’d Pen & Ink—

Such Treatment Gentn. we are bound to say (in justice to the Injured, to Ourselves, & country) is what we think not only new, and unheard of but very unjustifiable Arbitrary and Inhumane, it gives general uneasiness on board, both among Officers & Men; and must if allow’d of persisted in greatly injure the Cause of Liberty; and perhaps totally defeat Us in the important pursuit in which we are engaged—

M' Simpson ever maintain’d an unspotted Character behaving in such a manner as to command the Respect and Esteem of all who had the happiness of his Acquaintance and since He has been in the Service, has conducted himself in every respect as became an Officer & a Gentleman—
We join with Mr. Simpson in earnestly requesting that He may be brought to a speedy Trial; if it can’t be done here pray He may be sent to America as soon as may be; & in the mean Time beg your Honrs. would take His case into Consideration, and give such advice respecting Him as Your prudence shall direct.—We are &c. [Signature]

Elijah Hall Lieut.
David Cullam Master
Ezra Green Surgeon

Ranger 30th. May 1778.—

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear Sir

Bordeaux 30 May 1778

Your affair\(^1\) takes a very Serious turn if the Witness’s can maintain what they have advanc’d it will go very heavy against some of the Intended Actors. They are already in Custody the alarm is given to the Chartron\(^2\) some thereon have room to apprehend from their Conduct of being taken up.

The sergent\(^3\) who now goes down must be up early on Monday Morning to attend the examination you will therefore let him come back by the return Tide to Morrow to be here ready Mr Livingston will procure you in the mean time all the Sailors he can collect and will join you with them as soon as the present affair will permit.\(^4\) I have sent up to Paris Sergent Casanouve declaration\(^5\) I am Dr Sr &c.

John Bondfield


1. By “Your affair,” Bondfield was referring to the conspiracy exposed in the Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.
2. Bondfield was referring to Fauxbourg du Chartron, a neighborhood in the city of Bordeaux.
3. That is, Jerome Cazeneuve.
4. On the recruiting efforts of Lt. Musco Livingston, see his letters to Capt. Samuel Tucker of 29 May, above, and this date, below.
5. Bondfield sent the Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above, to the American Commissioners in France, who acknowledged having received it in a reply to Bondfield of 4 June.

LIEUTENANT MUSCO LIVINGSTON, CONTINENTAL NAVY, TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Bordeaux 30 May 1778

your Letter of yesterday, I have, this Morning Rec’d. & Shall Act as you have there Directed;\(^1\) the Sargent\(^2\) Brings you down, this tide [__]\(^3\) Sailors which I hope, will be Acceptable to you the affaire of Martin, Wyer, & Wats, has becom, a very Serious Mater; they are all taken Up, & in Goal; it is therefore Required, by the Intendant that the Sargent of Mariens, com to town to Morrow Night; that he May be
Captain Abraham Whipple, Continental Navy
Examined on Monday Morning, you will therefore be pleas’d to Send him Immedi-
ately back, by Same tide¹ I have great hopes of giting Great part of the Sailors
that Run from the Ship together, with 8 or 10 Ten More, Good French Sailors, &
com down On Monday Night.⁵

My being, unable to Walk Much about prevents My doing so Much, as I wish
in that business but Shall Exert all the power I have, to git as Many as posible—I
am [&c.]

M Livingston

L, MF, Samuel Tucker Papers (fMS Am 812). Addressed: “Samuel Tucker Esqr/Commander of the
1. Tucker’s letter has not been found.
3. Blank in manuscript.
4. On the conspiracy involving these men, see Deposition of Sergeant Jerome Cazeneuve, Continental
Marines, 27 May, above. Cazeneuve was the sergeant who was to be examined. “Monday Morn-
ing” was the morning of 1 June. The case against the men was not proved.
5. Livingston did not rejoin Boston until 3 June; it is not known how many deserters and recruits he
(fMS Am 812), vol. 6 (Log Book of Boston).

May 31 (Sunday)

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, May 1778]
31st. Sunday this morning after we were turned Out into ye. yard a few Stayed in the
L.P.¹ to mine while they were at work the Guard Come in to take a Person who
were Looking a Window in the Loft & going Directly up Stairs gave the (Bro²
Over) Miners an Opportunity to make their Escape into the Yard the Guard Dis-
cover’d the Breach made before they went Out. for wh² Cowdry² Demands 4 to
go to the B. hole; Or Else to put the Whole Prison upon half Allowance, & Gave
them untill 4 o’Clock to Consider of the Matter. 4 was Deliver’d & Accepted &
Com⁴ to ye. Bh. By Cap⁵ Fulford⁶ who was taken in a Merch⁷ from Carolina Bound
to France we Learn that Gen¹ Lee is Exchang’d for Prescott⁴

D, MeHi, Jonathan Haskins Journal.
1. That is, the Long Prison, one of the dormitories for prisoners at Mill Prison.
2. William Cowdry, keeper or agent of Mill Prison.
of the British Army took place in late April 1778.

CAPTAIN ABRAHAM WHIPPEL, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

On Board Frigate Providence

Honoured Sir

Painbeuf Harbour May 31. 1778

I have the pleasure to Acquaint you of my Arrival in this Port last evening
about 7 Past. Inclosed I transmit a Copy of my Orders from Honorable Contin.
Congress also my Orders from Navy Board Eastern Department.¹

I sailed from the River of Providence in the State of Rho. Isld. the first instant;
Passing the British Ships who Blockaded the Passage we received a very severe Cannonade, which did considerable damage to the Sails, Rigging &c. The Head of my Top Mast Shot away, and two Shot in the Hull; but did not go through.

I flatter myself that the Lark Frigate, must have been very much damaged, as our Guns were previously pointed to strike the Water and being within not more than fifty Yards of her, it was almost impossible but to have hurt her Considerable—The Second Broadside from our Frigate, she immediately sheered away and gave up all thoughts of Chacing; The Lower Ship only discharged one Broadside, some volleys of small arms and a number of Scattering Guns but the Compliment was so warmly repaid as baffled their Design of putting out to Sea after us;

The fourth day after I Left Port, was Chaced by a two Decker from Light in the morning till three PM. but in so long a Run gaining no Advantage, she then gave over—

The 8th instant spoke with a Ship from Nantz bound for America Captains Name Horace, Ships Duchesse de Gramont, mounting Twenty Four Pounders and laden with Cloaths Ammunition &c. on Account of the United States.

In lat 45.00 N. Long. 10º.00 took a Brigantine Laden with One hundred and forty three Pipes of Wine, bound from Porto Port to West Chester, Captains name William Tyler.

The third day she was retaken by the Ship Nancy Letter Marque from Jersey mounting twenty two Guns, Commander Phil. Winter. In three quarters of an hour, retook her Again. In the Brigantine took two Midshipmen and one Seaman: Giving Chace the Ship Nancy Carried away our Foretop mast which together with nights Coming on, hindered our Coming up with her: Our Prize not yet Arrived, Left to Chace a Privateer Brig and having the misfortune to Carry away our Main Top Mast, the Fore Top Mast being sprung before, deprivd us the pleasure of taking her. Although was within Long Shot of her about ten Hours— My Masts and Spars are by no means Sufficient for the Ship and if I had proper Masts, so as to Carry & Croud Sail, she is the fastest Sailing Ship I ever was aboard of— At present have Twelve Prisoners with me and should be glad of Orders relative to them— When I Left Port Our Armys were all still, and had not taken the field: We Received the Agreeable News about ten Days before I saild, that France and Spain had Declared America Independent States: in Consequence of which there were Universal rejoicings. Inclosed I transmit the Draft of the Bill for reconcilitory Measures between the Crown of Great Britain and America, Published by Gen. Pigot Commander at Rho. Island; it was recieved with all the marks of indignity which so mean an Artifice justly deserved and was burnt by the Common Hangman with every possible Contempt    Having lain in a Blockaded Port upwards of Sixteen Months, it was almost impossible to Man our Ship    However have at present One hundred and Sixty including Men & Boys— Our Frigate mounts Thirty Guns: Six Eighteens, Eighteen Twelves and Six Sixes, and is able to Carry them if they were all Eighteen Pounders;

The Ship being foul and wanting new Masts, shall attend to refitting her as soon as Possible and only wait your Honours Orders— The difficulty of the passage through which we were obliged to go hindered any Public Dispatches of Consequence being sent in the Frigate, as it was the general Expectation that we must be taken, and that inevitably.
The Bearer Mr. William Jones Capt. Marines will deliver these Dispatches, and a bundle of Gazettes Directed to your Honour from the Navy Board— I have the Honour to be [&c.]

Abraham Whipple


2. H.M. frigate Lark, Capt. Richard Smith, commander. For the damage 32-gun Lark sustained, see Diary of Captain Frederick Mackenzie, 1 May, above.

3. The “Lower Ship” was H.M. frigate Juno, Capt. Hugh Dalrymple, commander. Frederick Mackenzie discusses Juno’s failure to pursue Providence at ibid.

4. Probably H.M.S. Experiment. In its log, Capt. James Wallace noted that he chased a vessel on 3 and 4 May before losing sight of it. UKLPR, Adm. 51/331.

5. Ship Duchesse de Grammont, Poidras, master. The Abraham Whipple Letter Book copy of this letter, MiU-C, gives the master’s name as “Poidras.”

6. Oporto, Portugal.


8. Whipple’s response to the capture of Lord Grosvenor by Nancy was delayed. Capt. Abraham Whipple to the Officers of the Continental Navy Frigate Providence, 28 May, and the reply of the officers on 29 May, above.

9. In the Whipple Letter Book copy of this letter, MiU-C, this word is rendered as “lost.” The captured Providence officers and seaman escaped. Capt. Philip Winters to Capt. Abraham Whipple, 3 June, MiU-C, Abraham Whipple Papers.


CAPTAIN ABRAHAM WHITTLE, CONTINENTAL NAVY, TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Painbuef May 31. 1778

I have the happiness to Aquaint, you, that after a Blockade of Sixteen Months, I past the British Squadron in the River which Blocked up the Passage and receiving and exchanging Broadside got Clear without any Material Damage excepting some Shot in the Sails, Rigging &c. with two in the Hull: Have taken a Brigantine Laden with wine not yet Arrived.— I have to Congratulate you on your great Success, in taking and Destroying such a Number of Ships belonging to our Common Enemy: if you propose to sail soon for America, should be glad to know it or if there is any other Ships bound for those Parts please to Aquaint me with it, that I may forward Letters, Dispatches &c. as soon as maybe.— Shall Clean and refit &c then purpose for Sea, as quick as Orders Arrive I Conclude [&c.]

Abraham Whipple


1. On the escape of Whipple and the Continental Navy frigate Providence via the Providence River past the British Navy squadron that was stationed off Newport, R.I., see Diary of Captain Frederick Mackenzie, 1 May, above.

2. Brigantine Lord Grosvenor, William Tyler, master. For more on the capture, see Whipple to Benjamin Franklin, immediately above.
DECLARATION BY OFFICERS AND CREW OF THE CONTINENTAL NAVY CUTTER REVENGE

Onbord Sloop Revenge

the 31st May 1778

Whereas on this day we fell in with the Swedish Brigg Henrica Sophia Laden with British Goods from London to Tenereef & whereas Captn. Cunningham says that he has directions not to Insult any Neuteral Flag yet, the Cargoe appearing so plain to be British property we have urg’d him to take her, & try her chance to America

Matthew Lawler
Benjamin Peel
Patrick Hease
Josiah Smith
Thomas Hease
Richard Mc Carthy
James Duggan
W: Scallon
Matt Hortn
D Lee
George Brown
William Latimore
James Naile
John Mason
James Mc Carthy
John Lewis
James Harvey
John Downey
Thomas Grayling
Francesco Persano
James Fogarty

Phillip + Singolton
Hugh Cannon

D, NHHi, Naval History Society Collection, Gustavus Conyngham Papers.

1. Swedish brig Henrica Sophia, Peter Heldt, master, on a voyage from London to Tenerife with a cargo of cloth and bale goods. Conyngham sent the brig to Newburyport, Mass., but it was retaken off Cape Cod on 8 July 1778 by H.M. frigate Rainbow. Journal of H.M. Frigate Rainbow, 8 July, below; Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84.


3. First lieutenant of Revenge.

4. Prize master.

5. Surgeon.

APPENDICES
APPENDIX A

MUSTER BOOK OF CONTINENTAL NAVY FRIGATE RALEIGH,
CAPTAIN THOMAS THOMPSON, COMMANDER

SHIP RALEIGH’s BOOK.
[June 1776-February 1778]

Peter Shores, 1st Lieut.; time of entry, Sep. 1st [1776]; wages per mo., $20.
John Wheelwright, 2d Lieut.; time of entry, July 15; wages per mo., $20; complexion, dark; American.
Josiah Shackford, 3d Lieut.; time of entry, Aug. 5; wages per mo., $20.
Hopely Yeaton, 3d Lieut.; time of entry, Sep’ 28; wages per mo., $20.
Geo. J Y. Osborne,3 Capt Marines; time of entry, Aug. 12; wages per mo., $26½; complexion, brown; Englishman.

Stephen Meeds, 1st Lieut. Marines; time of entry, August 19th; wages per mo., $18.
Nathl’ Thwing, 2d Lieut. Marines; time of entry, Aug. 21; wages per mo., $18.
Jn’ Jackson, Surgeon; time of entry, Sep’ 2d; wages per mo., $21½.
Rob’d Follett, Master; time of entry, June 24th; discharged.
Samuel Smallcorn, Gunner; time of entry, August 12th; wages per mo., $15.
Thomas Manning, Master; time of entry, January 13, 1777; wages per mo., $30.

Sam’ Hodge, Mate; time of entry, July 17 [1776]; wages per mo., $15; stature, 5 ft. 10 in.; complexion, dark; American.
Henry Meserve, Midship.; time of entry, July 16th; wages per mo., $12; stature, 5 ft. 8 in.; complexion, dark; American.
Sam’ Elliott, Cook; time of entry, July 24; wages per mo., $12; stature, 5 ft. 6 in.; complexion, dark; American.
James Bradbury, Sail Maker; time of entry, Aug’ 23d; wages per mo., $12; stature, 5 ft. 6 in.; American.
Simeon Fernald, Carpenter; time of entry, July 24; wages per mo., $15; stature 5 ft. 5 in.; complexion, dark; American.
Daniel Durgin, Mate; time of entry, Aug’ 22d; wages per mo., $15; stature, 5 ft. 8½ in.; complexion, dark; American.
Richard Langdon, Cap’t Clk; time of entry, Sep’ 5; wages per mo., $15.
James Gooch, Steward; time of entry, Oct’ 18; wages per mo., $13½d.
John Frost, Midship.; time of entry, Dec’ 24; wages per mo., $12; stature 5 ft. 11 in.; complexion, light; American.
Henry Nutter, Midship.; time of entry, Feb 1, 1777, 24th appeared; wages per mo., $12.

Richard Littlefield, Midship.; time of entry, Feb’ 3d; wages per mo., $12.
Sam’ MacClintock Jun’, Midship.; time of entry, Feb’ 10; wages per mo., $12.
John D. Yeaton, Mate; time of entry, May 22; wages per mo., $15; stature, 5 ft. 9½ in.; complexion, dark; American.
Robert Curtis, Mate; time of entry, June 21; wages per mo., $15.
Samuel Smith, Surg’ Mate; time of entry, Dec’ 1.
Joseph Muchemore, Volunteer; time of entry, Dec 9th.
William Bray, Boatswain; time of entry, July 15th; wages per mo., $15; stature, 5 ft. 8 in.;
complexion, light; American.
Henry Moore, Seaman; time of entry, July 15th; wages per mo., $8; stature, 5 ft. 8 in.;
complexion, American.
Joshua Karswell, Boatswains Mate; time of entry, July 15; wages per mo., $9½; stature,
5 ft. 7 in.; complexion, dark; American.
George King Jun’, Seaman; time of entry, July 15; wages per mo., $8; stature, 5 ft. 6 in.;
complexion, dark; American.
William Bray, Boatswain; time of entry, July 15; wages per month, $15; stature, 5 ft. 8
in.; Englishman.
Henry Moore, Seaman; time of entry, July 15th; wages per mo., $8; stature, 5 ft. 8 in.;
complexion, light; American.
Joshua Karswell, Boatswains Mate; time of entry, July 15; wages per mo., $9½; stature,
5 ft. 7 in.; complexion, dark; American.
George King Jun’, Seaman; time of entry, July 15; wages per mo., $8; stature, 5 ft. 6
in.; complexion, dark; American.
Robert Chandler, Seaman; time of entry, July 15; wages per month, $8; stature, 6 ft.;
complexion, dark; American.
Pelatiah Weeks, Seaman; stature, 5 ft. 10 ins.; complexion, dark; American.
William Seaward, Seaman; time of entry, July 15th; wages per mo. $8; stature 5 ft. 5
in.; complexion, dark; American.
Benja Lewis,† Marine; stature, 5 ft. 6 in.; complexion, dark; American.
Benja Gerrish, Marine; time of entry, Aug’ 13; wages per mo., $6½; stature, 5 ft. 8½
in.; complexion, dark; American.
Edward Clinton,* Marine; stature, 5 ft. 1 in.; complexion, dark; American.
Samuel Black,* Seaman; time of entry, Aug’ 17; wages per mo., $8; stature, 5 ft. 7 in.;
complexion, dark; American.
William Ward, Coxswain; time of entry, July 22d; wages per mo., $9; complexion, dark;
American.
Benjamin Stubs, Seaman; time of entry, July 22d; wages per mo., $8; stature, 5 ft. 10
in.; complexion, dark; American.
Edward Fernald, Seaman; time of entry, July 15; wages per mo., $8; stature, 5 ft. 8
in.; complexion, dark; American.
Samuel Fletcher, Seaman; time of entry, July 15; wages per mo., $8; stature, 5 ft. 7
in.; complexion, dark; American.
Tobias Sellers, Marine; time of entry, July 22d; wages per mo., $6½; stature, 5 ft. 5½
in.; complexion, light; American.
Wm Cambridge, Gunners Mate; time of entry, July 22d; wages per mo., $10½; stature,
5 ft. 7 in.; complexion, brown; Englishman.
Edward Thorp, Seaman; time of entry, July 19; wages per mo., $8; stature, 5 ft. 6 in.;
complexion, brown; Englishman.
Thomas Shaw,* Ordinary; time of entry, July 19; wages per mo., $6½; stature, 5 ft. 8
in.; complexion, light; Englishman.
Charles Williams,* Ordinary; time of entry, July 19; wages per mo., $6½; stature, 5 ft. 5
in.; complexion, brown; Englishman.
Joseph Howard, Ordinary; time of entry, July 19; wages per mo., $6½; stature, 5 ft. 4
in.; complexion, brown; American.
Will Woodstock, Ordinary; time of entry, July 19; wages per mo., $6½; stature, 5 ft. 1
in.; complexion, brown; Englishman.
John Abbott,* Ordinary; time of entry, July 19; wages per mo., $6½; stature, 5 ft. 2
in.; complexion, brown; Englishman.
Timothy Harris, Seaman; time of entry, July 16th; wages per month, $8; stature, 5 ft. 6 in.; complexion, brown; American.

Samuel Bridge; stature, 5 ft. 5¾ in.; complexion, dark; American.

Samuel Clark, Seaman; time of entry, July 15; wages per mo., $8; stature, 5 ft. 7 in.; complexion, dark; American.

Tho' Brown, Seaman; run; stature, 5 ft. 3½ in.; Irishman.

Joseph Seringer, Drummer; wages per mo., $7½; stature, 5 ft. 2 in.; American.

William Anderson, Fifer; time of entry, July 22nd; wages per mo., $7½; stature 5 ft. 5 in.; complexion, brown; Irishman.

Nicholas Beal, Ordinary; time of entry, July 22nd; wages per mo., $6%; stature, 5 ft. 4 in.; complexion, brown; American.

Samuel Nocks, Seaman; time of entry, July 24th; wages per mo., $8; stature, 5 ft. 5 in.; complexion, light; American.

Tho' Lock, Seaman; time of entry, July 24; wages per mo., $8; stature, 5 ft. 5 in.; complexion, dark; Englishman.

William M'Daniel,* Seaman; time of entry, July 24; wages per mo., $8; stature, 5 ft. 11 in.; complexion, dark; Englishman.

Francis Bennt, Seaman; time of entry, July 24; wages per mo., $8; stature, 5 ft. 4 in.; complexion, dark; Portuguese.

William Hunt, Seaman; stature, 5 ft. 10 in.; Englishman.

Thomas Passmore, Seaman; time of entry, July 25th; wages per mo., $8; stature, 5 ft. 8 in.; complexion, dark; Englishman.

Joseph Gerrish, Ordinary; time of entry, July 16; wages per mo., $6%; stature, 5 ft. 8 in.; complexion, dark; American.

Ebenezer Pray, Carpenter; time of entry, July 29; wages per mo., $10%; stature, 5 ft. 7 in.; complexion, dark; American.

Joseph Tobey, Seaman; time of entry, July 29; wages per mo., $8; stature, 5 ft. 8 in.; complexion, dark; American.

Peter Tobey, Seaman; time of entry, July 29; wages per mo., $8; stature, 5 ft. 5½ in.; complexion, dark; American.

Wm. Jackson, Seaman; time of entry, July 24; wages per mo., $8; stature, 5 ft. 9 in.; complexion, dark; American.

John Fitzgerald, Ordinary; time of entry, Aug 1; wages per mo., $6%; stature, 5 ft. 7 in.; American.

Samuel Parchar, Seaman; time of entry, Aug 12th; wages per mo., $8; stature, 5 ft. 9 in.; complexion, dark; American.

Robert Spencer, Seaman; time of entry, Aug 14th; wages per mo., $8; stature, 5 ft.; complexion, dark; American.

John Williams, 1st Serg't; time of entry, Aug 13th; wages per mo., $8; complexion, dark; American.

John Whitelock, 1st Corporal; time of entry, Aug 13th; wages per mo., $7½; stature, 5 ft. 9 in.

William Lewis, Corporal; time of entry, Aug 13th; wages per mo., $7½; stature, 5 ft. 8½ in.

Thomas Mehary, Corporal; time of entry, Aug 13; wages per mo., $7½; stature, 5 ft. 8½; complexion, sandy.

William Stevens,* Carpenter; time of entry, Aug 1; wages per mo., $8; stature, 5 ft. 7 in.;
[time entered for] 12 mo.; complexion, dark; American.
Richard Seward, Seaman; time of entry, Aug’ 14th; wages per mo., $8; stature, 5 ft. 6 in.; complexion, dark; American.
William Douns, Seaman; time of entry, Aug’ 19th; wages per mo., $8; stature, 5 ft. 11½; complexion, dark.
James Whiteaker, Sergeant; time of entry, Aug’ 17th; wages per mo., $8; American.
Michael Brown, Seaman; time of entry, Aug’ 19; wages per mo., $8; stature, 5 ft. 11 in.; American.
John Allen, Marine; time of entry, Aug’ 20; wages per mo., $6⅓; stature, 5 ft. 9¾ in.; complexion, dark; American.
William Follett,* Seaman; time of entry, Aug’ 22d; wages per mo., $8; stature, 5 ft. 11 in.; complexion, black; Creole.
Joseph Cotton, Junr, Corporal; time of entry, Aug’ 28th; wages per mo., $7½; stature, 5 ft. 3 in.; complexion, black; American.
Robert Moore, time of entry, not appeared; stature, 5 ft. 3 in.; American.
Richard Baxter, Boy; time of entry, Sep’ 6; wages per mo., $5; stature, 5 ft.; complexion, dark; American.
John Ham,* Marine; time of entry, not appeared; stature, 5 ft. 10½; American.
Benjamin Hoit, Marine; time of entry, Sep’ 12; wages per mo., $6⅓; stature, 5 ft. 9½ in.; American.
John Bryant,* Marine; time of entry, Sep’ 12; wages per mo., $6⅓; stature, 5 ft. 8½ in.; American.
Nehemiah Spiwood,* Ordinary; time of entry, Sep’ 23d; wages per mo., run; stature, 5 ft. 8 in.; complexion, dark.
James Parker,* Corporal; time of entry, Oct’ 14; wages per mo., run; stature, 5 ft. 11½ in.; complexion, dark; American.
Robert Whipple, Armourer; time of entry, Oct’ 15; wages per mo., $15; stature, 5 ft. 8⅛ in.; complexion, dark; American.
Stephen Sweetzer, Ordinary; time of entry, Oct’ 17; wages per mo., $6⅓; stature, 5 ft. 8 in.; complexion, dark; American.
James Whitrow, Cooper; stature, 5 ft. 4½; complexion, light; Englishman.
Reuben Noble for Yeaton,5 Boy; time of entry, Nov’ 2d; stature, 4 ft. 9 in.; complexion, dark; American.
Nicholas Waymouth, Marine; time of entry, Nov 12; wages per mo., $6⅓; stature, 5 ft. 4½ in.; complexion, dark; American.
Nat Abbott, Marine; time of entry, Nov’ 16; stature, 5 ft. 7½ in.; complexion, red; American.
Samuel Cole, Marine; time of entry, Nov 4; wages per mo., $6⅓; stature, 5 ft. 9½ in.; complexion, dark; American.
Mark Nowell, Marine; time of entry, Nov 27; stature, 5 ft. 3½ in.; complexion, light; American.
Daniel Grandy, Ordinary; time of entry, Dec’ 21; wages per mo., $6⅓; stature, 5 ft. 1½ in.; complexion, dark; Englishman.
Alexander Jones, Corporal; time of entry, Jan’ 21, 1777; wages per mo., $7½; stature, 5 ft. 7½; complexion, light; American.
Richard Ward, Ordinary; time of entry, Jan’ 24, 1777; wages per mo., $6⅓; place of residence, Portsmo; stature, 5 ft. 1¾ in.; complexion, light; American.
John Turkan,* Seaman; time of entry, Jan' 24; wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 4¾ in.; complexion, dark; North Britain.

Robert Ellis,* Seaman; time of entry, Jan' 24; wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 2¾ in.; complexion, light; Englishman.

Ebenezer Crommett, Marine; time of entry, Jan' 25; wages per mo., X; place of residence, Durham; stature, 5 ft. 6¾ in.; complexion, light; American.

Nicholas Bouffard, Yeoman; time of entry, Jan' 25 th, Mar: 1;‡ wages per mo., $8; stature, 5 ft. 6½ in.; complexion, dark; American.

Theodore Fernald, Fifer; time of entry, Jan' 25, Feb' 27;‡ wages per mo., $7½; stature, 5 ft. 5½ in.; complexion, dark; American.

Pelatiah Barter,† Seaman; time of entry, Jan' 25; wages per mo., D; stature, 5 ft. 10½ in.; complexion, dark; American.

John Griffin,† Seaman; time of entry, Jan' 25; wages per mo., D; stature, 5 ft. 8¼ in.; complexion, dark; Englishman.

George Lud,† Carptr Crew; time of entry, Jan' 25; wages per mo., D; place of residence, Portsm'; stature, 5 ft. 9¾ in.; complexion, light; American.

Robert Brier,† time of entry, Jan' 25; wages per mo., D; stature, 5 ft. 5½ in.; complexion, light; American.

John Akerman,† Ordinary; time of entry, Jan' 25; wages per mo., D; place of residence, Portsm'; stature, 5 ft. 5½ in.; complexion, red; American.

James Bretten,† Marine; time of entry, Jan' 27; wages per mo., D; place of residence, Portsm'; stature, 5 ft. 6 in.; complexion, dark; American.

John Barter,† time of entry, Jan' 27; wages per mo., D; stature, 6 ft. 0½ in.; complexion, dark; American.

Sam'l Odiorne,† time of entry, Jan' 27; wages per mo., D; stature, 5 ft. 6 in.; complexion, light; American.

James Richardson,* Seaman; time of entry, Jan' 27, Jan' 29;‡ wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 5 in.; complexion, light; Englishman.

Michael Everett, Seaman; time of entry, Jan' 28, 29;‡ wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 1½ in.; complexion, dark; Englishman.

John Spenley, Seaman; time of entry, Jan' 28, 29;‡ wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 5 in.; complexion, light; Englishman.

Richard Weaver,* Seaman; time of entry, Jan' 28, 29;‡ wages per mo., $4; place of residence, Schoo' George; stature, 5 ft. 4½ in.; complexion, dark; Englishman.

Thomas Watkins,* Seaman; time of entry, Jan' 28, 29;‡ wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 3¾ in.; complexion, light; Englishman.

John Morgan,* Seaman; time of entry, Jan' 28, 29;‡ wages per mo., $8; place of residence, Schoo' George; stature, 5 ft. 5¼ in.; complexion, brown; Englishman.

Mark Pitman, Quar' Mast'; time of entry, Jan' 28, Feb' 4;‡ wages per mo., $9; place of residence, Portsm'; stature, 5 ft. 5½ in.; complexion, dark; American.

William Stevens, Ju',*† time of entry, Jan' 30; wages per mo., D; stature, 5 ft. 6 in.; complexion, light; American.

Pomp Sweat,* for ye John Sweat Esqr of York,7 Ordinary; time of entry, Jan' 30; wages per mo., $6½; stature, 5 ft. 5½ in.; complexion, black.

Richard Hogsdon,† Marine; time of entry, Jan' 30; wages per mo., X; stature, 5 ft. 3¼ in.; complexion, brown; American.
John Parker, for Nutter, Seaman; time of entry, Jan 30; wages per mo., $8; place of residence, Portsmo; stature, 5 ft. 0½ in.; complexion, light; American.

William Sanderson Anderson, Seaman; time of entry, Feb 1; wages per mo., $8; stature, 5 ft. 7 in.; complexion, dark; American.

Henry Frost Cate, Master at Arms; time of entry, Feb 3rd; wages per mo., $10; place of residence, Portsmo; stature, 5 ft. 8½ in.; complexion, dark; American.

Mark Bratton, Sergt Marines; time of entry, Feb 3rd, 4th; wages per mo., $8; stature, 5 ft. 4 in.; complexion, dark; American.

John Sloper, Corp Marines; time of entry, Feb 3rd, 4th; wages per mo., $7½; stature, 5 ft. 9 in.; complexion, dark; American.

William Hart Junr, Sergt; time of entry, Feb 4; wages per mo., $8; place of residence, Portsmo; stature, 5 ft. 4½ in.; complexion, dark; American.

John Mills 1st, Corporal; time of entry, Feb 4; wages per mo., $7½; place of residence, Portsmo; stature, 5 ft. 5½ in.; complexion, light; American.

Saml Farnham, Marine; time of entry, Feb 4, 12th; wages per mo., $6½; place of residence, Lebanon; stature, 6 ft. 0¼ in.; complexion, dark; American.

Moses Stevens, Marine; time of entry, Feb 4; wages per mo., X; place of residence, Kittery; stature, 5 ft. 9½ in.; complexion, brown; American.

James Sullivan, Ordinary; time of entry, Feb 4, 5th; wages per mo., $6½; stature, 4 ft. 9¾ in.; complexion, dark; Irishman.

Tho' Foggitt, Seaman; time of entry, Feb 4, 6th; wages per mo., $8; place of residence, Portsmo; stature 5 ft. 5 in.; complexion, dark; Englishman.

John Mills 2nd, Marine; time of entry, Feb 4; wages per mo., $6½; place of residence, Portsmo; stature, 5 ft. 5½ in.; complexion, light; American.

James McIntyer, Drummer; time of entry, Feb 4; wages per mo., $4½; place of residence, Portsmo; stature, 5 ft. 3½ in.; complexion, dark; American.

John Castle, Seaman; time of entry, Feb 6; wages per mo., $8; complexion, dark; Englishman.

Benjamin Seawards, Marine; time of entry, Feb 6; wages per mo., $6½; place of residence, Portsmo; stature, 5 ft. 7 in.; complexion, dark; American.

Mark Snider, Marine; time of entry, Feb 6; wages per mo., $6½; place of residence, Portsmo; stature 5 ft. 4½ in.; complexion, light; American.

Patrick Lynch, Ordinary; time of entry, Feb 8th; time of appearance, Feb 8th; wages per mo., $6½; stature, 5 ft. 7 in.; complexion, dark; Irishman.

Ebenezer Pray, Carpt Mate; time of entry, Jan 30; time of appearance, Jan 30; wages per mo., $9½; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, light; American.

Joseph Gerrish, Seaman; time of entry, Feb 5; time of appearance, Feb 5; wages per mo., $8; place of residence, Portsmo; stature, 5 ft. 8 in.; complexion, dark; American.

William Stevens, Cook; time of entry, Feb 1; time of appearance, Feb 1; wages per mo., $9; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, dark; American.

Thomas Passmore, Quar M'; time of entry, Jan 25; time of appearance, Jan 25; wages per mo., $9; place of residence, Portsmo; stature, 5 ft. 8 in.; complexion, dark; Englishman.

Saml Parchar, Seaman; time of entry, Feb 6; time of appearance, Feb 6; wages per
mo., $8; place of residence, Portsmo; stature, 5 ft. 9 in.; complexion, dark; American.

Sam'l Hodge Junr, Mate; time of entry, Jan' 15th; time of appearance, Jan' 15th; wages per mo., $15; place of residence, Kittery; stature, 5 ft. 10 in.; complexion, dark; American.

Peter Jones, Ordinary; time of entry, Feb' 10; time of appearance, Feb' 10; wages per mo., $6%; stature, 5 ft. 2½ in.; complexion, dark; Englishman.

Peter Adams,* Ordinary; time of entry, Feb' 10; time of appearance, Feb' 10; wages per mo., $6%; place of residence, Durham; stature, 5 ft. 7½ in.; complexion, black; African.

George Parchar,* Marine; time of entry, Feb' 10; time of appearance, Feb' 11; wages per mo., $6%; place of residence, Portsmo; stature, 5 ft. 1 in.; complexion, dark; American.

John Carpenter, Marine; time of entry, Feb' 10; time of appearance, Feb' 10; wages per mo., $6%; place of residence, Long Island; stature, 5 ft. 8¾ in.; complexion, dark; American.

Jonathan Huntress,† Seaman; time of entry, Feb' 11; wages per mo., D; place of residence, Newington; stature, 5 ft. 5 in.; complexion, red; American.

Peter Kenniston, Carpenter; time of entry, Feb' 8; time of appearance, Feb' 9; wages per mo., $8; place of residence, Portsmo; stature, 5 ft. 5¾ in.; complexion, dark; American.

Moses Noble,* Marine; time of entry, Feb' 10; time of appearance, Feb' 11; wages per mo., $6%; place of residence, Portsmo; stature, 5 ft. 5 in.; complexion, dark; American.

George Rollins,* Corporal; time of entry, Feb' 21; time of appearance, Feb' 21; wages per mo., $7½; place of residence, Newington; stature, 5 ft. 8¼ in.; complexion, dark; American.

William Murray,* Corporal; time of entry, Feb' 22; time of appearance, Feb' 22; wages per mo., $6%; place of residence, Newbury; stature, 5 ft. 3½; complexion, light; American.

Daniel Muncor,* Boy; time of entry, Feb' 6; time of appearance, Feb' 7; wages per mo., $5; stature, 4 ft. 9¾ in.; complexion, dark; Englishman.

Philip McCann, Boatswain; time of entry, Feb' 6; time of appearance, Feb' 6; wages per mo., $9½; place of residence, Portsmo; stature, 5 ft. 6½ in.; complexion, dark; Irishman.

John Wall,* Marine; time of entry, Feb' 6; time of appearance, Feb' 6; wages per mo., $6%; place of residence, Portsmo; stature, 5 ft. 5%; complexion, dark; Irishman.

Joseph Clark, Ordinary; time of entry, Feb' 7; time of appearance, Feb' 8; wages per mo., $6%; place of residence, Portsmo; stature, 6 ft. 1 in.; complexion, dark; American.

William Ward, Cockswain; time of entry, Jan' 22; time of appearance, Jan' 22; wages per mo., $9; place of residence, Portsmo; complexion, dark; American.

Enoch Davis, Corporal; time of entry, Feb' 26; time of appearance, Feb' 26; wages per mo., $7½; place of residence, Wells; stature, 5 ft. 9½; complexion, light; American.

Thomas Parsons, Ordinary; time of entry, Feb' 26; wages per mo., R; place of residence, Old York; stature 5 ft. 1 in.; complexion, dark; American.
John Adams, Ordinary; time of entry, Feb' 26; time of appearance, Feb' 27; wages per mo., $6%; place of residence, Old York; stature, 5 ft. 2½ in.; complexion, light; American.

Joseph Bridden,* Marine; time of entry, Feb' 28; time of appearance, Feb' 28; wages per mo., $6%; place of residence, Old York; stature, 5 ft. 2¼ in.; complexion, fresh; American; [time entered for] 3 yrs.

Benja* Redman,* Marine; time of entry, Mar 4th; time of appearance, Mar 4; wages per mo., $6%; place of residence, Portsmo; stature, 5 ft. 6½ in.; complexion, fresh; American; [time entered for] 12 mo.

Edward Page, Marine; time of entry, Mar. 5; time of appearance, Mar 10th; wages per mo., $6%; place of residence, Kittery; stature, 5 ft. 6 in.; complexion, fresh; American; [time entered for] 12 mo.

Josiah Dahnor, Marine; time of entry, 1777 Mar. 13th; time of appearance, 1777, released; time entered for, 1 year; wages per mo., D; place of residence, Hampton; stature, 5 ft. 8 in.; complexion, dark; hair, light; American.

Cato Stephenson,* Ordinary; time of entry, Mar. 19; time of appearance, released;† time entered for, 1 year; wages per mo., D; place of residence, Casco; stature, 5 ft. 4 in.; complexion, black; Africcan.

John Merritt,* Marine; time of entry, Mar. 19; time entered for, 1 year; wages per mo., $6%; place of residence, Pleas' River; stature, 5 ft. 3 in.; complexion, dark; hair, dark; American.

John Tanner, Quart' Mast; time of entry, Mar. 27; time entered for, 1 year; wages per mo., $9; stature, 5 ft. 8½ in.; complexion, ruddy; hair, dark; Englishman.

Richard Mills,† Marine; time of entry, April 5; time of appearance, Dischd; time entered for, 1 year; wages per mo., D; place of residence, Portsmo; stature, 5 ft. 4 in.; complexion, fair; hair, light; American.

James Birdeen, Marine; time of entry, April 18; time entered for, 3 years; place of residence, Berwick; stature, 5 ft. 3¾ in.; complexion, fair; hair, light; American.

Aron Abbot, Marine; time of entry, April 22; time entered for, 1 year; wages per mo., $6%; place of residence, York; stature, 5 ft. 9¾ in.; complexion, dark; hair, dark; American.

John Shores,* Marine; time of entry, April 22; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 8 in.; complexion, dark; hair, dark; American.

Robert Heslop, Seaman; time of entry, May 27; time of appearance, May 27; time entered for, 1 year; wages per mo., $8; place of residence, Privy Satisfaction; stature, 5 ft. 8 in.; complexion, dark; hair, dark; Englishman.

Nathaniel Hothorne, Seaman; time of entry, May 27; time of appearance, May 27; time entered for, 1 year; wages per mo., R; place of residence, Salem; stature, 5 ft. 6 in.; complexion, dark; hair, black; American.

Joseph Clements; time of entry, June 3rd; time of appearance, June 3rd; time entered for, 1 year; wages per mo., $8; place of residence, York; stature, 5 ft. 6 in.; complexion, dark; hair, black; American.
Thomas Smith,* Seaman; time of entry, June 14; time of appearance, June 14; time entered for, 1 year; wages per mo., $8; place of residence, Marblehead; stature, 5 ft. 8 in.; complexion, dark; hair, black; Irishman.

William Mendum,* Marine; time of entry, June 9; time of appearance, June 9; time entered for, 1 year; wages per mo., $6; place of residence, Kittery; stature, 5 ft. 6½ in.; complexion, dark; hair, black; American.

Robert Furness,* Marine; time of entry, June 10; time of appearance, June 12; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, light; hair, brown; American.

Philip Worster, Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 4 in.; complexion, dark; hair, dark; American.

Benj* Wooster,* Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 1 in.; complexion, light; hair, light; American.

Gabriel Stone,* Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, dark; hair, dark; American.

John Scates, Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 11 in.; complexion, dark; hair, dark; American.

Dodge Collins,* Ordinary; time of entry, June 13; time of appearance, June 13; time entered for, 1 year; wages per mo., $6½; place of residence, Worcester; stature, 5 ft. 8½ in.; complexion, black; Africain.

Joshua Fernald, Seaman; time of entry, June 13; time of appearance, June 16; time entered for, 3 mo; wages per mo., $8; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, light; hair, light; American.

Theophilus Abbot,* Marine; time of entry, June 14; time of appearance, June 15; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 4½ in.; complexion, light; hair, light; American.

Sam'l Weeks,* Seaman; time of entry, June 14; time of appearance, June 19; time entered for, 1 year; wages per mo., $8; place of residence, Kittery; stature, 5 ft. 10½ in.; complexion, light; hair, light; American.

Francis Little,* Gunners Mate; time of entry, June 16; time of appearance, June 16; time entered for, 1 year; wages per mo., $9½; place of residence, Portsm*; stature, 5 ft. 5 in.; complexion, ruddy; Englishman.

Casar Lear* for Tobias Lear, Seaman; time of entry, June 16; time of appearance, June 16; time entered for, 1 year; place of residence, Portsm*; stature, 5 ft. 5 in.; complexion, black; Africain.

George Rollins 2d,* Marine; time of entry, June 16; time entered for, 1 year; place of residence, Lee; stature, 5 ft. 10½ in.; complexion, dark; hair, dark; American.

John Carr Roberts, Carpenrs Crew; time of entry, June 17; time of appearance, June 17; time entered for, 1 year; wages per mo., $8; place of residence, Somersworth; stature, 5 ft. 6½ in.; complexion, dark; hair, dark; American.

Joshua Scates,* Marine; time of entry, June 19; time of appearance, June 20; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 7 in.; complexion, light; hair, brown; American.
Peter Messuare,* Quar't Mast; time of entry, June 20; time of appearance, June 23; time entered for, 1 year; wages per mo., $9; place of residence, Portsm; stature, 5 ft. 6½ in.; complexion, dark; hair, dark; American.

George Spinney, Carpent; time of entry, June 20; time of appearance, June 24; time entered for, 1 year; wages per mo., $8; place of residence, Kittery; stature, 5 ft. 4½ in.; complexion, dark; American.

James Furlong, Boats' Mate; time of entry, June 23; time of appearance, June 24; time entered for, 1 year; wages per mo., $9½; place of residence, Nelly Frigate; Englishman.

Simeon Gray, Marine; time of entry, June 21; time of appearance, June 24; time entered for, 1 year; wages per mo., $6½; place of residence, Pownalbor; stature, 5 ft. 4 in.; complexion, light; hair, dark; American.

John Powel, Ordinary; time of entry, June 23; time of appearance, July 3d; time entered for, 1 year; wages per mo., $6½; place of residence, Exeter; stature, 5 ft. 7 in.; complexion, dark; hair, dark; American.

David Davidson,* Seaman; time of entry, June 23; time of appearance, June 24; time entered for, 1 year; wages per mo., $8; place of residence, Nelly Frigate; stature, 5 ft. 6½ in.; complexion, black; Creole.

Peire Murphy, Ordinary; time of entry, June 25; time of appearance, June 25; time entered for, 1 year; wages per mo., $6½; place of residence, Arendal; stature, 5 ft. 8 in.; complexion, dark; hair, black; American.

Paul Tibbets, Seaman; time of entry, June 25; time of appearance, June 28; time entered for, 1 year; wages per mo., $8; place of residence, Portsm; stature, 5 ft. 3 in.; complexion, dark; hair, brown; American.

Jese Wedgood, Marine; time of entry, June 26; time of appearance, June 26; time entered for, 1 year; wages per mo., $6½; place of residence, Newmarket; stature, 5 ft. 5½ in.; complexion, light; hair, brown; American.

John Gunnison, Marine; time of entry, June 26; time of appearance, June 27; time entered for, 1 year; wages per month, $6½; place of residence, Portsm; stature, 5 ft. 3½ in.; complexion, light; hair, light; American.

George Lowd, Marine; time of entry, June 26; time of appearance, June 27; time entered for, 1 year; wages per mo., $6½; place of residence, Portsm; stature, 5 ft. 5 in.; complexion, dark; hair, dark; American.

John Quin, Surg' Mate; time of entry, June 27; time of appearance, June 28; time entered for, 1 year; wages per mo., $15; Ireland.

Paul Welch, Seaman; time of entry, June 27; time entered for, cruize; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, light; hair, light; American.

Daniel Durgin, Midship; time of entry, July 2d; time of appearance, July 4; time entered for, cruize; wages per mo., $12; place of residence, Portsm; complexion, dark.

Stephen Frost,* Marine; time of entry, June 28; time of appearance, June 28; time entered for, 1 year; wages per mo., $6½; place of residence, Berwick; stature, 5 ft. 9½ in.; complexion, light; hair, light; American.

Nelson Grant,*† Marine; time of entry, June 28; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 8 in.; complexion, dark; hair, dark; American.
James Clarge, Carpt' Crew; time of entry, June 30; time entered for, 1 year; wages per mo., $8; place of residence, Portsm'; stature, 5 ft. 9 in.; complexion, dark; hair, dark; American.

William Philbrook, Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Fox Island; stature, 5 ft. 10½ in.; complexion, light; hair, dark; American.

Satchwell Rundlet, Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Portsm'; stature, 5 ft. 5 in.; complexion, light; hair, dark; American.

Charles Stacpole, Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Berwick; stature 5 ft. 10 in.; complexion, light; hair, dark; American.

Daniel Smith, Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Berwick; stature, 5 ft. 9½ in.; complexion, light; hair, brown; American.

Ichabod Tibbits,* Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Berwick; stature, 5 ft. 9 in.; complexion, light; hair, dark; American.

John Davis, Marine; time of entry, June 30; time entered for, 1 year; wages per mo., $6; place of residence, Berwick; stature, 5 ft. 3½ in.; complexion, light; hair, dark; American.

Francois Lievre, Seaman; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., $8; stature, 5 ft. 5½ in.; hair, dark; Frenchman.

Jack Moreau,* Seaman; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., $8; stature, 5 ft. 3 in.; hair, dark; Frenchman.

Jeremiah Dutch,* Marine; time of entry, July 2; time of appearance, July 2; time entered for, 1 year; place of residence, Durham; stature, 5 ft. 6½ in.; complexion, light; hair, light; American.

George Hohn, Marine; time of entry, July 3; time of appearance, July 3; time entered for, 1 year; wages per mo., $6; place of residence, Portsm'; stature, 5 ft. 5 in.; complexion, dark; hair, dark; American.

John Williams,† Ordinary; time of entry, July 3; time entered for, 1 year; place of residence, Groten; stature, 5 ft. 10 in.; complexion, ruddy; hair, sandy; American.

John Libbey, Marine; time of entry, July 4; time of appearance, July 4; time entered for, 1 year; wages per mo., $6; place of residence, Portsm'; stature, 5 ft. 8½ in.; hair, light; American.

John Simpson, Seaman; time of entry, July 5; time of appearance, July 9; time entered for, 1 year; wages per mo., $8; place of residence, New Castle; stature, 5 ft. 10½; hair, dark; American.

Hendrik Weilhelm, Henry Williams, Bo' Mate; time of entry, July 5; time of appearance, July 6; time entered for, 1 year; wages per mo., $9; stature, 5 ft. 8½ in.; hair, dark; Dane.

Peter Galteau,* Seaman; time of entry, July 8; time of appearance, July 8; time entered for, 1 year; wages per mo., $8; place of residence, Bourdeaux; stature, 5 ft. 4½ in.; hair, dark; Frenchman.
Charles Redeaux,* Ordinary; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., $6%; stature, 5 ft. 6 in.; hair, dark; Frenchman.

John Carr, Ordinary; time of entry, July 9; time of appearance, July 9; time entered for, cruize; wages per mo., $6%;§ place of residence, Cape Porpoise; stature, 5 ft. 6½ in.; hair, dark; American.

James Allen,* Marine; time of entry, July 9th; time of appearance, July 9; time entered for, 1 year; wages per mo., $6%; place of residence, Wells; stature, 5 ft. 7 in.; complexion, light; hair, light; American.

Jotham Staple, Ordinary; time of entry, July 14; time entered for, cruize; place of residence, Penobscot; stature, 5 ft. 5 in.; complexion, light; hair, light; American.

Alexander Goold, Marine; time of entry, July 10; time of appearance, July 10; time entered for, 1 year; wages per mo., $6%; place of residence, Kittery; stature, 5 ft. 8¼ in.; complexion, light; hair, light; American.

Ebenezer Stacpole, Quart’ Mast; time of entry, July 10; time of appearance, July 10; time entered for, 1 year; wages per mo., $9; place of residence, Portsm'; stature, 5 ft. 11 in.; complexion, light; hair, light; American.

Robert Carter Jr.,* Marine; time of entry, July 10; time of appearance, July 15; time entered for, 1 year; wages per mo., $6%; place of residence, Kittery; stature, 5 ft. 8½ in.; complexion, dark; hair, dark; American.

Robert McDaniel, Ordinary; time of entry, July 11; time of appearance, July 22; time entered for, cruize; wages per mo., $6%; place of residence, Barrington; stature, 5 ft. 11 in.; complexion, dark; hair, dark; American.

Timothy Gleeson, Marine; time of entry, July 11; time of appearance, Aug 24; time entered for, cruize; wages per mo., $6%;§ place of residence, Barrington; stature 5 ft. 7½ in.; complexion, dark; hair, dark; American.

Samuel McConnel, Ordinary; time of entry, July 11; time of appearance, July 22; time entered for, cruize; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 11½ in.; complexion, dark; hair, dark; American.

Benjamin Dam, Sailm’ Mate; time of entry, July 14; time of appearance, July 15; time entered for, cruize; wages per mo., $8%; place of residence, Portsm’; complexion, dark; hair, dark; American.

Peter Edney, for Mr. Shackford,* Boy; time of entry, July 14; time of appearance, July 15; time entered for, 1 year.

Robert Nason,* Ordinary; time of entry, July 14; time entered for, cruize; wages per mo., $6%; place of residence, Deer Island; hair, dark; American.

Thomas Murphy, Marine; time of entry, July 15; time of appearance, July 15; time entered for, 1 year; wages per mo., $6%; place of residence, Somersworth; stature, 5 ft. 10 in.; hair, light; American.

Mark Nelson, Marine; time of entry, July 16; time of appearance, July 16; time entered for, 1 year; wages per mo., $6%; place of residence, Portsm’; stature, 5 ft. 4 in.; hair, dark; American.

Daniel Melony,* Seaman; time of entry, July 13; time of appearance, July 15; time entered for, 1 year; wages per mo., $8.

John Gammon,* Ordinary; time of entry, July 19; time of appearance, July 22; time entered for, 1 year; wages per mo., $6%;§ hair, dark; American.
John Hughes, Seaman; time of entry, July 18; time entered for, 1 year; wages per mo., $8.

James Randel, Marine; time of entry, July 26; time of appearance, D; time entered for, 1 year; wages per mo., $6 ½; place of residence, Nottingham; stature, 6 ft. 0 in.; complexion, light; hair, light; American.

John Randel, Marine; time of entry, July 22; time of appearance, D; time entered for, 1 year; wages per mo., $6 ½; place of residence, Nottingham; stature, 6 ft. ½ in.; complexion, sandy; hair, light; American.

William Knight,* Marine; time of entry, July 26; time entered for, 1 year; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 6 in.; complexion, light; hair, dark; American.

John Randel, Marine; time of entry, July 22; time of appearance, D; time entered for, 1 year; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 6 in.; complexion, light; hair, light; American.

John Hill, Marine; time of entry, July 22; time entered for, 1 year; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 10 in.; complexion, light; hair, light; American.

John M'Coy,* Marine; time of entry, July 22; time entered for, 1 year; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 4½ in.; complexion, light; hair, dark; American.

Joseph Jackson, Marine; time of entry, July 22; time entered for, 1 year; wages per mo., $6%; place of residence, Nottingham; stature, 5 ft. 10½ in.; complexion, light; hair, light; American.

Joseph Cotton Junr, Ordinary; time of entry, July 28; time entered for, 1 year; wages per mo., $6%; place of residence, Portsmouth; stature, 5 ft. 4 in.; complexion, dark; hair, dark; American.

Matthias Bell, Seaman, time of entry, July 28; time entered for, 1 year; wages per mo., $8; place of residence, Portsmouth; stature, 5 ft. 4 in.; complexion, dark; hair, dark; American.

Wiggin Evans, Marine; time of entry, July 26; time entered for, 1 year; wages per mo., $6%; place of residence, Cheshire; stature, 5 ft. 6 in.; complexion, dark; hair, brown; American.

Robert Spencer, Seaman; time of entry, July 13; time of appearance, July 15; time entered for, cruise; wages per mo., $8.

Edward Burnum, Marine; time of entry, July 30; time entered for, 3 years; wages per mo., $6%; place of residence, Durham; stature, 5 ft. 9 in.; hair, dark; American.

Bartholome Yeats,* Seaman; time of entry, July 30; time entered for, 1 year; wages per mo., $8; place of residence, Portsmouth; stature, 5 ft. 8 in.; hair, dark; Denmark.

George Rundlet, Marine; time of entry, July 30; time entered for, 1 year; wages per mo., $6%; place of residence, Portsmouth; stature, 5 ft. 3 in.; hair, dark; Portsmouth.

Jonathan Chase,* Seaman; time of entry, July 29; time entered for, 1 year; wages per mo., $8; place of residence, New Castle; stature, 5 ft. 10½ in.; hair, dark; American.

George Shaw, Marine; time of entry, July 31; time entered for, cruise; place of residence, Lee; stature, 5 ft. 8½; hair, fair; American.

Samuel Demeret, Marine; time of entry, July 31; time entered for, cruise; place of residence, Madbury; stature, 5 ft. 8½ in.; hair, fair; American.

Sam'l W. Burnum, Seaman; time of entry, July 31; time entered for, 1 year; wages per mo., $8; place of residence, Salem; stature, 5 ft. 7 in.; hair, dark; American.
Simeon Tebbets, Sergt Ma; time of entry, Aug. 1; time entered for, cruize; wages per mo., $8; place of residence, Casco Bay; stature, 5 ft. 10½ in.; hair, dark; American.

Andrew Rankin, Marine; time of entry, Aug. 1, room of Davis; time entered for, cruize; wages per mo., $6;§ place of residence, Old York; stature, 5 ft. 6½ in.; hair, dark; American.

William Harrison, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Old York; stature, 5 ft. 8 in.; hair, light; American.

Richard Mills, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Portsm; stature, 5 ft. 3½ in.; hair, light; American.

Samuel Clay, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Candy; stature, 5 ft. 3½ in.; hair, dark; American.

James Hayley,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Kittery; stature, 6 ft. 0½ in.; hair, dark; American.

Jotham Booker,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Old York; stature, 5 ft. 6 in.; hair, sandy; American.

Isaac Worthen,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Candy; stature, 5 ft. 5½ in.; hair, light; American.

David Tima,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., $6;§ place of residence, Old York; stature, 5 ft. 6 in.; hair, dark; American.

John Rollings,* Marine; time of entry, Aug 3; time entered for, 1 year; place of residence, Portsm; stature, 5 ft. 3¾ in.; hair, brown; American.

William Cruey,† Marine; time of entry, Aug 3; time entered for, cruize; place of residence, Durham P; stature, 5 ft. 1½ in.; hair, sandy; American.

Robert Williams, Ordinary; time of entry, Aug. 3; time entered for, cruize; wages per mo., $6;§ place of residence, Barenton, [Barrington]; stature, 5 ft. 7½ in.; hair, dark; American.

William Tubb,* Seaman; time of entry, Aug. 4.

Robert Cochran, Cooper; time of entry, Aug. 5; time entered for, cruize; wages per mo., $9; stature, 5 ft. 8 in.; hair, dark; American.

Primus McIntyer,*† Ordinary; time of entry, Aug. 5; time of appearance, Dischd; time entered for, 1 year; place of residence, Old York; stature, 5 ft. 7 in.; hair, black; American.

David Brown, Seaman; time of entry, Aug. 8; time entered for, 1 year; wages per mo., $8; stature, 5 ft. 7¼ in.; hair, dark.

William Thresher,* Seaman; time of entry, Aug. 2; time entered for, 1 year; wages per mo., $8; place of residence, Portsm; stature, 5 ft. 2½ in.; hair, dark; American.

Timothy Watson, Carp’ Crew; time of entry, Aug. 2; time entered for, 1 year; wages per mo., $8; place of residence, Portsm.

Moses Twombly, Marine; time of entry, Aug. 2; time entered for, 1 year.

Daniel Lang, Midship; time of entry, July 15; time entered for, 1 year; wages per mo., $12; place of residence, Portsm; hair, dark; American.

James Eairs,* S Tayler;³⁸ time of entry, Aug 10; time entered for, cruize; place of residence, Portsmouth; stature, 5 ft. 4½ in.; hair, dark; American.
William Laery, Marine; time of entry, Aug. 1; time entered for, cruise; wages per mo., $6½; place of residence, Durham; stature, 5 ft. 1 in.; hair, sandy; American.

Josiah Winchester; time of entry, Augst 24; time entered for, cruise; place of residence, Anapolis, Schooner Delight; American.

Bejn Prince, Ordinary; time of entry, Augst 24; time entered for, cruise; place of residence, Boston, Schooner Delight; American.

Charles Dowsitt; time of entry, Augst 24; time entered for, cruise; place of residence, Anapolis, Schooner Delight; American.

James Wright, Seaman; time of entry, Augst 24; time entered for, cruise; place of residence, New York, Schooner Delight; hair, dark; Irishman.

John M’Lindon, Seaman; time of entry, Sep’ 3; place of residence, Schooner Delight; hair, dark; North Brittain.

Rob’ Robinson; time of entry, Sep’ 3; place of residence, Schooner Delight; North Brittain.

John Henshaw,* Seaman; time of entry, Sep’ 3; place of residence, Schooner Delight; Englishman.

William Waters, Seaman; time of entry, Oct 5; time entered for, 1 year; place of residence, Ship Jamaica; hair, dark; Englishman.

John Sedey,* Boy; time of entry, Oct 5; time entered for, 1 year; place of residence, Ship Jamaica; hair, dark; Scotsman.

Maturant Pereness;† time of entry, Nov. 1; time entered for, 3 years; Frenchman.

Francois Reo;† time of entry, Nov. 4; time entered for, 3 years; Frenchman.

Patrick Kadru; time of entry, Nov. 4; time entered for, 3 years; place of residence, L’Orient; hair, dark; Frenchman.

Peter Bourdon;† time of entry, Nov. 7; time entered for, 3 years; Frenchman.

Peter LaCoste,† Seaman; time of entry, Nov 20; place of residence, L’Orient; hair, dark; Frenchman.

John Grignard,† Seaman; time of entry, Nov 20; place of residence, St Maloes; hair, sandy; Frenchman.

Thomas Clouston, Volenteer; time of entry, Dec’ 3rd; time entered for, cruise; wages per mo., $8; place of residence, Newbury; hair, light; North Brittain.

Julian Trigal; time of entry, Nov. 4; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Francois Duval, Marine; time of entry, Nov. 21st; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Julien Guillouret; time of entry, Nov. 27; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Jean Marie, Ordinary; time of entry, Dec’ 2nd; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Joseph M. Depouzole, Marine; time of entry, Dec. 2d; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Nicholas Naquant, Marine; time of entry, Dec. 4; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Victor Bazin; time of entry, Dec. 8; time entered for, 3 years; place of residence, L’Orient; Frenchman.

Julien Jean, Qua’ Gun; time of entry, Dec. 8; time entered for, 3 years; place of residence, L’Orient; Frenchman.
Jean Mitchel, Seaman; time of entry, Decr 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Mathurin Huit, Ordinary; time of entry, Dec. 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Andrew D'Jean, Ordinary; time of entry, Dec. 10; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Guillaume Morin, Marine; time of entry, Dec. 11; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Augustin DeLorme, Marine; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Nicholas Lemee,* Boy; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Augustin DeLorme, Marine; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Nicholas Lemee,* Boy; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Oliver Huit, Marine; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Jean Quornon, Marine; time of entry, Dec. 14th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

John Johnson, Seaman; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Leonard Ponte; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Pierre D'Zage; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Augustin Philipon; time of entry, 1777, Decem. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Pierre Jarige; time of entry, Dec. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Louis Bussonn, Marine; time of entry, Dec. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Louis Canvel, Marine; time of entry, Dec. 18; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Marc Lestuan; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Pierre Eyquem; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Jousint Jany; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Mathurin Duchesne; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Guillaume Plurien; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Francois Corzenac; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Pierre D'Flau; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Jean Francois, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.

Claude Larbonette, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
of residence, L'Orient; Frenchman.
Mathurin Gautier, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Henry Quelee, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Charles Bouron, Boy; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Pierre Menguy, Marine; time of entry, Dec. 21; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Louis Guyllot; time of entry, Dec. 22; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Jean Fady, Marine; time of entry, Dec. 24; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Jacque Samour, Marine; time of entry, Dec. 26; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Bastien Guyomart, Boy; time of entry, Dec. 26; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Louis Alain, Marine; time of entry, Dec. 29; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Joseph Marion; time of entry, Dec. 29; time entered for, 3 years; place of residence, L'Orient; Frenchman.
Peter Maxwell; time of entry, Feb'r 2nd [1778]; place of residence, Sloop Granville, North Brittain.
Thomas Newman; time of entry, Feb'r 2d; place of residence, Sloop Granville.
George Towns;* time of entry, Feb'r 2d; place of residence, Sloop Granville.
John Dalling; time of entry, Feb'r 2d; place of residence, Sloop Granville.
Peter Sanno; time of entry, Feb'r 2nd; time entered for, 3 years; place of residence, Sloop Granville; complexion, black; Africian.
Cornelius Delany,* Boy; time of entry, Feb'r 2nd; time entered for, 3 years; place of residence, Sloop Granville; Irish.
Joseph Hamilton,* time of entry, Feb'r 2nd; place of residence, Sloop Granville, North Brittain.

MEMO OF MEN ABSENT ON FURLOUGH FROM THE SHIP RALEIGH.

Sam'l Farnham; time went on furlough, April 8, (1777); number of days obtained leave for, 12; when returned, Run.
Will'm Murray; time went on furlough, May; when returned, Run.
James M'Intyer; time went on furlough, May 31; number of days obtained leave for, 6; when returned, June 9th; number of days absent, 9.
Rich'd Baxter; time went on furlough, July 9; number of days obtained leave for, 7; when returned, July 16; number of days absent, 7.
Piere Murphy; time went on furlough, July 9; number of days obtained leave for, 7; when returned, July 16; number of days absent, 7.
ACCOUNT OF MEN RUN FROM THE SHIP RALEIGH.

Alexander Jones, Corporal; time run, Feb‘ 27, 1777; when bro‘ on board, taken at Boston & put on b‘ the Boston Frigate.

Joseph Bridden, Marine; time run, Mar. 20, 1777.

Thomas Watkins,† time run, Mar. 26 [1777].


Will‘n Murray, Marine; time run, May 17, 1777; whether, went Home on Furlough. W‘n S. Anderson, Seaman; time run, June 9, 1777; whether, Priv‘ Satisfaction.39

Nath‘ Hothorne, Ordinary; time run, June 10, 1777; whether, Priv‘ Satisfaction. Jeremiah Dutch, Marine.

Charles W. Tibbetts, ed., “American Revolutionary Naval Service, The Continental Frigate Raleigh, Ship Raleigh’s Book,” The New Hampshire Genealogical Record 2 (Apr. 1905): 180–87; 3 (July 1905): 19–30; 3 (Oct. 1905): 65–70. Tibbetts describes the muster book as follows: “The book is seven by eleven inches and contains twenty-eight pages, twenty-five of which are written. The cover is of thick, drab colored paper and on the first page is written: ‘Ship Raleigh’s Book.’ The pages of the book are divided into columns, there being seven columns each on the first six pages, eight each on the next three pages, nine each on the next two pages, eleven each on the next six pages, ten each on the eighteenth and nineteenth pages, and nine each on the next four pages. Pages twenty-four to twenty-six are blank; the next two pages have six columns each. The columns do not always follow in the same order on each page. We have attempted below to give this book in paragraphs; repeating the column headings with each name, except the first, second and last columns which are plain enough. Ditto words are given in full, and the sign for dollars instead of the word.” “D” stands for discharged and “R” for run. Tibbetts supplies the following as explanations of the symbols employed for footnotes:

* — Name signed by a mark or “X”.
† — Name crossed through.
‡ — Probably intended for time of appearance.
§ — In original, the fraction is four-sixths in figures; not having that type, its equivalent has been used.

1. The date is determined by internal evidence. The master, Robert Follett, was the first to sign on board on 24 June 1776 and the crew members from prize sloop Granville were the last to enter on 2 Feb. 1778.

2. John Wheelwright of Portsmouth was appointed commander of the Massachusetts privateer brigantine Reprisal, owned by Samuel White, Job Prince, and others, of Marblehead and Boston, on 4 Oct. 1776. For more on Wheelwright, see NDAR 6: 1052–53, 1159.


4. The following dates are for 1776, unless otherwise noted, until the entry for Alexander Jones, Corporal, 21 Jan. 1777.

5. That is, Lt. Hopley Yeaton, 3d lieutenant of frigate Raleigh.

6. At this point the year 1777 commences.

7. York (or Old York), Me.

8. That is, Midn. Henry Nutter of frigate Raleigh.

9. Lebanon, N.H.

10. Kittery, Me.

11. Long Island, N.H.

12. Newington, N.H.
13. Newbury, N.H.
14. Wells, Me.
15. Hampton, N.H.
16. Probably Pleasant River, Me.
17. Berwick, Me.
18. Salem, N.H.
19. Somersworth, N.H.
20. Tibbetts provides the following note: “This name can be read Turness equally well; people named Furness lived in Berwick, the other name unknown.”
21. Lee, N.H.
22. Pownalborough, Me.
23. Arundel (or North Kennebunkport), Me.
24. Newmarket, N.H.
26. Wolfeboro, N.H.
27. Groton, N.H.
28. New Castle, N.H.
29. Cape Porpoise, Me.
30. Barrington, N.H.
31. Nottingham, N.H.
32. That is, Lt. Josiah Shackford, 2d lieutenant of Raleigh.
33. Deer Island, Me.
34. Cheshire Co., N.H.
35. Durham Point, N.H.
36. Madbury, N.H.
37. Candia, N.H.
38. That is, ship’s tailor.
39. Massachusetts privateer sloop Satisfaction, mounting fourteen carriage guns and manned by a crew of fifty seamen, was owned by John Cushing and Samuel White, of Boston, and was commissioned on 10 May 1777. Her commander was John Wheelwright, of Portsmouth, N.H., and former 2d lieutenant of Raleigh.
APPENDIX B

LIST OF THE OFFICERS AND CREW OF CONTINENTAL NAVY FRIGATE RALEIGH

A List of all Officers, Volunteers, Seamen, Marines &c on Board the Raleigh Frigate, Thomas Thompson Esq' Commander in the Service of the United States of N° America January 22d, 1778.

No. | Names                  | Quality                      |
---|-------------------------|------------------------------|
 2  | Peter Shores            | 1st Lieut                    |
 3  | Josiah Shackford        | 2nd D o                      |
 4  | Hopley Yeaton           | 3rd D o                      |
 5  | Thomas Manning          | Master                       |
 6  | George J. Osborne¹      | Capt° Marines                |
 7  | Stephen Meeds           | 1st L t D o                  |
 8  | Nathl Twing²            | 2nd L t D o                  |
 9  | John Jackson            | Surgeon                      |
10  | John Adams              | Volunteer                    |
11  | Joseph Muchamore        | D o                          |
12  | William Bray            | Boatswain                    |
13  | William Cambridge       | Gunner                       |
14  | Simeon Fernald          | Carpenter                    |
15  | John Yeaton             | Mate                         |
16  | Robert Curtis           | D o                          |
17  | Thomas Clouston         | Volunteer                    |
18  | John Frost              | Midship                      |
19  | Samuel M'Clintock       | D o                          |
20  | Richard Littlefield     | D o                          |
21  | Daniel Durgin           | D o                          |
22  | Daniel Lang             | D o                          |
23  | Richard Langdon         | Cap° Clerk                   |
24  | John Quin               | Ser° Mate                    |
25  | Samuel Smith            | D o                          |
26  | Samuel Parcher          | Steward                      |
27  | William Ward            | Coxswain                     |
28  | Robert Whipple          | Armourer                     |
29  | Robert Cockran          | Cooper                       |
30  | James Furlong           | P Boatsw' Mate               |
31  | Henry Williams          | D o                          |
32  | Phillip McGann          | P D o                        |
33  | William Stevens         | P Cook                       |
34  | Henry T. Cate           | Mast' a' Arms                |
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<td>Mark Nelson</td>
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<td>175</td>
<td>David Tina</td>
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List of Frenchmen Entered at L'Orient for three years.

176  Saml Clay           Do
177  Benjamin Worster   Do
178  John Mc Coy        Do
179  Thomas Murphy      Ordinary
180  John Harman         Do

181  Julien Trigal      Seaman
182  Julien Guilloret    Do
183  Victor Bazin        Do
184  Julien Jean         Qua Gun'\n185  John Johnson        Seaman
186  Leonard Ponte       Do
187  Pierre Dezage       Do
188  Augustin Phillipon  D\n189  Pierre Jarige       D\n190  Marc Lestuan        D\n191  Pierre Eyquem       D\n192  Toussin Jany        D\n193  Mathurin Duchesne  D\n194  Guillaume Plurien  D\n195  Francois Corzenac  D\n196  Pierre DeFlau       D\n197  Louis Guylot        D\n198  Joseph Marion       D\n199  Jean Marie          Ordinary
200  Mathurin Huet       D\n201  Andrew Dejean       D\n202  Louis Busson        D\n203  Patris Quadreau     D\n204  Nicholas Lemee      Boy
205  Charles Bouron      D\n206  Nicholas Naquant    Marine
207  Francois Duval      D\n208  Guillaume Morin     D\n209  Oliver Huit         D\n210  Augustin DeLorme    Marine
211  Jean Quornon        D\n212  Louis Canvel        D\n213  Jean Francois       D\n214  Claude Salonette\n215  Mathurin Gautier    D\n216  Henry Quelee        D\n217  Pierre Menguy       D\n218  Jean Fady           D\n219  Jacque Lamour\n220  Louis Alain         D\n221  Bastien Guyomart    Boy

APPENDICES 815
Charles W. Tibbetts, ed., “American Revolutionary Naval Service, The Continental Frigate Raleigh, A List of the Officers and Crew, of the Continental Frigate Raleigh,” The New Hampshire Genealogical Record 3 (Oct. 1905): 70–76. Tibbetts describes this list as “found among the papers of Capt. Thomas Thompson. The names were written on two sheets of paper attached together with sealing-wax as one; the larger sheet is fourteen by eighteen inches, and the smaller, containing a list of Frenchmen entered at L’Orient, is five by fourteen inches. The names were written in three columns; on the back of the larger are seven names that could not be entered on front side for want of space, these are given as the last seven in the list.”

1. George Jerry Osborne, captain of marines.
2. Nathaniel Thwing, 2d lieutenant of marines.
3. Tibbetts supplies the following note: “Name can be read Lalonette.” The name appears as Larbonette in Muster Book of Continental Frigate Raleigh, above.
4. Tibbetts provides the following note: “Name can be read Samour.” The name appears as Samour in Muster Book of Continental Frigate Raleigh, above.
APPENDIX C

LOG OF RHODE ISLAND PRIVATEER SHIP MARLBOROUGH,
CAPTAIN GEORGE WAIT BACCOCK, COMMANDER

Remarks for Tuesday January 27th: 1778
at 2 P.M Saw the Island of Palma Bearing So. Distant 7 Leagues at 5 PM the E end of Palma Bore S Distant 6 Leagues Stood Our Course S Between the Island of Palma & Gomera at 8 PM handed the Main Sail at 11 PM Saw the Island of gomera Bore S Distant 6 Leagues at 5 AM Saw the Island of ferro Bore WBN Distant 7 Leagues Saw also the Island of Tenariffe Bore ESE at 8 AM the West End of Gomera Bore NNE Distant 3 Leagues from Which I take my 4th Departure it being in Latt of 28°.6 N & Long of 17°.5 W The Innoculated persons Breaking Out Others Complaining of the Symtoms—

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Remarks for Saturday January 31st: 1778
at 3 P.M Crossd the Tropick Of Cancer when we had Considerable Sport two of the men dressd in Tarpaulins Come to Demand the Bottle and pourd when All those that never Crossd it had to pay Or the Captain to give a receipt for them to be paid at first port at 9 took in all Small Sail at 4 AM Saw Breakers a head Wore Ship & Struck On A Shoal hawld our [blank] and found Ourselves Embayd Which in the Draft is Calld Cypriean Bay Sounded and found from 7 fathom to 8. 9. 10. & 12 then no Bottom at 40 fath. Lay Up NNW & weatherd a point Called Carnassarro this happy Deliverance of God Happened On the Coast of Barberry where Lives the Cruel Moors

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Remarks for Sunday February 8th: 1778
fresh Breezes with fine weather Sailing along the Coast at 4 P.M Set the F Sail took in top gallant Sails royals Studing Sails Driver
&c at ½ past 5 P.M 3 remarkable hills or hummocks bore from Us S.E by E ½ S Distant 4 Leagues at 6 P.M handed all Sail but M° & fore top Sail at 10 P.M. hove too with her head to the East at 4 AM Sound & had 75 fathom water at ½ past 5 AM made Sail when Cape de Verde Bore from us S.W at 8 AM I took the following Remarks of Cape de Verde Bearing S.S.E dist 3 Leagues in 75 fathom water Which Appears thus [a profile of Cape Verde is sketched at this point in the log] at 9 AM it Bore NEB distant 3 Leagues then came of[] 2 Canoes with 3 Negros in each along side but would not come on Board at 11 AM Gorea fort appeared in Sight which is an Island—

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Remarks for Monday February 9th: 1778
Doubled the Cape & hawl Our wind into Gorea Bay at 1 P.M. fired a Signal gun & hoisted Continental Colours Continue beating Up to Gorea fort which Lies in the Center of the Bay at ½ past 2 PM hoisted out the Barge to go on Shore When we Saw a Boat coming from the Shore She came on Board with the Lieut Governor of the fort & the Merchant of a Snow which lay in the Bay from whom we got the following Intelligence he came from the river gambia a fort night past there was no English there the Lieut Gover Says there was 2 American frigates there on the 6th Instant one named the Alfred the Other Supposed to be the Raleigh by the Descriptions we Imagine they are gone to Leeward the french men went on Shore to honor them the Captain Ordered 3 guns fired, after desiring us to give the Same Signal if ever we came again this way— Gorea Fort.— appears thus bearing E.N.E Distant 1 League [a sketch of Gorea Fort with the French snow at anchor in the bay is depicted here in the log]

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Remarks for Tuesday February 17th: 1778
Clear with Light Breezes at 1 PM Saw the Land at Mast head Bearing ENE Distant about 10 Leagues Saw a Sail Under the Land gave Chace att 6 P.M Came to Anchor in 7 fathom Water on Account of the tide Setting Against us at Dark Lost Sight of the Chace Saw large firs Ashore which is common along the Coast at 6 AM hoisted out the Barge Saw a Sail standing to the Northward the Captain Sent Lieut Eldred with 10 men well armed after the Sail made Sail & Stood in for the Land at 10 AM the Tide
Drawd us towards a Bay or river when we came to anchor it Bore from us NE\(\frac{1}{4}\)E Distance from Entrance about 1 League & \(\frac{1}{2}\) there Lies on the South Entrance a Barr Dry with Bushes on it at \(\frac{1}{2}\) past 11 am the Sail Appeard Standind toward Us—

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Remarks for Wednesday February 18\(^{th}\): 1778

Clear & pleasant att 1 P.M the Sail & Barge Appear Standing for us at 2 PM the Schooner & Barge run down under our Lee in possesion of Lieut Eldred the Barge came on Board for the Captain went on board She was the Sally Commanded by one Wm. Moore mounting 6 . 1 pounders from Whom we got the following intelligne he Says there Lays at the Atleses to Leeward a Snow belonging to London Under french Colours & Some Other Vessels & a rich factory & that there was a Schooner in a river bear\(^*\)\(N^{0},19\) the Captain Made him some fair Offers to pilot us & if he proved true But if the reverse he Should fare Bad Whereupon He promised to Assist us to the Best of his knowledge the Captain Sent the Boat for me to take Acct. of the article[s] on Board there was 11 negroes 3 of whom was Slaves a number of p's of guinea Cloths Check Callicoes handkerchefs Small Arms &ca Carried them on Board the Ship the Captain and Officers agreed to go With the Schooner & Barge up the river after the Other Schooner mounting 8 . 1 pounders at 3 PM Sent the Carpenter on Board the Sally to mount 6 Swivel from Ship at 4 P.M the Schooner & Barge got under way with an addition of 11 more men Commanded by Lieu' Eldred with Cap' Moore to pilot All night we remained in Suspence but at 5 AM we Saw flashes of guns & heard the report of several we hoisted a Lanthorn and fird a Signal gun at 6 AM the Sally appeard in Sight with the prize She was the Schooner fort rose with 12 negroes 3 of whom was Slaves Command'd by Richard Roberts having much the same articles as the Other took All on Board Sent Ichabod holloway\(^{23}\) & 5 men 1 Boy on Board the fort Rose & John Bissel\(^{24}\) with the Same number on Board the Sally with orders to proceed Directly after Us at 10 AM Weighd anchor & made Sail with Both tenders which will be of great Service to us in the rivers them 2 Cap:\(^{y}\) on Board Us

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Remarks for Thursday February 19\(^{th}\): 1778

The first Part Clear & pleasant Making our Course About SE for the Isle de Loss\(^{24}\) Both Schooners in Company att 6 P.M Cape
Remarks for Friday February. 20th: 1778—

The first Part Clear & Pleasant at 1 P.M. Saw a Sail. Bearing SBE we hawld our wind and Stood for her— She Standing for us we presently Came Up with her Close in with the Land. She is a Small Sloop about 5 Tons with free Blacks— the Captain Sent Mr. Cleveland and one man to take possession of her taking the Blacks on Board Us. She had on Board Cloth guns tobacco &c— att 3 P.M. Run into the Bay or Harbour Called Isles D Loss, Saw in the Harbour a French Ship and Sloop with French Colours Up, a Schooner & Several Small Craft without any Colours a Barge made towards us With English Colours Up. As soon as they Distinguished our Colours they made for the Land we fired Several guns at her but to no Effect. Beat up within a Quarter Mile of the Village, & Came to Anchor: & got a Spring Upon our Cable—the Schooner *fort rose* running under the Land was fired Upon from the Shore from a Cannon and Small arms. Mr. S. Kelly run along Side a Shallop put 2 Men in her who Cut her Cable and Brought her Under our Lee the Sametime About 5 P.M. we began Cannonading the town or Village belonging to the factors on Shore which is English Property at 6 P.M. we Ceased firing the Cap' ordered Mr. I. Holloway in the Barge with 6 Men to Cut a Schooner out from under their fire. I went with him we went on Board armed But was not oppossd att 7 P.M. we run Under the Ships Lee and Came to Anchor. She is Call'd the *Betsy* with a Quantity of Dry goods of Different Kinds—and a rich Prize. att 8 P.M. we Mand 2 Schooners and the Barge with About 50 men Well Armd to go on Shore under the Command of Cap' Christopher Brown, they Landed Safe March Up to the Houses, Placing Centinels at Every Advantageous Post—the Blacks Sculking & firing. Causd us to keep up a Constant fire from the 2 Schooners & Small arms on Shore— att 4 AM we warped the Ship within Pistol Shot of the Shore att 7 AM All hands making Ready to Receive the Effects on Board, those on Board Stowing things away & those on Shore Sending Cases of Ginn pipes of ginn Powder arms and Dry goods of Various kinds— att 11 AM a Black Calld King Tom Came on Board to Settle the Pallavre as they Call it. Offering to Assist us with his men Which the Captain Accepted with. Brought Several Prisoners from Shore. all hand[s] Employed Different ways— there was Kill'd on Shore 1 Black & 1 French Boy, By the Centinels and Som wounded which was done in the Dark Whilst they were sculking. About and not Answering the Centinels haid them and so was fired Upon as Foes &c—

Remarks for Saturday February 21st. 1778—

The first Part Clear & warm. those on Shore putting goods of all kinds in the Boats & Shallops Others on Board Stowing away the
goods as they Came on Board. the Captain went on Shore. Settled the Pallavre with king tom Engaged him with his men to fill water for us the Captain wrote to the factors on Shore that was gone Back to the Negroes town, Informing them if they woud Surrender all English property in their hands he woud treat them with honour. & Leave their Craft, and Buildings Unmolested, but if not—he Shoud Burn. Sink. & Destroy Wherever he was resisted according to his Orders. Agreeable to Which one T. Hereford & Stephen Har mond of Rhode-Island Came on Board both traders. begging to Save their House & Effects (the Captain assurd them he woud.) they went Ashore a Smal Shallop Appeard in Sight. the Captain Sent M' Kelley in the Sally towards her. She was a Small Shallop the[y] had quitted her. he Brought her Sails Some Small Arms & 6 Elephant teeth &c keep up guards on Shore the Captain was Informd. that the factors had gone over to the Main and would not Acquiece with the Captains Offers— King Tom Came on Board with his Men & took Several Casks to fill with water & Engagd to keep Back the Blacks that attempted to plunder as they was in Danger of Being Shot from our Centinels—

Remarks for Sunday february 22d: 1778—

Still hot weather Some hands Employ’d on Shore as Usual— M’ Peters and Other Officers— Employ’d Stowing the Hold with Ginn in Pipes Cases rum. Camwood. Ivory, arms in Chests, &c Dry Goods of Several Kinds Stow’d in the Store Room & King Toms Men Brought on Board Some Water— M’ I Holloway with some hands Bending the Schooners Betsy Sails and fitting of her in order for Sailing With us—

Remarks for Monday February. 23d: 1778—

The first very Hot with Light Breezes Blowing from the Nortward in the Morning & Southward in Afternoon— took on Board, goods of Several kinds. kept up the Centinels on Shore as Usual att 8 AM Saw a small Craft going to the Main the Barge went in Pursuit of her but to no purpose they fir’d upon her & return’d att 9 AM the Captain went on Board a Small Craft on Shore found Several Cases of Ginn in her. had them taken on Board the Ship Directly Some hands on Shore Sending of[f] Every thing of Value on Board the Ship Others on Board Stowing the Hold &c— the Captain gave Captain Wm. Moore the Schooner Sally Again finding that he was true to What he Said and a Man of his Word— Also his Grometas—

Remarks for Tuesday February 24th: 1778—

The First part hott with Light Breezes att 8 AM the Ship Being as full as Possible. we Ceas’d Bringing any more on Board the Ship the Captain of the french Seine Capt. Saloman Prevoit Came from the Shore with our Captain who tryd to Buy a Sloop of him. Butt found it impossible, as there was Several thing of Value on Shore. we therefore took Whatt we Could of[f] in a Shallop & the Schooner Betsy— att sunSett we Cleard up Decks, Loaded & Prim’d all our Guns, and Unmoord Ship Kept up guards on Shore as usual. att 4
PM Saw a Sail to Leeward. Judged She was a Brig. the Captain was on Shore in order to Dispatch things. When Lieu Eldred Call’d to him he Came on Board. Order’d all hands to make Sail. Also Order’d M’ Holloway in the Betsy. and M’ BisSell in the fort rose to Stay and Keep the Blacks from Plundering and to Protect the Craft. which we Leave Behind. We hove Short a Peak. the Anchor was fast in a Rock att Bottom and we Cut the Cable—and Made Sail att 6 AM for the Chace, wight [i.e., with] a Light Breeze att 11 AM a Small Sloop hove in Sight Under the Main Land. the Latter Part Continue in Chace So Ends this 24 hours all well—

Remarks for Wednesday February 25th 1778—
The first Part hot Weather with Light winds att 1 PM about Ship with her head to the westward the wind att South— the Chace Standing to the Northward att 2 P.M we found we Could Weather the Chace— about Ship and Stood for her. Captain Order’d all hands to Quarters and att 4 P.M Came Up with the Chace. the Captain hail’d her and Order’d her to Strike, which they Immediately did Without a Gun being fired on either Side. the Barge went with the first & second Lieu the Barge Return’d with Some of their men, and the Captain whose name is Peter Branker Belonging to Liverpool. She Prow’d to be the Brig Pearl a Letter of Marque mounting 8 Carriage & 4 Coohorns Loaded with Camwood 102 Tons Ivory 6 or 700th Rice 30 Tons & Gum 800lb— we Bore away for the Isle de Loss— the Shallop that we Saw run into the Bay which M’ Holloway Secur’d. we overhauled a Small Cable and att 6 P.M Came to anchor Opposite the Town in 5 fathom of Water. the Captain went on Board the Brig with Captain Branker to gett his Papers att 8 P.M they returned. Secur’d the Prisoners. Sett Centinels fore and aft. att 7 AM Sent 10 men ashore to Cut wood. att 9 AM the Master M’ J. Peters Brought of / 2 new anchors from Shore. Sent Captain Kelley in the Betsy 2 Casks of Bread. 2 Casks of Beef & 6 gugs of ginn & Some water in order to be ready to Sail with us. the Latter part. took all the Dry goods out of the Schooner Betsy. on Board the Ship &c—

Remarks for Thursday February 26th 1778—
The first Part Clear & Hott with Small Breezes att 1 P.M a boat Load of wood Came on Board which we took in att 3 P.M the french Captain Salomon Prevoit Sent his Boat with a present of 6 Butts & 3 Gangs Casks of water which we Started into ours att 8 PM Sett the Watch att 8 AM the Captain gave the prisoners 1 Cask of Bread & 1 of Beef with 2 Shallops & Dismis’d them also to Cap’ Roberts a Shallop. he was taken Up the River by the Sally our Second prize who gave us Intelligence Concerning the factory att the Isle de Loss— att 9 AM the Captain Sent Cap’ Brown on Shore with 15 Men Well Arm’d in Order to Bring another Load of wood & to Burn the Town Stores &c agreeable to the Captains Orders & Instructions—as it was English Property. and As they wou’d not Capitulate with Us Upon Honourable Terms— att 10 AM the Buildings were all in flames we hove Short a Peak then Sent M’ BisSell in Chace with the fort [Rose]. of a Shallop Which was to Leeward. they Return’d without Success— The Boats Return’d from Shore with all our men & 2 new hawser So ends this 24 hours—
Remarks for Friday February 27th: 1778—51
The first Part Clear and Hott the Capt Sent Captain Kelley 2 Cask of Bread & 2 Casks of Beef & 1 Logreel & Line att 3 P.M Saw a Canoe Passing from the Island to the Main. Lieu' Eldred went with our Barge to Cut her off. they gott within gun Shot & fired on her. Butt the Canoe going the fastest they gave Up Chace— on their Return of the Men Snapping a Gun. it Caught a Cartridge which Communicated to Several Cartridge Boxes & Burnt Lieu' Eldred. Legg & Schorch’d 1 Man. att 4 P.M. took on Board. 7 Butts & 1 bbble of water from the Frenchman att 7 P.M. the Captain Sold the frenchman 52 4 Slaves & 14 Hhds of Tobacco, & in Return took Dry Goods of Several Kinds to the amount of 1800 Barrs Each Barr Equall to 3/6 Sterling— att 4 AM fired a Signall Gun for the fleet to Gett Under Sail Which is in Number as follows first the Good Ship Marlborough 2d the prize Brigg Pearl 3d the Prize Schooner Betsey & 4th the Shooner fort Rose, with a Sloop. & Schooner that the Captain gave the Prisoners & Others 2 Schooners the Captain gave unto M‘ns. Moore & Roberts, 1 Sunk on Shore 1 Shallop gave to the Traders 2 Shallops Sold the Frenchman— att 6 AM Gott under way. Made Sail Leaving the Isle De Loss, and the factors to Lament their Misconduct. in not Saving the Town by Surrendering the town and all English Property in their hands when the Captain wrote them a very Entreating Letter— att 9 AM sent 2 Casks of water & on Board the Betsey— took a boat ahead of the Ship and another a head of the Brigg to tow them out of the Tides way as it Sett us in very fast among the Islands— att 10 AM Sent ½ bbble Bread & ½ a bbble of pork on Board the fort rose. The Latter part the wind Breeze Up. So Ends all well—

Remarks for Saturday February 28th: 1778—58
Light Breezes & pleasant weather att 5 PM. Saw a Sail to windward Made Sail hove about Stood for the Brigg Pearl the Captain orderd Boats on Board hoisted in the Barge, that we took at the Isle De Loss Stood to S’ed after the Chace att 6 PM the Isle de Loss Bore NWBN 6 Legues Dist att 8 PM handed top gallant Sails & Stay Sails, hauld Up Courses and ran under top Sails att 5 AM Sett M. Sail— the fort rose Cap’t Bissel in Company att 11 AM the Brigg Pearl Cap’t I holloway & the Schooner Betsey Cap’t S kelley was so far to windward that we lost Sight of them— we have att present 10 Slaves on Board Besides 4 dld to the frenchman—6 of which was taken out of the first Shallops & 1 at the Isle de Loss—

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Remarks for Thursday March 5th: 1778—60
att 1 PM. 2 remarkable Trees Bore from Us NNE 4 Leagues Distance. att the Same time Cape Mont° Bore SSE Distance 14 Leagues. att 6 P.M. handed our Courses. Stay Sails. top gallant Sails. Royals. and Mizzen top Sails. att 10 P.M. Clewd Up the top Sails. and Came
to Anchor in 16 fathom. with the Kedge att 5 AM. hove Up the Anchor and Came to Sail. att 6 AM. Cape Mont Bore SEBE 8 Leagues Distance & the Galenors\(^2\) NEBN 2 Leagues Distance, att 9 AM. saw two Small Craft Coming towards us from the Shore. the foremost Came along Side. She was a Barge. with 1 English man 6 grometas & 4 Slaves.— the Other was a Small Schooner. we Sent our Barge to her. She had 2 English men 8 Grometas & 9 Slaves. we took them on Board. and put the Major part in Irons for our own Security & so proceeded for Cape Mont—

Variation \(\frac{3}{4}\) point

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Remarks for Friday March 6\(^{th}\) 1778—\(^63\)
Clear & Pleasant with a Small Breeze from the Northward & Eastward. All Sail Sett. att 2 P.M. Saw a Sail Under the Land to Anchor. Stood Directly for her. att 4 P.M. Came up with her. having Every thing Ready for Engaging. the Captain Ordered them to Strike their English Colours. Which they Did Immediately. we running att the Same time Under their Stern Clewd Up our top Sails and Came to Anchor with the Kedge in 15 fathom of water. the Captain Sent the 1\(^{st}\) & 2\(^{nd}\) Lieut.\(^{64}\) on Board in the Barge with 6 men they took Possession of her & sent the Capt. & 25 men on Board Us. She is the Ship Kitty\(^{65}\) with a Cargoe of Dry Goods Suitable for the Trade. from Liverpool 9 Weeks out Capt John Fisher. a Letter of Marque mounting 14 Carriage Guns— att 5 P.M. the Cap\(^{3}\) went on Board. with the Captain of the Kitty for his Papers. But the Captain had Destroyd his Commission. the Prisoners was all put into a Shallop. after unbending her Sails. Anchord her a Little Distance from the Ship— gave the[\(m\)] Provision & water att PM put all the Men Slaves in Irons. and Sett Centinels at Every Hatchway. att 4 AM Calld All hands. made Sail with the Kitty Ship. Schooner fort Rose\(^{66}\) & a Shallop with the Prisoners in. from Cape Mont. towards Cape Mont Serado.\(^{67}\) Sent the Prisoners Bread, Beef & water. Some Grand Capershiers\(^{68}\) Came on Board. & Stayd all night. gave them their Boat. & Left them. the Captain went on Board the Kitty. and Crafts to give Orders how to act in the Passage Down to Leward— att 8 AM the Cap\(^{3}\) Returnd with the Captain there Came a Canoe from Shore with a Black king Call’d Robin Gray. Steering for Mont Serado when we here of a Slave Ship all Slavd. Ready to Sail for the west Indies. Sent R Grays Canoe on Shore and kept him to go with us to Mont Serado—

Latt\(^d\) by observation 6\(^\circ\).40\' N

Remarks for Saturday March 7\(^{th}\) 1778—\(^69\)
Cloudy with the wind att NW. All Sail Sett Running SEBE with our fleet after us. att 2 P.M. we made the Sail, to anchor under the
Land, all hands Getting Ready to Engage if Needed. att 5 P.M. we Came Up with the Ship att Anchor. the Captain Order’d them to Strike
their Colours which they Imediately Did. att the Same time Running under their Stern. Clew’d Up our top Sails & Came to Anchor a
Small Distance from the Ship—the Cap’l Sent Lieu’n Eldred. with 6 men to take Possession of her. he Sent 26 Persons on Board us. and 2
free Blacks. att 6 P.M the Captain went on Board. att 8 P.M he Returned with Wm. Allenson. Captain of the Ship Call’d the Fancy.a Letter
of Marque Mounting 16 Guns. and Above 300 Slaves also Ivory Rice &c we Sent Some Provisions to the Prisoners on Board the Shallop.
all hand Employ’d According to their Several Stations—for my Part I write Day & Night to Dispatch Business—att 6 AM the Captain went
on Board the fancy. there Came a Canoe from Shore With free Blacks. Also the Fancy’s Long Boat. Loaded with water which we took on
Board our Ship. att 8 AM the Captain Returned with Several Articles from her The Captain Put Lieu’n Bradfield in Command of the
Fancy with 12 men and 2 Boys— and John Bissell in Command of the Kitty 7 men 2 Boys & 2 men & 2 women Slaves. also the mate of the
Ship a Prisoner. and Also Gave them Orders to gett Ready for Sailing. and Also gave the Major Part of the Prisoners Boats to go Whither
they Pleas’d. we having on Board as many Prisoners as we thought Ourselves with— Having mand the 4th Prize out of 91 Men & Boys—

Remarks for Sunday March 8th: 1778—71
The first Part Pleasant. our People Different ways. the Captain Sent the Boatswan72 with Some men on Board the Fancy in order to
Bring 4 Carriage Guns Caring 6 Pound Shot. which we hoisted in and mounted them also 4 Coohorns. we took out of the Kitty
which makes us Strong to the Number of 24 Guns 4 Coohorns & Swivels. att 4 PM Cleard Up Decks— Sett Centinels as Usual. Several
Black kings on Board. att the Boatswan Calld all hands. the Cap’l gave Cap’l Allenson & Other Prisoners a bbl of Beef and Bread and
Discharged them. att 7 AM weighd our Anchor. Sent 2 Cases. a Speaking trumpet. and 1 Compass on Board the Fancy. att 8 AM the
fleet was Under Way in Number as follows. the Marlborough 2d: the Kitty 3d: the Fancy. & 4th: the Fort Rose. Tender. we fird a Round of
Cannon which was followd by the whole fleet. att 9 AM there Came 5 Canoes with fruit. Which we Bought of them Latt by Observation 6˚..19’ N

Remarks for Monday March 9th: 1778—73
The first Part Pleasant & Clear. att 3 P.M We Came to anchor in 12 fathom of Watter. also the Rest of the fleet. 1 Ship on Each Quarter.
and the Fort Rose under our Stern. we Putt some Empty Water Casks into the Barge. with the Black Kings to be filld with fresh water.
Under the Command of one M’l Paul Cross who Came with us as a Pilot from the Isle de Loss he went in the Jolly Boat with Some
Others & Pawn Slaves. att 5 PM the Carpenter put a New Rudder Coat74 on the Kitty. att 6 P.M Cap’l Bradfield75 Came on Board with
the Doctor of the fancy. they Sup’d with the Capt and att 9 PM Return’d on Bard the fancy. the Carpenter put a new Rudder Coat on
our Ship att 8 AM the Blacks Brought plenty of fruit in Exchange we gave tobacco—
Remarks for Tuesday March 10th—1778

The first Part Clear & Pleasant. att 1 P.M. Capt Bradfield & the Doctor of the Fancy Came on Board our Ship. Capt. Bradfield Bird with the Captain but the Doctor Retourned. on a Cc of missing the Slaves— the Captain went on Board the Kitty, & Chose a Load of Stock on Board the Fancy— at 2 P.M. the Boat with the Fancy came on Board our Ship, & brought the water Casks in was lost on Barr. & two Black’s Drowned. at 5 P.M. the Captain returned from Boarding. at 6 P.M. Capt. Bradfield took John Finn the Boatswain on Board his Ship. &Sent a Signal Gun for the Black Kings. which was followed by the whole fleet. at 7 P.M Capt. Bissell came on Board Capt. Bradfield & took the Boatswain on Board his Ship. at 8 P.M. Capt. Bissell took the Boatswain on Board his Ship. Capt. Bissell went on Board the Fancy. & Sent a Load of Stock on Board the Fancy. & took Several Small Black’s on Board the Fancy. att 2 P.M. 1 of our Boats returned from the Shore with Mr. Cross & the Black Kings. who told us that the Barge with the water Casks in was lost on Bar. & two Black’s Drowned. at 5 A.M. Capt. Bissell came on Board. & when they brought some Small Black’s on Board the Fancy. at 2 P.M. 1 of our Boats returned from the Shore with Mr. Cross & the Black Kings. who told us that the Barge with the water Casks in was lost on Barr. & two Black’s Drowned.

Remarks for Wednesday March 11th—1778

The first Part Clear & Pleasant. att 1 P.M. we saw a Sunken Boat to windward with a Man in her. we sent a Boat. and the fort Rose towards her. She proved to be our Barge that was sent on Shore to fetch water. there was a Black on Board. the Schooner brought the Barge along side. threw the water out of her and att 5 P.M. the Capt. sent Lieut Brown with her on Board Capt. Bradfield as he had no boat. and to get an exact Account of the Number of Slaves.

APPENDICES

826
Latt by Observation $5\degree..54\arcmin$ N—

Remarks for Thursday March 12th: 1778

The first Part Clear & Pleasant — att 2 P.M the fort rose went from along Side. taking their Leave of Us — a Canoe Appeard in Sight Coming from the Shore — we Bore Away from the Land. — the Schooner went on her Course to Windward. the Canoe went along Side of her. She fird a Gun — we Lay By for her. She Came Up With Us. When Mr. Cross Said the Negroes told him there was a Sloop & Boats gone into Bassaw River this Morning— Expecting She was the Liverpool Sloop that we was in quest of — we hawld our wind for the River — att 4 PM we Saw the Sloop & Boats in the River took in Sail. att 5 PM we Clewd Up top Sails. and Came to Anchor Within Gun Shott of the Sloop & Boats in 7 fathom of Watter. handed all Sails. Putt a Spring on our Cable. fird 2 guns att the Sloop, and then the Captain Sent Lieut Eldred. with A flagg to Demand the Surrender of the Sloop — att ½ past 5 P.M. the Boat Returned with one Mr. Richards with a few Lines from the Master of the Sloop. Begging to know the Captain of Capitulation. He then wrote by My N. Daggett an Answer Having Understood that She was a Small Sloop, not worth being troubled with. that if he woud Surrender Up his Sloop and Boats. Immediately after our going further to Leward. he Shoud have his sloop, girls. &. Grometas, if not he must abide by the Consequence. we kept Mr. Richards on Board. Dispatchd Mr. Daggett with the Lines to Demand a Categorical Answer— we Soon Saw the Boat Retu[ning]. She Came on Board with the Captain Ireland Grace & his girls. who Concluded to Surrender on the Terms that was wrote. the Lieu[ ] Brought. out two of the Boats with White Men and grometas. Put Some water and provisions into them & Anchord them a Little Distance from the Ship. we firing a gun as a Signall was anwered by the Sloop Under the Command of Mr. Daggett So we past the night — att 5 AM we Weighd Anchor, and made Sail with a Light Breeze also the Sloop and Boats. and Schooner fort Rose &c — att 9 AM the Cap[ ] went on Board the Sloop & Brought out Every thing of Value — as the Cap[ ] thought it wou’d be Best to gett rid of them. He therefore Dis Charged the Sloop Grometas & Small Craft. att 11 AM Bassaw Bore NEBN. 4 Leagues Distance—

Latt by Observation $5\degree..36\arcmin$ N—

Remarks for Friday March 13th: 1778

The first Part Clear with Moderate Breezes — att 4 PM the fort rose Which the Captain made a Present of to Mr. Paul Cross for his Services Since we Left the Isle de Loss. in serving us as a Pilot and Other ways as a Freeborn American — He Stood to the Northward and we to the Southward. a Long Boat with 4 Prisoners in Company with us. they were the fancy men — att 6 P.M. we handed our Courses, Stay Sails, top gallant Sails, Royals, & Mizen top Sails. Running Along Shore. Under our Top Sails. the Lieu[ ] Haild the Long Boat and ask the Prisoners to Come on Board & Sup. She Came Along Side & 2 Came on Board and Supped With us. att 4 AM Made Sail and Stood in for the Land — att 7 AM a Canoe from the Shore Came with 3 Blacks in one of them Came on Board. Who Informed
us that the Sloop that we was in quest of was Sailed 3 Days Past to Leeward— our People threw Several Pipes Over Board when the Black[s] woud Leapt out of the Canoe and Catch them Under water as they wer Sinking— att 10 AM 3 Canoes Came Along Side But we being no trade for them, they Returnd to the Shore—

Latt\(^{th}\) by Observation 5˚..10˚ N—

Remarks for Saturday March 14th: 1778\(^{89}\)
Clear with a Light Breeze    att 2 P.M. after a Consultation of the Principal Officers. it was Concluded Upon. that our water and Provisions was Expending very fast. and no hopes of getting more also a time of the year Very Dangerous on this Coast. Therefore it was unanimously Agreed on to Proceed Directly for N. America— att ½ past 2 P.M. the Rock Calld the Sestos\(^{90}\) Bore from us NEBN. 4 Leagues Distance it being int Latt\(^{th}\) of 5˚.. 10 N. & Long\(^{d}\) of 7˚.. 15 W. Shaping Our Course by Gods Permission for America Hoping for a Safe and Short Passage. att 11 P.M Squally handed. top gallant Sails. Stay Sails & Jibb. att 1 AM Moderate. Sett Jibb. Stay Sails. and top gallant Sails    att 2 AM Sett Studding Sails. att 4 AM. the Main top Sail’s Tye gave way— we have now on Board. 75 Men. & Boys. & 18 Men & Boys & 9 Girls Slaves. in all 103 Souls—

Variation 1 point

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D. NjMoHP, Lloyd W. Smith Collection, “Journal of A Voyage in the Good Ship Marlborough George W\(^{e}\) Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island Kept by John Linscom Boss. Cap\(^{w}\) Clerk.—” Rhode Island privateer ship Marlborough, Capt. George Wait Babcock, was owned by John Brown of Providence. Commissioned on 11 Dec. 1777, it was 250 tons burthen, mounted 20 carriage guns, and was navigated by a crew of 125 men. NjMoHP, Lloyd W. Smith Collection, Letters of Marque and Reprisal. Marlborough sailed from New Bedford about 4 Jan. 1778 on a five month’s cruise. See N\&AR 10: 805 and n.

1. This entry runs from noon of 27 Jan. to noon of 28 Jan., following sea time.
2. These islands are part of the Canary Is.
3. Possibly, the island of Fuerteventura, Canary Is.
4. This entry runs from noon of 30 Jan. to noon of 31 Jan., following sea time.
5. That is, a map or chart.
7. Possibly, present-day Cabo Barbas, now Western Sahara.
8. This entry runs from noon of 7 Feb. to noon of 8 Feb., following sea time.
9. That is, Cape Verde, Senegal.
10. Île de Gorée, Senegal.
11. This entry runs from noon of 8 Feb. to noon of 9 Feb., following sea time.
12. That is, Cape Verde and Gorée Bay, Senegal.
15. This entry runs from noon of 16 Feb. to noon of 17 Feb., following sea time.
17. Lt. James Eldred, 1st lieutenant of *Marlborough*.
18. This entry runs from noon of 17 Feb. to noon of 18 Feb., following sea time.
20. By “the Other,” Boss is referring to the schooner *Sally*, whose cargo, which Boss calls “Articles,” was much the same as that of schooner *Fort Rose*, Richard Roberts, master.
21. Mr. Ichabod Holloway, prize master of schooner *Sally*.
22. Mr. John Bissell (or Bisel), prize master of schooner *Fort Rose*.
23. This entry runs from noon of 18 Feb. to noon of 19 Feb., following sea time.
24. Îles de Los, Guinea.
25. Cap Verga, Guinea.
26. Prize schooners *Sally* and *Fort Rose*.
27. This entry runs from noon of 19 Feb. to noon of 20 Feb., following sea time.
28. Mr. Cleveland was either a prize master or mate in *Marlborough*.
29. Îles de Los, Guinea.
30. Mr. S. Kelley, a prize master.
31. Capt. Christopher Brown, probably captain of marines in *Marlborough*.
32. “Pallavre” is a type of business agreement or contract.
33. The ship is at anchor and is using land time, from midnight to midnight of 21 Feb.
34. The ship is at anchor and is using land time.
35. Mr. S. Kelley, master of *Marlborough*.
36. The ship is at anchor and is using land time.
37. *Gromettoes* (or *grommetas*) were free African servants that were paid wages. Slave traders employed them to take care of slaves awaiting sale and to perform other chores. Elizabeth Donnan, *Documents Illustrative of the History of the Slave Trade to America* (New York: Octagon Books, 1965), 1: 455; 2: 53, 79, 264, 265.
38. The ship is at anchor and is using land time.
39. At this point the ship is underway and the journal converts from land time to sea time, which runs from noon of 24 Feb. until noon of 25 Feb.
40. Mr. Ichabod Holloway, now prize master of schooner *Betsy*.
41. Prize Master John Bissell.
42. This entry runs from noon of 24 Feb. until noon of 25 Feb., according to sea time.
43. Lt. James Eldred.
44. Lt. Bradfield.
45. For more on the capture of brigantine *Pearl*, see *From the Jamaica Gazette*, 9 May, above.
46. Mr. S. Kelley, now prize master of schooner *Betsy*.
47. This entry runs from noon of 25 Feb. to noon of 26 Feb., following sea time.
48. A stout cask of 30 gallons capacity used to bring off fresh water in ship’s boats.
49. Richard Roberts, formerly master of schooner Fort Rose.
50. Schooner Sally, William Moore, master, was their first prize.
51. This entry runs from noon of 26 Feb. to noon of 27 Feb., following sea time.
52. Capt. Solomon Prevoit.
53. Brigantine Pearl, Ichabod Holloway, prize master.
54. Schooner Betsey, S. Kelley, prize master.
55. Schooner Fort Rose, John Bissell, prize master.
56. William Moore, former master of schooner Sally.
57. Richard Roberts, former master of schooner Fort Rose.
58. This entry runs from noon of 27 Feb. to noon of 28 Feb., following sea time.
59. Prize master John Bissell.
60. This entry runs from noon of 4 Mar. to noon of 5 Mar., following sea time.
61. Cape Mont, Guinea, now in Liberia.
62. That is, Gallinas River, present-day Sierra Leone.
63. This entry runs from noon of 5 Mar. to noon of 6 Mar., following sea time.
64. That is, Lt. James Eldred and Lt. Bradfield.
66. Prize schooner Fort Rose, John Bissell, master.
67. Cape Mesurado, Guinea, now in Liberia.
68. Caboceers (or cappasheirs) were chiefs, or nobleman, of West African villages or tribes. OED.
69. This entry runs from noon of 6 Mar. to noon of 7 Mar., following sea time.
70. British letter of marque ship Fancy, William (“or J.”) Allenson, commander, 200 tons burthen, mounting “eight 6-pounders and six 4-pounders,” built in Liverpool in 1773, owned by T. Case & Co. Lloyd’s Register of Ships, 1777–1778.
71. This entry runs from noon of 7 Mar. to noon of 8 Mar., following sea time.
72. John Finn.
73. This entry runs from noon of 8 Mar. to noon of 9 Mar., following sea time.
74. In wooden ships, tarred canvas tacked to lip of rudder-port or to rudder-stock close to the deck for keeping water from splashing inboard through rudder-casing.
75. Lt. Bradfield, 2d lieutenant of Marlborough and prize master of ship Fancy.
76. This entry runs from noon of 9 Mar. to noon of 10 Mar., following sea time.
77. Paul Cross, pilot.
78. Ship Kitty, John Bissell, prize master.
79. This entry runs from noon of 10 Mar. to noon of 11 Mar., following sea time.
80. Lt. N. Brown, 3d lieutenant of Marlborough.
81. Guineaman Fancy, Lt. Bradfield, prize master.
82. Capt. Christopher Brown.
83. This entry runs from noon of 11 Mar. to noon of 12 Mar., following sea time.
84. Bassaw River, Guinea, now St. John River, Liberia.
85. Bassaw, at the mouth of Bassaw R., Guinea, now Buchanan or Grand Bassa, Liberia.
86. This entry runs from noon of 12 Mar. to noon of 13 Mar., following sea time.
87. Guineaman Fancy, William Allenson, former master.
89. This entry runs from noon of 13 Mar. to noon of 14 Mar., following sea time.
90. Now called Cestos Rock off Cestos Point, Liberia.
APPENDIX D

DEPOSITION OF ALEXANDER BOYD IN THE CASE OF THE SHIP THAMAS KOUJI KAN

[Extract]

Portsmouth, England, 13 Feb. 1778

Depositions of Witnesses had and taken at the House of William Harward bearing the Sign of the Three Tuns at Portsmouth in the County of Southampton the thirteenth Day of February in the Year of our Lord one Thousand seven hundred and seventy eight and in the eighteenth year of the Reign of our Sovereign Lord George the Third by the Grace of God of Great Britain France and Ireland King Defender of the Faith and so forth upon the several Interrogatories hereunto annexed – By Virtue of His Majesty’s Commission issuing out and under the Seal of His High Court of Admiralty of England bearing Date the first Day of June one Thousand seven Hundred and Seventy six To the Mayor of Portsmouth for the Time being John Greenway Philip Varlo Samuel Ballard and William Deacon Esquires jointly and severally directed Before me Samuel Ballard one of the said Commissioners upon the oaths of the Witnesses In the presence of George Binsteed Notary Publick By the Interpretation of Charles Allan Gentleman being first sworn for that Purpose.

Alexander Boyd of George Town in the Province of South Carolina in North America aged about twenty five years being sworn and examined deposeth as followeth:

1. To the first Interrogatory this Deponent saith That he was born at New London in the Province of Connecticut in North America where he always lived when at home till within about four years last past during which Time he has lived when at home at George Town aforesaid That he is a Subject of the King of Great Britain and has never been a Subject of any other Prince or State and that he has never been admitted a Burgher or Freeman of any City or Town.

2. To the second Interrogatory this Deponent saith That he was present on board of the Ship concerning which he is now examined when she and her Lading were taken and seized and that she had not any Commission as he knows of.

3. To the third Interrogatory this Deponent said That the said Ship and her Lading concerning which he is now examined were taken and seized in the Latitude of about 46 Degrees North and Longitude of about nine Degrees West from London about the tenth Day of January last past That they were so seized on pretence of her being bound to North America That the said Ship and her Lading were brought to the Port of Portsmouth aforesaid That the said Ship sailed under French Colours That no Resistance was made at the Time when the said Ship was taken and that she was taken by His Majesty’s Ship of War the Hector commanded by Sir John Hamilton Baronet.

4. To the fourth Interrogatory this Deponent saith That Monsr. Noel LePeru was Master or Commander of the said Ship when she was taken—That as he this Deponent did not come on board of the said Ship till within a few Days of her sailing he has known the said Master only from that Time That he this Deponent does not know who appointed the said Master to the Command of the said Ship nor who delivered the possession of her to him That he this Deponent has heard That the
said Master’s fixed Place of Abode is at St. Malo’s in France. That he is married and his Wife and Family reside there and that he this Deponent does believe that the said Master is a Subject of the French King.

5. To the fifth Interrogatory this Deponent saith That the Said Ship concerning which he is now examined is of the Burthen of about three hundred Tons—That the Number of Mariners on board (officers included) was as he this Deponent was informed about fifty besides the Deponent (who was a Passenger) one M’ Baylor (who was also a Passenger) and his Servant and one M’ Grand who was Proprietor (as he this Deponent has heard) of the said Ship and her Cargo—That all the said officers and Mariners are Frenchmen But as he this Deponent did not come on board of the said Ship till a few Days before she sailed he cannot set forth whether the said Mariners came on board at the same Port or at different Ports nor who shipped or hired them nor when nor where.

6. To the sixth Interrogatory this Deponent saith That he this Deponent or any of the officers or Mariners belonging to the said Ship concerning which he is now examined had not any Part Share or Interest in the said Ship or in any of her Lading as he knows of—That he this Deponent was a Passenger on board of the said Ship at the Time she was seized and taken—That he has known her for about six Months past That he first saw her at Havre de Grace in France about that Time and that he does not know where she was built.

7. To the seventh Interrogatory this Deponent saith That the Name of the said Ship is the *Thomas Kouli Kan*—That she hath been so called for a few Months past That she was before called the *Pacifique* That he doth not know of any other Name or Names by which she hath been called That he this Deponent doth not know whether she had any passport or Sea Brief on board or not That she did not sail to or stop at any Port or Place during her last Voyage before she was taken That her last Voyage began at Rochebernard in the River Vilaine in France and she was bound as this Deponent was informed by the said Monsr. Grand the Proprietor of her and her Cargo to Charles Town in South Carolina in North America aforesaid That the said Monsr. Grand about the Month of December last past at Nantes in France agreed to defray this Deponent’s Expenses in France till the said Ship should be ready to sail and to permit this Deponent to proceed in her at the said Monsr. Grand’s Expense to Charles Town aforesaid if this Deponent who is acquainted with the Coast of Carolina would assist the Commander of the said Ships with his advice and Endeavor to navigate her safely to Charles Town aforesaid or some other Port on that Coast That the said Monsr. Grand intimated to this Deponent that it was intended after the said Ship had delivered her present Cargo that she should proceed to Virginia and there take aboard a Cargo of Tobacco with which she should return to and end her Voyage in France That after this Deponent came aboard of the said Ship a few Bales of dry Goods were brought from Nantes and put on board her The Contents of which this Deponent does not know and that as the Rest of the Cargo was on board of the said Ship before this Deponent came a board her he cannot set forth the Quality thereof.

9. To the ninth Interrogatory this Deponent saith That he believes the before named Monsr. Grand was owner of the said Ship concerning which he is now examined at the Time when she was seized That he believes the said Monsr. Grand was the owner of her because he told this Deponent so—that the said Monsr. Grand is a Frenchmen
by birth as this Deponent has heard and believes a Subject of the French King and
is not married.

12. To the twelfth Interrogatory this Deponent saith That he does not know who was
the Lader of the said Goods on board of the said Ship but that he believes the before
named Monsr. Grand was the owner and Consignee thereof. That the said Monsr. Grand
was on board of the said Ship at the Time when she was taken. That he resides when at home and carries on his Business or Trade at Paris in France. That he
this Deponent believes the said Goods were to be delivered at Charles Town aforesaid
and for the real account Risk or Benefit of the said Monsr. Grand and that he this
Deponent can take upon himself to swear That he believes that at the Time of the
Lading the Cargo and at this present Time and also if the Goods shall be restored
and unladen at the destined Port the Goods did do and will belong to the said Monsr.
Grand and to none others.

16. To the sixteenth Interrogatory this Deponent saith That he doth not know what
Papers Bill of Lading Letters or other Writings were on board of the said Ship at the
Time she took her Departure from the last clearing Port before her being taken as
Prize but that none which were then on board her were afterwards burnt torn thrown
overboard destroyed or cancelled concealed or attempted to be concealed as he
knows of.

The same Witness examined to the additional Interrogatories transmitted to
the said Commissioners.

1. To the first Interrogatory of the second additional Set this Deponent saith That there
were four passengers on board of the said Ship concerning which he is now examined
at the Time of the Capture None of whom were secreted at that Time. That the said
Passengers were the before named M" Baylor and M" Grand this Deponent and M" Baylor's
Servant. That the said M" Baylor is as this Deponent believes a Virginian the
said M" Grand a Frenchman and M" Baylors Servant a German. That he this Deponent
does not know of what Rank Profession or occupation the said M" Baylor is. That he
this Deponent believes the said Mr. Grand is a Merchant or Banker at Paris in France
That he this Deponent is a Mariner by occupation and was the Master or Commander
of an American Schooner called the Freeman taken as Prize some Months since by His
Majesty's Ship the Bedford Captain Varlo and condemned and after this Deponent was
released he went over to France in Hopes of getting a Passage home to America with
which View he embarked aboard the Ship concerning which he is now examined
That he this Deponent had not any Commission and that he believes that the said M" Baylor or M" Grand had not any. That this Deponent and the said other passengers
were taken on board of the said Ship as she laid in the River Vilaine about the Begin-
ning of January last past. That he this Deponent was finally destined to George Town
aforesaid but whither the other Passengers or either of them were or was finally des-
tined this Deponent does not know—that this Deponent's Business was to return to
this Friends and to endeavour to seek a Livelyhood. That the said M" Grand was as
this Deponent believes sole Proprietor of the said Ship and Cargo and that there were
not any officers Soldiers or Mariners secreted on board her.
4. To the fourth Interrogatory of the second additional Set this Deponent saith That the said Ship at the Time of her being first persued and also of her being taken was standing to the North west with her Larboard Tacks aboard the Wind being from the south west. That the Captain of the said Ship was endeavoring to get to the Southward in order to get into the Trade Winds. That her Course was not altered upon the appearance of the said Ship Hector. That her Course at all Times when the Weather would permit was directed to the southward in order to get into the Trade Winds. That as the said Ship had sailed but a few Days from France before she was taken she cannot further to this Interrogatory depose.

6. To the sixth Interrogatory of the second additional Set this Deponent saith That were only two Guns mounted on board of the said Ship. That he does not know what arms and ammunition were belonging to her—That this Deponent does not know why she was so armed. That as the said Ship was loaded before this Deponent came aboard her except a few Bales of dry Goods as aforesaid he this Deponent cannot further to this Interrogatory depose.

7. To the seventh Interrogatory of the second additional Set this Deponent saith That he hath in his answers to the foregoing Interrogatories set forth the whole which he knows or believes according to the Best of his Knowledge and Belief regarding the real and true Property and Destination of the Ship and Cargo concerning which he is now examined.

Sworn before me
Alex Boyd

In Presence of
George Binsteed
Notary Publick

DS, UkLPR, H.C.A. 32/462. A nine-pence stamp at the top left of each of pages 1 and 5 of the eight-page deposition. The portions omitted here relate principally to Boyd’s lack of material knowledge of the ship Thamas Kouli Kan’s lading and papers.

1. Thamas Kouli-Kan’s boatswain, Guillaume Mathew Le Tems, and boatswain’s mate, Augustin Blanchet, gave depositions. Passenger John Baylor, of an estate called New Market, in Caroline County, Virginia, deposed on 28 Mar.

2. Thamas Kouli Kan, Noël Le Peru, master. Thamas Kouli-Kan (1688-1747) was a king of Persia, also known as Nadir Shah.

3. For Hector’s capture of Thamas Kouli Kan, see NDAR 11: 905-6, 907.

4. Henri-Maximilien Grand. For his attempts to prevent the condemnation of Thamas Kouli Kan as a good prize, see his letters to his father, Rodolphe-Ferdinand Grand, 29 and 30 Jan., and 20 Feb. 1778, in NDAR 11: 937-43, 1027-29.

5. Having intelligence that Pacifique, originally intended by the American Commissioners in France for the command of British spy Joseph Hynson, had been fitting at Le Havre, and later moved to Nantes, with a cargo bound for America, Lord North asked the Earl of Sandwich to give Royal Navy express orders to capture the ship. NDAR 8: 854-55,856, 9: 508; 10: 930, 1055, 1063-64.

6. To this interrogatory, Baylor deposed, “Mr. Grand repeatedly sayd that he has Papers to shew that the Ship was cleard out for St. Domingo,” but the true intent was that “the Voyage . . . was to have ended at Charles Town in South Carolina.” Both Le Tems and Blanchet deposed that the ship was sailing to St. Domingue.

7. Baylor deposed that, just before being boarded by officers of Hector, Le Peru “threw overboard a Parcel of Letters or Papers directed for Persons in Charles Town, South Carolina.”

8. Boyd is evidently the “Capt. Boyd” to whom Silas Deane wrote on 10 Sept. 1777, congratulating him on his “escape from the Enemy,” and requesting that he repay to Congress the money advanced to him by the American Commissioners in France. Deane Papers 20: 133.

9. Boyd also signed at the foot of the fourth page.
APPENDIX E

LOG OF THE CONTINENTAL NAVY SHIP RANGER, CAPTAIN JOHN PAUL JONES

1778. TRANSACTIONS ON BOARD THE SHIP OF WAR RANGER - BREST

WEDNESDAY 1st April  
This Morning Cloudy and thick Weather at 10 Cleared up and Loosed the Stayls & Loos’d Courses to Drye at Noon handed them to the Carpenters’ Employ’d making a Steward Room Befour the Ward Room the Sail Maker to work Making top gallant steering Sails and altering the Mizen topmast Stay Sail In the afternoon had Company on board All hands Employ’d exercising the Grate Guns at 5 the Company Whent ashore pleasant all Night. A barber Came on board from Brest.

THURSDAY 2nd  
This Morning a Light Breze and pleasant at 4 Unmoared the Ship Got up the top Gallant yards at 8 the Capt. Came on board hove short took one Ref In Each topsail hove up and Came to Sail for Camaritt Bay The wind at SSW a fresh Brize Run under the Admarrals Stern Saluted him with 13 Guns he returned 10 Guns one of our people fell off the Gib Boom the Ship Run over him a man in the Cuter astarn of the Ship took him up he received no hurt at 3 in the Afternoon Set Top Gallant Sails and Midle Stay Sails at half past 5 Came to Anchor at Camaritt Close In With the harbour mouth Ready to Haul’d the Ship ashore to Clean In the Morning Mr Simpson Whent ashore after a Large Boat to take Out the Guns. The Carpenters Employ’d about altering the Ward Room.

1778 TRANSACTIONS ON BOARD THE SHIP OF WAR RANGER IN BREST

FRIEDAY 3rd April 
This Morning fair and pleasant at 4 In the Morning four french Boats Came alongside Put Eighteen 6 pounders on board them Sent them ashore Struck Yards and Topmast Run the Stream Anchor Out with 2 Harsors Bent to it hove up the Small Bower at half past 9 hove the Ship ashore Cleaned one side of the Botom and payed it with Slush the Sailmaker to work making Sails. In the Afternoon Weigh’d the Streem Anchor and Cared it out Astarn hove taught on it.

SATURDAY 4th 
This Morning fair and pleasant Sent the Boat ashore
after 5 Cask of Water at 10 O’clock the Boat Came alongside with the Water Histed it in, the Captn. Whent to Brest paid the other side at high Water, hove the Ship off In the Rode Captn. Jons Came on Board Got up the Yards and Topmast Got in the Guns Joseph Rackley4 Came on Board.

SUNDAY 5th
This Morning fair Employ’d Clearing up the Deck Got Down the Water Got up top Gallant Yard at 10 came to Sail in Compy with a french freagate5 the Wind at SbW. At 2 in the Afternoon the freagt Boar away for Brest Blowing hard, at four Came to Anchor in Brest, Moard Ship, Blowing hard and full of Small Rain all Night.

MONDAY 6th
This Morning Blowing hard the Wind at SSW and full of Rain Cleaned the Ship, the Later part of this Day Stormey Weather. At 5 In the Afternoon the Wind Came at Noth, still Raining, Very Little Wind all Night.

TUESDAY 7th
This Morning fair and pleasant a light Breze from the Northward, Lousd Sails to Dry Got of from the Shore four Quarters of Beef at 10 had a fresh Breze at NE In the afternoon handed the Sails Exsercising the Marines with the Small Arms and Sailors with the Garte Guns, a light Breze and pleasant all Night.

1778. TRANSACTIONS ON BOARD THE SHIP OF WAR RANGER [BREST]

WEDNESDAY 8th April
This Morning fair and pleasant the Wind at NE Got up the Small Bower Came to Sail By the Streem Anchor at 9 O’clock at 11 Calm Came to Anchor Below the Ships In 16 fatoms Water histed out the Small Boat the Capn. Whent ashore the Sailmaker Employ’d altering the four Sail took three Cloths out of it.

THURSDAY 9th
This Morning Calm at 8 a Breze Sprung up at WSW and ful of Fog at 11 Unbent the Old four Sail and Bent the New one hove up the Anchor and Run further up the harbour Came two with the Small Bower Run out a small Anchor and harsor to Steady the Ship Calm and full of Fog at night.

FRIEDAY 10th
This Morning Calm and full of Fog Sent the Cuter Down to Camaritt after Sand.

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SATURDAY April 11th, 1778
This 24 Hours Begins with a fine Breze at NE at 3 p.m. the Capt.
When ashore Unmoared Ship at 5 the Capt. Came on board hove up and Came to Sail with a frigat6 In Compy
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at 7 histed a french Jack and an English Pendant at the four top gallant mast head hove too for the Cuter of Camaritt Bay the Cuter Came along side Got in the Sand and histed in the Cuter Made Saill Set all the Staysails and Mn Sail at 8 p.m. the Light of point St. Mathieul Boar NE Dist 2 Leagues at 10 fir’d two Guns at 2 a.m. set four and Mn top-mast Steering Sails at Daylight saw a Duch Doger and a Large Ship Bearing NNE Dist. 5 Leagues Set the Lower Steiring Sail and top gallant do. at 10 Lowerd Down the Mn. Top gallant Sail histed a Duch pendant and an English Jack at the Mn Top Gallant Mast head. at 11 Hawld Down the Signal and histed up another a English pendant and french fired a Gun Hawld Down the Staysails Backd the Mizen topsail. Ends a fine Breze and pleasant a Snow Run a Crost our four foot Within two mils. Had a Good Ob. LATTD. 48° 25” Noth.

SUNDAY April 12th, 1778

This 24 hours Begins with a fresh Breze as p. Log filld the up Mizen top Sail histed up the Staysails at one O’clock hd. Top Gallant Sails and top Gallant Staysail and Midle Stay Sail Spoek with our Consort at 2 took a signle Ref in the Topsail saw 3 Sail to Windward of us at 3 Set top Gallant Sails at 6 Set the top mast Steering Sails at 6 Saw a Ship under our Lee Quarter Standing to the Nothward hawld Down the Steering Sails at 11 p.m. saw a Brig Stading to the Westward She Run a Crost our four foot within half a mile at 9 set the Royals at 11 took in the Royals the Carpenters Employ’d taking Down the Quarter Netings the people Employ’d scrubing the hamucks. at Noon the frigat was Close to us. Had a Good Ob. LATTD by OBS. 49° 40” Noth.
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**MONDAY April 13th, 1778**

Fine & pleasant Weather in Company

With the french frigate the Fortuna

unbent the New Main Sail and Bent

the Old one got the Guns all aft to trim Ship at 7 sot Driver- thick of

Fogg at 8 hawld. down Driver at 9 sot top gal Sails Clear Weather- the Fortuna under our Lee Bow saw a Sail under the Lee Bow the Frigate Tack’d and Stood to the Northward Saw a Sail under our Lee Bow- the Frigate Tack’d at 12 the Frigate left us made Sail.

LATTD 49º 41” By OBSERVATION

**TUESDAY April 14th, 1778**

This 24 hours Begins with a fresh Breze and fogg Down Top Gallant Mast up Winter nes Set up Top G. Yards at 4 In two Refs in the four and Mizen topsails took three Refs In the main topsail Down top Gallant Yards at 7 Hd. mizen TS. Stowd the Staysails

Saw a Sail under our Lee bow a Brigt

Saw another to windward On the Beam Spock the Brig at 7 from Ost and bound for Galloway in Ireland took the people out of her and Sundry Artecles Sunk her with her Cargo of Flaxseed.
In Boats an Made Sail.

LAT. 50° 23’ No.

Fresh Gales & Close Weather Saw a Sail to Windward in 1st & 2nd Refe Topsails at 1 P.M. Saw a Sail Bearing NNW at 2 Spock her a Pilot Boat from Kinsale, The old Head of Kinsale Bore N½E Distance about 4 Leagues at 8 the high Land of Dungarvan Bore North distance 7 Leagues at 9 Saw a Sail under our Ley Bow.

at 10 Several Sail in Sight at 12 Ardmount head Bor N½W by the Compass distance 7 leagues The Sail Maker to work altering the Driver.

 Took out of the four peek 28 pigs of Lead and Stowed it in the Run of the Ship.

LATTd. 51 32’ No.

This 24 hours Begins with Light airs and hazey the Tower of Waterford Bore NBE½E Dist. 7 Leagues and the Easternmost Land bore NE½E Dist 7 Leagues at 6 Saw a Sail under our Lee Bow at 8 p.m. Waterford Lights Bor North by the Compass distance 6 Leagues at 12 in 2nd Refe Mn. T.S. at 4 a.m. ye Milford Islands Bor SSE distance about 5 Leagues at ½ past 4 Tkt. to ye Westward at Day Light Several Sail in Sight at 9 out Refs Sett Top Galln. Sails. At 11 handed Both
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Top Galln. Sails at 12 the Eastermost point of Land Bore North by ye Compass distance 7 Leagues.

LATTD.

FRIEDAY April 17th, 1778 This 24 Hours Begins Cloudy Weather Several Sail in Sight at 4 Tusker\textsuperscript{12} Boar NWBW Dist. about 3 Leagues Took in the Steering Sails and top gallant Sails Ref the TS. at 7 Wecklow\textsuperscript{13} Boar NBE\textdegree{14}E

Dist. 6 Leagues at 8 Spock a Ship from London Lord Chatham about 300 Tuns Wm. Starhorn, Master.

took the Prisoners aboard and their Cloaths put a prize Master John Seward, Saml. Chandler, Charls Ward Edward Shapley, Jacob Muchmore, Amos Kenarton, Abrah. Knight Wm. Garish John Delain. Sent her to Brest at 1 made Sail out Refs

Set Top Gallant Sails & topmast Steering Sails at 7 the Sugar Loaf\textsuperscript{14} Bore NWBW Dist 6 Leagues Olly Head\textsuperscript{15} EBS Dist. 6 Leags Close Ref the topsail Struckt top Gallant Mast at 11 moderate out Refs Got up top gallant mast at Noon the Isle of Man Boar NE Dist. 4 Leagus Set the Jib and Staysails.

HAD A GOOD OBS. LATTD 53º 34” NO.

SATURDAY April 18th, 1778

Fresh Gales a Sail under our Lee

At 7 the Northermost Head of Ramsey bay at 7WBN 5 Leagues.
APPENDICES

5 8 6 NEbE
6 8
7 9 ENE
8 9
9 6
10 4 NEbE
11 6 2 NE NNW
12 7 2 NBS NWEN

At 12 Tackd. to the Westward- the
Light bore EbS 3 or 4 Miles distant

Tackd to the Northward Saw a
Cutter under the Isle man- At 8
up top gallant. Yard and Set the
Sail.

Passed the Point of Aire in five
fathoms water about one mile
from the Shore. A Schooner
under our Lee.

5 7 2 SWbS WEN
6 4 NNE NW
7 5 4
8 5 2
9 4 2
10 5 3
11 5 3 NEW WEN
12 5 2 NNW W

H K F Courses Winds Vari LWay
1 8 SBE SWBW
2 9
3 9 TKt. every 2 or 3 hours
4 6
5 8
6 7 6
7 7 2
8 6 6
9 5 3
10 5 1
11 2
12 2

SUNDAY April 19th 1778.
This 24 hours Begins with a fresh Gail
and cloudy Spock a Schooner which
proved to be a King’s Cutter16 Fird sev-
eral Guns at her Sent one shot
through her Main Sail at 5 Tktd Ship
to the Nw at 7 the Estermost point
of the Isle of Man Boar SSE Dist 3
Leagues and the Westermost Point
Boar SWbW Dist 3 Leagues. Tktd. every
2 or 3 hours close rift the at 10 P.M.

Tkt saw the Land Bearing North at
8 in the morning Spoek a Schooner
from Ostenroy Bound to Errin17
Loadd with Oat & Barley the
Schooner about 50 tons took all the
people out of her the Captn and 4
hands and sunk her at 10 Tktd. Got
up Top Gallant Yards Set Top Sails at
11 was a brest of Loshrine saw a Cutter
come out Stood to the Nothward to
speak her. At noon the Rock of Elser18
Boar NNE Dist 2 or three Leagues

11
12

H K F Courses Winds Weather
1 Squally

MONDAY 20th April, [1778]

Fresh Gales and Squally St Double
Refd. Topsails at 6 Loch Rian \(^{19}\) bore S\(\text{SbE}\) Distance Leagues.

Copeland Isle bore S\(\text{WbW}\) 11 Leagues

Mull of Galoway N\(\text{WbN}\) 8 Leagues

Brot too a Sloop from Dublin in ballast bound for Oust in Scotland

took the people out and sunk her John Douglas, Hugh Watson, Adam McAdam, Duncan Sinclour.

Wore ship

Tackd Ship

Standing backward and forward from the Irish to the Scotch Shore.

In the morning ran in off Belfast a Boat with 6 men in her came along side whom we detained.

Saw a Ship lying under Carickfergus.

TUESDAY 21st April, 1778

The people we took out of the Boat informed us that the Ship we saw lying in Carrickfergus was a King’s Ship of 20 Guns. Standing off[\(\text{f}\)] and on between Irish & Scotch Shores.

Lost the Boat from under our Stern

Resolved on attacking the Ship in Carrickfergus by surprise Ran In Anchored alongside her Wind Blowg. hard, the Ship driving, obliged to Cut our Cable, Come to sail again and Stand out and Scarce Weatherd. Copeland Island under our Close Reef Main topsail and Courses, at 7 saw the fishermen’s Boat to Windward. With our best Bower Anchor lost fathoms.

A large Sea and fresh Gale Standing from Copeland to the Scotch Shore and back
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<td>and fair Weather a large Sea agoing</td>
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<td>Topsail at 3 p.m. wore ship Stood to</td>
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<td>At 5 Tkd. to the Westward.</td>
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<td>Fresh Gail and Clear. Saw abundance</td>
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<td>WNW</td>
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<td>REMARKS on THURSDAY 23rd April</td>
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<td>This 24 hours begins with Fresh Gales</td>
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<td>Tkt. Ship to ye Estward whitehaven</td>
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<td>Light Bore SE½E Dis. 7 Leagues</td>
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<td>at 12 was abrest of whitehaven hover</td>
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<td>Two the Captn and 40 Men went on</td>
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<td>SE</td>
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<td>shore and Spiket up all the Guns in</td>
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| 9 | 3 |   | SE      | ENE    |         | the Two Forts, Sett fire to The Ship-
| 10| 3|   | SE      | ENE    |         | ping at Day Light Returned on|
| 11| 3|   | SE      | ENE    |         | Board in Boats and made Sail. Com-
| 12| 2|   | SE      | ENE    |         | ing off in a hurry left one Man at|
| 1 | 2|   | SE      | ENE    |         | Whithaven, David Smith, at 7 O’-|
| 2 | 3|   | SE      | ENE    |         | clock Saw much Smoke of whithaven.|
| 3 | 3|   | SE      | ENE    |         | |
at 10 was a Brest of Kilcubra hoisted out the Cutter the Capt. and 12 men went on Shore to Lord Murray and Brought of a small Quantity of Silver Plate. Light Airs and hazey Weather.

REMARKS on FRIDAY 24th April, 1778
This 24 hours Begins with Light Airs and Clear Weather.

The Mold of Galaway Bore NBE dist. 3 Leagues.

The Light of Belfast Bore SBW distance 4 Leagues.

At 4 A.M. the Mold of Galaway Boar EBS distance 4 Leagues.
At 6 A.M. Standing off and on of Bellfast where his Majesty’s Ship of War Drake lay to an Anchor.
at 9 a.m. saw ye Drake Getting under way, hove Two for her.
at 10 A.M. Light Airs ye Drake sent her Boat out to Press our People. took ye Officer and 7 hands on Board, Confin’d them.
The Drake about 2 Leagues to Leward of us.

REMARKS on SATURDAY 25th April, 1778
This 24 hours begins with Light Airs and Clear Weather Laying two for ye Drake she sailing very heavey

The Drake Comeing with us and after One hour and 5 Minutes Engagement Obliged her to strike to the United States, with the Lost of our Lieutenant of Marines Samuel Wallingford, one Man belonging to ye Fore Top and 4 Wounded James Falls, Gunner, Peirce Powers, Mid-shipman, Thomas Taylor, Quarter master and Nathaneil Wells belonging to ye Fore Top.
Our Low Rigging much Shatter’d and most of ye Running Rigging Cutt Away.

Put on board of her 35 men.

REMARKS on SUNDAY 26 April, 1778.

This 24 Howers Begins with Light Brezes and fair Wr.

at 6 the *Drake* Being much Damaged sent the carpender on Board to Repaire Her at 4 a Brigg Boor Down to wards us Brought her To Made a Prize of her at 8 past Meridion Sent a Prize master and Crow on Board Her.

at Meridion the Land Skottland Boor WSW 4 Leagues.

Sent on board the *Drake* four Coils of New Rigan.

Ends fine Weather and Smooth Sea.

REMARKS on MONDAY, April 27th, 1778

This 24 hours Begins with a fresh Breze and fair Weather. Leighlin Island Boar S½E Dist. 4 Leagues.

at 5 LockSharies Boar SWBW Dist. 3 Leagues.

at 12 fir’d Signal Guns for the Brig and Ship to tack to the Estward at Tkd. to the Nothward the Wind Came to the Estward. Saw the Ship and Brigt. at Daylight

at 8 sent the Boat on board the Ship and Brigt with thir Oders took Sum prisoners out of Ship.
at 10 histed In the Boat Made Sail.
at 11 Setld the TS Down on the Cap.
at Noon the Island of Ensterhill\textsuperscript{31} Boar
SE Dist. 6 Ligs.
fresh Gail and Dirty Weather.
The people Employ’d Giting our Rigan to Rights the Sailmaker to Work Mending the Sails. Had No. OBS.

<table>
<thead>
<tr>
<th>H</th>
<th>K</th>
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<th>Courses</th>
<th>Winds</th>
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<tbody>
<tr>
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<td>WNW</td>
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<td>12</td>
<td>5</td>
<td></td>
<td>WBS</td>
<td>ENE</td>
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</tbody>
</table>

TUESDAY APRIL 28th, 1778.
This 24 hours Begins with a fresh Gail and Cloudy Close Weathr.
UnBent the Four Topsail to Mend it.

At 4 P.M. Torey\textsuperscript{32} Bore SBW Dist. 4 Leagues.
at 6 the point of Larne Bore SSW Dist 5 Leagues.
at 8 the Isle Eron\textsuperscript{33} Bore SBW Dist. 5 Leagues.

Bent the Four Topsail.
at 7 A.M. Unbent the Main Topsail to Mend it.

WEDNESDAY, APRIL 29th, 1778
Moderate Breze and Cloudy Weather
Bent the Mn. TS.

at 8 Cape Tellon\textsuperscript{34} Boar SSW Dist. 5 Leagues.

Fresh Gails and Cloudy

Sent the Boat on board the Brig. after Sundry things.
at Daylight Saw a Strang Brigtn. to Windward.

Unbent the Mizn. to mend it.

at 7 the high Land of Achell Boar EbN 12 Leagues.

thick hazey Weather Employ’d About Sundry things.

THURSDAY April 30th, 1778.
Fresh Breese Shury Weather.

The Prize Ship and Brig astern.

at 10 close reifd. the Topsails.

Squaly close Weather.

Hove Too for the *Drake* to come up to us.

Handed the Mizen Topsail.

Down Top Gall Yards

LATTD. by OBSER. 51º 1” North.

G. Burdon.

REMARKS on FRIEDAY, May 1st, 1778.
The First Part this 24 Howers Calm & a Large Swell from the ENE.
Thick Hazey Weather.
The Ship & Brigg in Company.
on Bent the Mizon to mend it

Light ayers and Som Small Showers of Raine.

at Half past 10 Tack Ship to the Eastward.

LATITUD OBS. 49º. 48” North

SATURDAY, May 2nd, 1778

Light Brize and Close Weather

Under Low Canvis to keep in Compy with Our prizes.

at 5 Fresh Breze and Cloudy Weather.

at three O’clock Let two Refs out of the Topsails.

Saw a sail to windward Tkd. Ship to the Southward Close Reft the topsails hand mizen topsail

Blowing hard And a Large Sea at 11 moderate Set the Mizen topsail & Jeb and main topmast Staysail Let two Refs out the F & M

the Sailmaker Employ’d Mending the mizen.

Ends Moderate Weather and a large Swell from the Estward.

had a Good OBSERVATION.

LATTd. 50º. 06” North.

SUNDAY, May 3rd, 1778.

This 24 hours begins with Light airs
APPENDICES

2 1
3 1
4
5
6  Calm
7
8
9 1  SW
10 1
11 2  South  SSE
12 2
1 1 3  SSW  SE
2 1
3 2  SWbS  SEbS
4 2
5 3
6 6 4  SBW  ESE
7 3  SW  SSE
8 2 2
9 2 2
10 3 4  SW  SBE
11 3
12 6 2  NW

& Close hazey weather.

Saw a Sail upon our weather quarters

prise Ship Drake & Brig in Company

Saw a Ship under our Lee quarter
Standing to the Northward.

at 4 handed Mizn. Topsail  at 6 in
2d & 3d Refe Mn Topsail

Handed F TS  Fresh Gales & Squally

at 11 P.M. Handed Main Topsail
Bore away to ye Brig.

Strong Gales & Squally. Reft Mn Sail.

H K F Courses  Winds  Vari
1 2  Up Se of East  2
2 2 2
3 2 2
4 2 2  SEBS of  ESE
5 2
6 2
7 2  SBE of  East
8 2  SBE of  ESE
9 2  SSE of  SEBE
10 2
11 2
12 2
1 2  Up SBE of SE
2 2
3 2
4 2
5 2  Up SSE of  SEBE
6 2
7 2 2
8 2 2
9 5  SE½S
10 4 4  SEBS
11 3 5
12 2 4

MONDAY, May 4th, 1778.

This 24 hours begins with Hard Gales
& Squally Weather  handed Fore Sail
Hove too under Reft Main Sail.

Hove out Signals for ye Ship & Brig to
Heave Too.

at 7 Ballence Reft Ye Mizen & Sett
them.

Reft Fore & Mn Top Galln. Masts.
Fresh Gales & Heavy Sea.

Haul’d up Ye Ballance mizn.

at 8 A.M. Sett ye Fore Sail.

at ½ past 8 Sett MN T.S.

LATTDE 49º52” N.
<table>
<thead>
<tr>
<th>H</th>
<th>K</th>
<th>F</th>
<th>Courses</th>
<th>Winds</th>
<th>Vari</th>
</tr>
</thead>
<tbody>
<tr>
<td>TUESDAY, May the 5th</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>1</td>
<td>7</td>
<td>4</td>
<td>SEBS</td>
<td>SWBW</td>
<td>Fresh Gail and thick Weather.</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td>Out Refs Moderate.</td>
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<td>3</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td>at 7 Sent the End of a Seven Inch Har-</td>
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<tr>
<td>4</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>sor on board the <em>Drake</em> and tow’d her</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>after us. Sent on board of her a Coil</td>
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<tr>
<td>6</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>of Rope and a Coil of Ratling and a</td>
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<tr>
<td>7</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td>Mizen topsail Sheet for a topsail Tye</td>
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<td>8</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td>and a threble Block for a topsail hal-</td>
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<tr>
<td>9</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>lard Block four Marlg. Spicks up top</td>
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<tr>
<td>10</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>Gallant Yard Set T. G. Sails and four of</td>
</tr>
<tr>
<td>11</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
<td>the Guners marlin spicks.</td>
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<tr>
<td>12</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>at 4 P.M. Departed this Life Nathl.</td>
</tr>
<tr>
<td>1</td>
<td>6</td>
<td>2</td>
<td>SSE</td>
<td></td>
<td>Wells who was one of our wounded men</td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
<td>at Day light Saw Several Sails</td>
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<tr>
<td>3</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
<td>Let the harsor go from the <em>Drake</em></td>
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<tr>
<td>4</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>Gave Chase to a brigt. at 5 Spock her,</td>
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<tr>
<td>5</td>
<td>7</td>
<td>5</td>
<td>Noth</td>
<td>SW</td>
<td>a Sweed. Wore Ship to the Southward.</td>
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<tr>
<td>6</td>
<td>5</td>
<td></td>
<td>SSE</td>
<td></td>
<td>Blowing fresh and Squarly hd. the</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>2</td>
<td>SEBS</td>
<td></td>
<td>small Sails and Staysails low Reft the</td>
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<td>8</td>
<td>7</td>
<td>2</td>
<td></td>
<td></td>
<td>topsails. Ends a Strong Gail and Dirty</td>
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<td>9</td>
<td>6</td>
<td></td>
<td>SSE</td>
<td></td>
<td>Weather. HAD NO OBS.</td>
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<table>
<thead>
<tr>
<th>H</th>
<th>K</th>
<th>F</th>
<th>Courses</th>
<th>Winds</th>
<th>Vari</th>
</tr>
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<tr>
<td>WEDNESDAY, May the 6th, 1778</td>
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<tr>
<td>1</td>
<td>5</td>
<td></td>
<td>South</td>
<td>NSW</td>
<td>Set the Mizen topsail &amp; Gibb</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>2</td>
<td></td>
<td>fresh Gales &amp; hazy</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td></td>
<td>SSW</td>
<td>Wast</td>
<td>Saw severall sail to Winder Set both</td>
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<tr>
<td>4</td>
<td>5</td>
<td></td>
<td></td>
<td>top Galing Sails at half past 5 Tkt.</td>
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<tr>
<td>5</td>
<td>4</td>
<td>3</td>
<td></td>
<td>Ship to the NoWard.</td>
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<tr>
<td>6</td>
<td>2</td>
<td>1</td>
<td>NNW</td>
<td>Wast</td>
<td>at 7 Tkd. Ship to the Southwrd. Do.</td>
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<tr>
<td>7</td>
<td>2</td>
<td></td>
<td>SBW</td>
<td>WBS</td>
<td>Wr.</td>
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<tr>
<td>8</td>
<td>2</td>
<td></td>
<td>SSE</td>
<td>SW</td>
<td>at A.M. Wore Ship to the Nowrd. at</td>
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<tr>
<td>9</td>
<td>5</td>
<td></td>
<td></td>
<td>half 12 Wore Ship to Southward at 1</td>
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<td>10</td>
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<td>NWBW</td>
<td>SWBW</td>
<td>Sounded 65 fathom. Course Sand with</td>
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<td>1</td>
<td>3</td>
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<td>Shals.</td>
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<td>12</td>
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<td>SSE</td>
<td>SW</td>
<td>Sounded Do. fine Sand with hove (?)</td>
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<td>1</td>
<td>1</td>
<td>3</td>
<td></td>
<td>at 8 in the Morning Oshant bore NE</td>
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<td></td>
<td>Distance 4 Leggue.</td>
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<td>3</td>
<td>2</td>
<td></td>
<td>ESE</td>
<td></td>
<td>Sent Down both top Galing Yards</td>
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<tr>
<td>4</td>
<td>2</td>
<td></td>
<td></td>
<td>Clost Reeft both topsails</td>
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<tr>
<td>5</td>
<td>5</td>
<td></td>
<td>SSE</td>
<td></td>
<td>at a.m. Tkd. Ship to the Nowrd.</td>
</tr>
<tr>
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<td>5</td>
<td></td>
<td></td>
<td>Hd. both topsails.</td>
<td></td>
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<tr>
<td>7</td>
<td>5</td>
<td></td>
<td>ESE</td>
<td></td>
<td>Oshent bore ENE about 5 Miles.</td>
</tr>
</tbody>
</table>
APPENDICES

853

Sent Mr Hall on board the *Drake* in the Room of Mr Simpson.38

THURSDAY, May the 7, 1778.

This 24 hours Begins With a hard Gail and a Large Sea.

at 4 p.m. Struck top Gallant mast.

Tackd. Ship to the Southward

at Day light more moderate    Set the topsails and Staysails,    at half past 3

Saw Ushant Bearing EBN Dist. 4    Leagues at Saw we Could not Weather it away    Boar away and Whent to Leeward.

FRIDAY, May 8th, 1778.

This 24 hours Begins With a frish Breze and pleasant.

at one hove two for the *Drake* to Come up with us    at 2 Tkd. And Run Close In With Ushant the *Drake* Came up with us hove about Stood on for the pasage Defour39 at 5 p.m. Got through the Pasage    Hd. the main Sail and F. Do.    Let the topsail Run Down on the Cap.

at 7 Came to Anchor in Brest Rhods In 12 fathoms.

Several french Boats Came on board-

With a Number of Gentelmen.

Histed Out the Boats.
SATURDAY, May 9th, 1778. This Morning fair and hazey Weather. Employ’d Cleaning Ship and Drying Sails. weighed Anchor and went above all the Shiping came to Anchor off Brest Harbour.

SUNDAY, May 10th

This Morning begins with Cloudy Weather, sent the Cutter on board ye Drake with ye Boatswain & 10 hands to Bring her up & Anchor alongside of us. at 4 P.M. our Prise Brig Pateince Anchor’d here Solomon Lowd master, sent ye Boat on Board of her with our Continental Colours, several French Boats on Board. unbent all our Sails, Several Vessells Arrived here.

MONDAY, May 11th

This Morning close Cloudy Weather Employ’d Un Riging Ship Got Down Yards and top mast Sent the Presiniors on board the Brigt. prize Took Colomon Lowd on board the Ship for Disobaying his Orders put Daniel Wehdal On board the Brigt. In his room Took from on board the Drake 19 Large Blls, of powder and two Small ons a bb. of Cartrage filld and 20 four pounders. Took the Drakes Cable on board and sent her on board. Sum of Our hands to Cary her In Dock.

TUESDAY, May 12th

This Morning Blowing hard took our Sails out of the Crans to Drye. Made them up and put them In the Cabin. Sent the Capts things ashore to his Lodging. Got all the Sails UnBent on board the Brigt. Sent them Sum Water from the Ship. put all the Rigan Under the half Deck. the people Employ’d Cleaning Ship.

WEDNESDAY, May 13th

This morning Blewing hard at SSW with Smart Showers of Raine. Sent the Cutter and Crew on Shore for Frsh Meat 920 lbs Frsh Provishons. Received on Board Four Hundred and Sixty Pound of Beef In the Afternoon Received on Board the amount of all So Eands this days work.

BREST—TRANSACTIONS ON BOARD THE SHIP OF WAR, RANGER.

THURSDAY, May 14

This 24 Howers have had the Wind at SSW Frish Gales with Smart Showers of Raine. Imploid the Ships Company on Striping the Ship & other meitearele for Intress
FRIDAY, May 15th
Sent all on Shore the main Topmast Rigging Do. F.T. Mast. The Boatswain & 4 Men went on Shore With it. Frish Gales at SSW with Som Showers of Raine. Sent on Shore the For & main top Galant Shrowde and topmast Rigan Mn. and four pair of New Lower Shroughs. The four Stay & four pair of Shroughs condemned and mn. Spring Stay and the Mn top mast Stay Block.

SATURDAY, May 16th
This Morning Begins with a frish Gaile and Dirty Weather the people Employ’d about Sundry things. Sent the Boat ashore after Water for the Brigtn. Where the prisinors where the Later part of this Day Blowing hard and Showers of Rain. Got off[f] from the Shore 570 pound of Beef.

SUNDAY, May 17th
This Morning Begins with Strong Gales and Derty Wr. The Middle and Latter Part Do. Wr. The Prisoners Still on Board the Prise Brigg Patience.

MONDAY, May 18th
his Morning Fair and pleasant Employ’d about Sundry things. Sent the Cuter ashore after fresh meat.
25. Black Head Lighthouse overlooks the entrance to Belfast Harbor, Ireland.
26. H.M. sloop *Drake*, Capt. George Burdon, commanding. For more on the battle between *Drake* and *Ranger*, see Jones to the American Commissioners in France, 27 May, above.
27. Brig *Patience*, William Moor, master. For more on *Patience* and its capture, see Jones to the American Commissioners in France, 27 May, above.
28. That is, Scotland.
29. Possibly, Rathlin Island.
30. From the position of *Ranger*, it seems that this was referring to Loch Foyle, Ireland.
31. That is, Inishtrahull.
32. Tory Island, Ireland.
33. Arran Island, Scotland.
34. Possibly referring to the land near Tullaghan Bay, Ireland.
35. Achill I., Ireland.
36. George Burdon was the captain of H.M. sloop *Drake*; he was killed in the battle with *Ranger*.
37. Ushant I., France.
38. On the arrest and suspension of Lt. Thomas Simpson, see Jones to Simpson, 26 Apr., and Certificate of Members of the Prize Crew of H.M. sloop *Drake*, 16 May, both above. Elijah Hall was second lieutenant on *Ranger*.
40. David Wentworth Wendell was a midshipman on *Ranger*.
### List of Vessels Seized or Destroyed by His Majesty's Ships Stationed in Chesapeake Bay

In the Delaware

April the 23d 1778

<table>
<thead>
<tr>
<th>Time</th>
<th>By what Ships taken</th>
<th>Names of the Vessels</th>
<th>Masters</th>
<th>Owners</th>
<th>Residence of the Owners</th>
<th>How rigged</th>
</tr>
</thead>
<tbody>
<tr>
<td>1777</td>
<td>Ditto</td>
<td><em>Hinchinbrook</em></td>
<td><em>Kester</em>²</td>
<td>Isaac Smith</td>
<td>Boston</td>
<td>Schooner</td>
</tr>
<tr>
<td>June 15</td>
<td>Ditto</td>
<td><em>Elisabeth</em>³</td>
<td>Jos. Bartlet</td>
<td>D⁰</td>
<td>D⁰</td>
<td>D⁰</td>
</tr>
<tr>
<td>July 2</td>
<td>Ditto</td>
<td><em>Franklin</em>³</td>
<td>Maddet Engs</td>
<td>Jackson &amp; Tracey</td>
<td>Newbery</td>
<td>Ship</td>
</tr>
<tr>
<td>Sep. 8</td>
<td>Ditto</td>
<td><em>Peggy</em></td>
<td>John Ninneman</td>
<td>————State of Georgia————</td>
<td>Sloop</td>
<td></td>
</tr>
<tr>
<td>Oct 31</td>
<td>Ditto</td>
<td><em>Polly</em></td>
<td>John Adams</td>
<td>————D⁰ (Pilot Boat)————</td>
<td>Schooner</td>
<td></td>
</tr>
<tr>
<td>Nov. 2⁴</td>
<td>Ditto</td>
<td><em>John</em></td>
<td>Jn⁰ Knowles</td>
<td>Ross &amp; C⁰</td>
<td>London</td>
<td>Brig</td>
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<tr>
<td></td>
<td>Ditto</td>
<td><em>Hope</em></td>
<td>John Hattar</td>
<td>State of Carolina, Privateer</td>
<td>Snow</td>
<td></td>
</tr>
<tr>
<td>Nov. 1</td>
<td>Ditto</td>
<td><em>Polly</em></td>
<td>Baxter Downs</td>
<td>Tim⁰ Fitch</td>
<td>Nantucket</td>
<td>Schooner</td>
</tr>
<tr>
<td>5</td>
<td>Ditto</td>
<td><em>La Reine Blanche</em>⁵</td>
<td>Pierre Levant</td>
<td>Rochelle</td>
<td>Brig</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Ditto</td>
<td><em>Buckskin</em>⁶</td>
<td>Jn⁰ Crawford</td>
<td>Seym⁰ Wood</td>
<td>Philadelphia</td>
<td>Schooner</td>
</tr>
<tr>
<td>11</td>
<td>Ditto</td>
<td><em>Santo Maria</em>⁷</td>
<td>Ja⁰ Spencer</td>
<td>D¹ Bourdeaux &amp; C⁰</td>
<td>Charles Town</td>
<td>Sloop</td>
</tr>
<tr>
<td>12</td>
<td>Ditto</td>
<td><em>Enterprize</em>³⁸</td>
<td>Tim⁰ Pearse</td>
<td>Mess⁰ Bowers</td>
<td>Swansea in <em>Massachusetts</em></td>
<td>Ditto</td>
</tr>
<tr>
<td>14</td>
<td>Ditto</td>
<td><em>Mary Anne</em>⁹</td>
<td>James Hamlin</td>
<td>Ditto</td>
<td>Ditto</td>
<td>Schooner</td>
</tr>
</tbody>
</table>

1778

| Jan 27th      | Ditto               | *Le Flambeau*¹⁰     | Jean Cas Major | Jean Cas Major | S¹ Domingue | Brig       |
| 28th          | Ditto               | *Notre Dame*¹¹      | Pierre La Suss | Bourga        | New Orleans | Sloop      |
| Feb 1st       | Ditto               | *Bataveur*¹²       | Sam¹ Dorverck  | Peter Lapole  | Amsterdam   | Brig       |
| Nov. 21⁴      | Ditto               | *Rebecca*³        | John Forbes    | John Forbes   | Maryland    | Sloop      |
|               | Ditto               | *Weathera*¹⁴      | Unknown        |               | Ship        |
| 26            | Ditto               | *Nancy*¹⁵          | Edw⁰ Johnson   | Blair & C⁰   | Boston      | D⁰         |
|               | Ditto               | *Polly*¹⁶          | Clem¹ Conyers  | Smith & C⁰   | Charles Town | Brig       |
| Dec 7         | Ditto               | *Friendship*²⁲     | Mark Towell    | Livingston    | Ditto       | Ship       |
| 1778          | Ditto               | *Ann*¹⁸           | Edw⁰ Edwards   |               |             | Brig       |
| Jan. 1        | Ditto               | Unknown            |               | A large French Ship |           |

APPEND

"LIST OF VESSELS SEIZED OR DESTROYED BY HIS MAJESTY'S SHIPS STATIONED IN CHESE...

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**Note:** The list continues with various entries detailing the vessels seized or destroyed, their masters, owners, and the dates and locations of the seizures or destructions.
d on the Parts of the American Coast Southward thereof, according to the Accounts transmitted to the Viscount on of the 25th October 1777.

<table>
<thead>
<tr>
<th>Tons</th>
<th>Men</th>
<th>Guns</th>
<th>From whence</th>
<th>Where bound</th>
<th>Where taken</th>
<th>To what Port sent</th>
<th>Cargoes</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>5</td>
<td></td>
<td>Boston</td>
<td>Baltimore</td>
<td>Off Virginia</td>
<td>Burnt</td>
<td>Ballast</td>
</tr>
<tr>
<td>45</td>
<td>5</td>
<td></td>
<td>D°</td>
<td>D°</td>
<td>S° Augustine</td>
<td>Sugar</td>
<td></td>
</tr>
<tr>
<td>250</td>
<td>15</td>
<td></td>
<td>Charles Town</td>
<td>Bourdeaux</td>
<td>Off Charles Town</td>
<td>S° John’s River</td>
<td>Rice</td>
</tr>
<tr>
<td>35</td>
<td>8</td>
<td>10</td>
<td>Sunbury</td>
<td>Martinique</td>
<td>Off Sunbury</td>
<td>D°</td>
<td>Rice &amp; Indigo</td>
</tr>
<tr>
<td>20</td>
<td>4</td>
<td></td>
<td>Savannah</td>
<td></td>
<td>Off Savannah</td>
<td>S° Augustine</td>
<td>Ballast</td>
</tr>
<tr>
<td>150</td>
<td>8</td>
<td></td>
<td>Mississippi</td>
<td>Charles Town</td>
<td>D°</td>
<td>S° Johns</td>
<td>Lumber</td>
</tr>
<tr>
<td>35</td>
<td>5</td>
<td></td>
<td>S° Thomas’s</td>
<td>Ditto</td>
<td>D°</td>
<td>S° Augustine</td>
<td>Rum &amp; Sugar</td>
</tr>
<tr>
<td>250</td>
<td>36</td>
<td>16</td>
<td>Nantz</td>
<td>Ditto</td>
<td>Off Port Royal</td>
<td>S° Johns</td>
<td>Military Stores,</td>
</tr>
<tr>
<td>30</td>
<td>5</td>
<td></td>
<td>Nantucket</td>
<td>Ditto</td>
<td>Off Cape Fear</td>
<td>Destroyed</td>
<td>Lumber, Apples,</td>
</tr>
<tr>
<td>150</td>
<td>15</td>
<td>4</td>
<td>Cape François</td>
<td>Ditto</td>
<td>Off Charles Town</td>
<td>S° Augustine</td>
<td>Salt &amp; Bale Goods</td>
</tr>
<tr>
<td>20</td>
<td>4</td>
<td></td>
<td>Virginia</td>
<td>Ditto</td>
<td>Off Cape Romaine</td>
<td>Destroyed</td>
<td>Tobacco</td>
</tr>
<tr>
<td>50</td>
<td>9</td>
<td>4</td>
<td>Charles Town</td>
<td>Curaçoa</td>
<td>Off Charles Town</td>
<td>S° Augustine</td>
<td>Rice &amp; Tobacco</td>
</tr>
<tr>
<td>62</td>
<td>7</td>
<td>4</td>
<td>Ditto</td>
<td>Martinico</td>
<td>Off Charles Town</td>
<td>Ditto</td>
<td>Rice &amp; Indigo</td>
</tr>
<tr>
<td>80</td>
<td>7</td>
<td></td>
<td>Ditto</td>
<td>N° Carolina &amp; Virginia</td>
<td>Ditto</td>
<td>Ditto</td>
<td>Salt on Account of the Congress, Rum &amp;c. with Baggage,</td>
</tr>
</tbody>
</table>

Arms and Cloathing for a Corps to be raised under the Command of Mons’ Bretigny, who with 14 Officers, 4 Servants, 2 french Sailors [&] 4 American Passengers, were taken in her.

<table>
<thead>
<tr>
<th>Tons</th>
<th>Men</th>
<th>Guns</th>
<th>From whence</th>
<th>Where bound</th>
<th>Where taken</th>
<th>To what Port sent</th>
<th>Cargoes</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>15</td>
<td></td>
<td>S° Domingue</td>
<td>Charles Town</td>
<td>Off Charles Town</td>
<td>S° Augustine</td>
<td>Rum, Sugar,</td>
</tr>
<tr>
<td>80</td>
<td>12</td>
<td></td>
<td>Mississippi</td>
<td>Ditto</td>
<td>Ditto</td>
<td>D°</td>
<td>Molasses Coffee</td>
</tr>
<tr>
<td>80</td>
<td>10</td>
<td></td>
<td>Amsterdam</td>
<td>Ditto</td>
<td>Off Santee</td>
<td>D°</td>
<td>Rum, Sugar,</td>
</tr>
<tr>
<td>25</td>
<td>6</td>
<td></td>
<td>N° Landin</td>
<td>Boston</td>
<td>Off Spencer’s Isle</td>
<td>Destroyed</td>
<td>Brandy, Cloa[ torn]</td>
</tr>
<tr>
<td>200</td>
<td>11</td>
<td>2 G°</td>
<td>Charles Town</td>
<td>France</td>
<td>Off Charles Town</td>
<td>Town Bar</td>
<td>Sail &amp;c.</td>
</tr>
<tr>
<td>100</td>
<td>10</td>
<td>4 Sw°</td>
<td>Ditto</td>
<td>S° Eustatia</td>
<td>Ditto</td>
<td>S° Augustine</td>
<td>Tobacco</td>
</tr>
<tr>
<td>250</td>
<td>10</td>
<td>4 Sw°</td>
<td>Ditto</td>
<td>Charles Town</td>
<td>Ditto</td>
<td>D°</td>
<td>Ballast</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Newberry</td>
<td>Ditto</td>
<td>Off Stono</td>
<td>Ditto</td>
<td>Rice and Indigo</td>
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</table>

Arrived at S° Augustine the 10th Feb, said to have 400 Tons of Salt on board

859
<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Day</th>
<th>Vessel, Port</th>
<th>Master, Crew</th>
<th>Residence</th>
<th>Owners</th>
<th>Rigged</th>
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<tbody>
<tr>
<td>1777</td>
<td>Dec</td>
<td>25</td>
<td>Carysfort &amp; Persus</td>
<td>Jean Chamolleau, Sieurs Reculis, de Basrulin, John Horne</td>
<td>S' Domingue</td>
<td>Ship</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ditto</td>
<td>Thomas</td>
<td>Wm. Earle, John Horne</td>
<td>Cranston, Rhode Island</td>
<td>Dp</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>Ditto</td>
<td>Hetty</td>
<td>David Tims, James Nelson</td>
<td>Charles Town</td>
</tr>
<tr>
<td>1778</td>
<td>Jan</td>
<td>1</td>
<td>Ditto</td>
<td>Supposed the Woodcock from Providence</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ditto</td>
<td>Nesbitt</td>
<td>Saml Smallcorn, Erskin &amp; Mitchell</td>
<td>Boston</td>
<td>Brig</td>
</tr>
<tr>
<td></td>
<td>Time</td>
<td></td>
<td>Vessels</td>
<td>Names of the</td>
<td>Masters</td>
<td>Owners</td>
<td>How seized</td>
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<td>when</td>
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<tr>
<td>1778</td>
<td>Jan</td>
<td>21</td>
<td>Carysfort</td>
<td>Le Bourbon</td>
<td>Pierre Martin, Jean Tessier</td>
<td>Nantz</td>
<td>Ship</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Perseus &amp; Lizard</td>
<td>Galatea</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ditto</td>
<td>Jolly Robin</td>
<td>Caleb Hopkins, Smith &amp; Co</td>
<td>Boston</td>
<td>Schooner</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>Ditto</td>
<td>S' Ann</td>
<td>Fred' Dewitt, Fra' Renout</td>
<td>Curacao</td>
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<td></td>
<td></td>
<td></td>
<td>6</td>
<td>Ditto</td>
<td>Speedwell</td>
<td>Thor' Munro, Pain &amp; Co</td>
<td>Providence</td>
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<td></td>
<td></td>
<td></td>
<td>8</td>
<td>Ditto</td>
<td>Favorite</td>
<td>Sam' Smith, D George &amp; Co</td>
<td>S' Eustatia</td>
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<td></td>
<td></td>
<td>18</td>
<td>Ditto</td>
<td>Little Charles</td>
<td>Jere: Dickenson, Rob' Keel</td>
<td>Ditto</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>21</td>
<td>Ditto</td>
<td>Chance</td>
<td>John Stevens</td>
<td>The Congress</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>28</td>
<td>Ditto</td>
<td>Katy</td>
<td>William Bunker, Wm' Hartshorn</td>
<td>Edenton</td>
</tr>
<tr>
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<td></td>
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<td>Feb</td>
<td>Ditto</td>
<td>La Riegier d'Artios</td>
<td>D'Archambaut</td>
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<td></td>
<td></td>
<td></td>
<td>2</td>
<td>Carysfort</td>
<td>Rachet</td>
<td>Mark Burnham, Rogers &amp; Allen</td>
<td>Cape Ann</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>29</td>
<td>Ditto</td>
<td>Ditto (A Prize to the Routledge Privateer retaken)</td>
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<td></td>
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<td>31</td>
<td>Ditto</td>
<td>Le Lanoir</td>
<td>Louis Drouet, Basmarine</td>
<td>Bourdeaux</td>
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<td></td>
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<td>16th</td>
<td>Perseus</td>
<td>La Refleche</td>
<td>Fra' Coitard</td>
<td>Ditto</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Jan</td>
<td>Ditto</td>
<td>Emerald</td>
<td>Kitty Dullany</td>
<td>Wm' Yardsley, Caldewells &amp; Co</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ditto</td>
<td>Polly</td>
<td>Tho' Bell</td>
<td>Tho' Bell</td>
<td>Virginia</td>
</tr>
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<td></td>
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<td>19</td>
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<td>Joseph Lance</td>
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<td></td>
<td></td>
<td></td>
<td>Dec</td>
<td>Ditto</td>
<td>Miquelon Pacq</td>
<td>Lewis Busson, Delaroche et Hugon</td>
<td>Port au Prince</td>
</tr>
<tr>
<td>1777</td>
<td>Oct</td>
<td>22</td>
<td>Ditto</td>
<td>Dragon</td>
<td>(The Crew got on Shore in their Boats)</td>
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<td></td>
<td></td>
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<td>Ditto</td>
<td>L'Elegant</td>
<td>Colleau</td>
<td>Dp</td>
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<td>Feb</td>
<td>Ditto</td>
<td>Friendship</td>
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<td>Ja' Nicholson</td>
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<td>31st</td>
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<td>Nov</td>
<td>13</td>
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<td>Polly</td>
<td>Tho' Bell</td>
<td>Tho' Bell</td>
<td>Virginia</td>
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<td>Dec</td>
<td>Ditto</td>
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<td>Ditto</td>
<td>Sally</td>
<td>Lewis Busson, Delaroche et Hugon</td>
<td>Port au Prince</td>
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<td>18</td>
<td>Ditto</td>
<td>Sally</td>
<td>Luther Burges</td>
<td>Leon' Jarvis</td>
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<td>Ditto</td>
<td>Sally</td>
<td>Luther Burges</td>
<td>Leon' Jarvis</td>
</tr>
<tr>
<td>Tons</td>
<td>Men</td>
<td>Guns</td>
<td>From</td>
<td>Where bound</td>
<td>Where taken</td>
<td>To what</td>
<td>Sent Cargoes</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
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<td>-------------------</td>
<td>------------------</td>
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<td>----------------------</td>
</tr>
<tr>
<td>250</td>
<td>30</td>
<td>10</td>
<td>Bourdeaux</td>
<td>Charles Town</td>
<td>Ditto</td>
<td>S' Augustine</td>
<td>Powder, Arms, dry Goods</td>
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<td>110</td>
<td></td>
<td></td>
<td>Providence R Isld</td>
<td>Ditto</td>
<td></td>
<td></td>
<td>Destroyed off Cape Romaine</td>
</tr>
<tr>
<td>70</td>
<td>12</td>
<td>4</td>
<td>Bermuda</td>
<td>Ditto</td>
<td>Off Charles Town</td>
<td>S' Augustine</td>
<td>Passengers, Salt &amp; dry Goods</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Drove on Shore on James's Island and lost</td>
</tr>
<tr>
<td>95</td>
<td>8</td>
<td></td>
<td>Boston</td>
<td>Charles Town</td>
<td>Off port Royal</td>
<td>Destroyed</td>
<td>Ballast</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tons</th>
<th>Men</th>
<th>Guns</th>
<th>From whence bound</th>
<th>Where taken</th>
<th>To what sent Cargoes</th>
</tr>
</thead>
<tbody>
<tr>
<td>400</td>
<td>36</td>
<td>8</td>
<td>Guadaloupe</td>
<td>Supposed for</td>
<td>Off Charles Town</td>
</tr>
<tr>
<td></td>
<td></td>
<td>pierced for 20</td>
<td></td>
<td>Charles Town</td>
<td></td>
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<td>60</td>
<td>7</td>
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<td>Boston</td>
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<td>Curaçoa</td>
<td>33.20 76.18</td>
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<td>90</td>
<td>16</td>
<td>8 G°</td>
<td>Cape François</td>
<td>D°</td>
<td>32.17 77.29</td>
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<td>300</td>
<td>34</td>
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<td>Port au Prince</td>
<td>D°</td>
<td>32.07 76.24</td>
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<td></td>
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<td>Off Charles Town</td>
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<tr>
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<td>Chester in Maryland</td>
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</tr>
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<td>Suffolk, Virg°</td>
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<tr>
<td>D°</td>
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<td>Suffolk</td>
<td>Chesapeake Bay</td>
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<td>Port au Prince</td>
<td>Virginia</td>
<td>Hampton Road</td>
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<td>Rappahannock</td>
<td>Dunkirk</td>
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<td></td>
<td>Ditto</td>
<td>Ditto</td>
<td>Ditto</td>
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<td>On a Cruize</td>
<td>In the Chesapeake</td>
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<td>S° Thomas’s</td>
<td>Mobsack Bay</td>
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</tr>
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<td>50</td>
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<td></td>
<td>Boston</td>
<td>N° Carolina</td>
<td>At Sea</td>
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<td>Bermudas</td>
<td>D°</td>
<td>New York</td>
</tr>
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<td>150</td>
<td>17</td>
<td>4</td>
<td>Guadaloupe</td>
<td>said to</td>
<td>Ditto</td>
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<tr>
<td>80</td>
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<td>Nantucket</td>
<td>N° Carolina</td>
<td>Ditto</td>
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<tr>
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<td>7</td>
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<td>Maryland</td>
<td>S° Eustatia</td>
<td>Ditto</td>
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<tr>
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<td>4</td>
<td></td>
<td>Dartmouth N.E.</td>
<td>Curaçoa</td>
<td>Ditto</td>
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</tbody>
</table>
Nov. 6  Richmond  Modesty\(^3\)  }  Crews went on Shore  D\(^5\)

8  Ditto  \(\ldots\)\(^3\)52  Joseph Taylor  Joseph Taylor  S' Mary's  Schooner

"  Ditto  \(\ldots\)\(^3\)55  J\(n\)  Feraud  France  Brig

"  Ditto  \(\ldots\)\(^3\)54  Hopkins  Sloop

"  Ditto  \(\ldots\)\(^3\)55  D\(^5\)

1778

Jan 3  Ditto  Alexandrine\(^56\)  J\(n\)  Feraud  France  Brig

Feb. 7  Ditto  (Unknown)  W\(m\)  Roberts  Nansimond  Schooner

Mar. 1  Ditto  Good Hope\(^57\)  Jurgin Lassin  Niel Ferguson  Albany  Ship

Time  By what  Names of the  Residence of
when  Ships taken  Vessels  Masters  Owners  How
  seized  the Owners  rigged

1777

Dec 10.  S  Albans  Arc en Ciel\(^8\)  Unknown  Unknown  Nantz  Brig

28  Ditto  Duke of Grafton\(^50\)  Nich\(h\)  Henson  Philadelphia  Sloop

1778

Jan: 31  Ditto  Unknown\(^69\)  Geo:  Rogers  State of Virginia  Ditto  D\(^n\)

Feb. 7  Ditto  Petit Camarade\(^61\)  M:  Sylvieux  Pierre Pere \& fils  Bourdeaux  Brig

15  Ditto  Defiance\(^62\)  York River Comp\(r\)  Williamsburg  Sloop

"  Ditto  Shore\(^63\)  Mons\(s\)  Jauge \& C\(o\)  Bourdeaux  Ship

Mar. 12  Ditto  Jean André\(^64\)  John Taylor  Hen: Armstead  Fredericksburg  Sloop

18  Ditto  Hot\(^65\)  Unknown  Unknown  {  Baltimore  D\(^n\)

Jan' 27  Otter  Rebecca\(^66\)  Joseph Mass  Joseph Mass  Ship

31  S  Albans  Fortune\(^68\)  Visc: de Veaux\(^50\)  Pierre Donet  Visc: de Veaux  Paris  D\(^n\)

Feb. 10  Richmond \& Solebay  Lydie\(^69\)  Ign\(g\)  Fenwick  ———State of Maryland———  D\(^n\)

24  Solebay \& S  Albans  Visc\(e\)  de Veaux\(^20\)  Pierre Donet  Visc: de Veaux  Paris  D\(^n\)

Mar. 12  Senegal  Le Tonnere\(^71\)  L.  Dessau  Deledebat  Bourdeaux  D\(^n\)

18  Ditto  Louisa Udrique\(^72\)  Peter Arvidson  D\(^n\)

Mar. 12  Senegal \& Richmond  Le Hector\(^75\)  P:  Parrie  Mons\(s\)  Rouault  S' Maloes  D\(^n\)

13  Solebay  Portsmouth\(^61\)  R\(h\)  Talbot  Geo:  Kerr \& C\(o\)  Portsmouth, Virginia  Schooner

Mar. 4  Ariel  John Wilkes  S:  Clay  H Bowers  Swansea  Sloop

"  Ditto  Betsy  Jos\(s\)  Paine  Dugan  Baltimore  Schooner

12  Ditto  Le Postillon  W\(m\)  Blau  Le Brumert \& Gument  Rouen  Brig

14  Ditto  Chelsea  Allen Ingram  Jos. Huntingdon  Norwich  Schooner

DS, UKLPR, Adm. 1/488, fols. 238–41. Docketed: "List of Vessels seized or destroy'd in Chesapeake Bay and to the Southward the

1. See NDAR 9:158.
2. See NDAR 9:158.
5. See NDAR 10: 409.
7. See NDAR 10: 460, 469.
8. See NDAR 10: 475.
<table>
<thead>
<tr>
<th>Tons</th>
<th>Men</th>
<th>Guns</th>
<th>From</th>
<th>Where</th>
<th>whence bound</th>
<th>send</th>
<th>To what</th>
<th>Cargoes</th>
</tr>
</thead>
<tbody>
<tr>
<td>160</td>
<td>6</td>
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<td>Nantz</td>
<td>James River</td>
<td>Hampton Road</td>
<td>Destroyed</td>
<td>Salt, Sugar &amp; Woolens</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>5</td>
<td></td>
<td>S'Eustatia</td>
<td>D°</td>
<td>D°</td>
<td>New York</td>
<td>Rum and Salt</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>2</td>
<td></td>
<td>Suffolk</td>
<td>Williamsburg</td>
<td>James River</td>
<td>Burnt</td>
<td>Salt</td>
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<td>200</td>
<td>2</td>
<td></td>
<td>Bourdeaux</td>
<td>Miquelon or Louisiana</td>
<td>Lyn Haven</td>
<td>D°</td>
<td>Salt, Wine, Tea, Woollens &amp;c.</td>
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<tr>
<td>80</td>
<td>9</td>
<td>4</td>
<td>James River</td>
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<td>93 Hhds Tobacco, Staves &amp;c.</td>
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<td>700</td>
<td>17</td>
<td>300</td>
<td>Bourdeaux</td>
<td>Chesapeake Bay</td>
<td>Off Willoughby's Point</td>
<td>New York</td>
<td>Cordage, Canvas, Cloathing &amp;c.</td>
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<tr>
<td>25</td>
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<td></td>
<td>Fredericksburg</td>
<td>Mobsack Bay</td>
<td>Rappahannock River</td>
<td>Cargoes taken out</td>
<td>Tobacco</td>
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<td>25</td>
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<td>Williamsburg</td>
<td>Elk River</td>
<td>Chesapeake Bay</td>
<td>Pork in Barrels</td>
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<td>15</td>
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<td>Baltimore</td>
<td>Williamsburg</td>
<td>D°</td>
<td>Iron</td>
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<td>210</td>
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<td>Dartmouth</td>
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<td>New-York</td>
<td>Ballast</td>
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<td>300</td>
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<td>Alexandria</td>
<td>Bourdeaux</td>
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<td>D°</td>
<td>Rum &amp; Sugar</td>
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<td>400</td>
<td>89</td>
<td>24</td>
<td>L'Orient</td>
<td>Chesapeake Bay</td>
<td>chaced out of</td>
<td>D°</td>
<td>Salt, Woollens, Cordage &amp;c.</td>
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<td>300</td>
<td>50</td>
<td>20</td>
<td>Cape François</td>
<td>D°</td>
<td>Off Smith's Isl°</td>
<td>Destroyed</td>
<td>Bale Goods &amp;c.</td>
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<td>New-York</td>
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<td>Chesapeake Bay</td>
<td>Off Cape Henry</td>
<td>D°</td>
<td>Salt, Bale Goods &amp;c.</td>
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<td>D°</td>
<td>Rum, Sugar &amp; Bale Goods</td>
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<td>Matchap° 25</td>
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<td>Rhode Island</td>
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<td>D° &amp; Iron</td>
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<td>Baltimore</td>
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<td>Boston</td>
<td>Long Island</td>
<td>D°</td>
<td>Tobacco</td>
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</table>

Note: “In Lord Howe’s Letter/N° 57.”
13. See NDAR 10: 552–53.
15. See NDAR 10: 597.
17. See NDAR 10: 685, 693. In referring to the cargo as sauce, they mean vegetables.
18. See NDAR 10: 106.
20. See NDAR 10: 809.
26. See NDAR 11: 49.
27. See NDAR 11: 68.
28. See NDAR 11: 156.
30. See NDAR 11: 227.
32. See NDAR 11: 145.
33. See NDAR 11: 233–33, 233n.
34. See NDAR 11: 268, 339, 835.
35. See NDAR 11: 177, 339.
37. See NDAR 10: 480.
38. See NDAR 10: 552.
40. See NDAR 11: 30, 43, 58, 112, 207.
42. See NDAR 11: 414.
43. See NDAR 11: 848–49.
44. See NDAR 10: 430.
45. See NDAR 11: 24.
46. See NDAR 11: 30, 466.
47. See NDAR 11: 59.
48. See NDAR 11: 90.
49. See NDAR 11: 152.
50. See NDAR 11: 379, 644–45.
51. See NDAR 10: 409.
52. See NDAR 10: 430, 430n.
53. See NDAR 10: 430, 430n.
54. See NDAR 10: 436.
55. See NDAR 10: 436.
56. See NDAR 11: 23–24, 29, 30, 58.
57. See NDAR 11: 468.
58. See NDAR 10: 705.
59. See NDAR 11: 818.
60. See NDAR 11: 283, 283n.
61. See NDAR 11: 304.
62. See NDAR 11: 349.
63. See NDAR 11: 349.
64. See NDAR 11: 621.
65. See NDAR 11: 775.
66. See NDAR 11: 775.
67. See NDAR 11: 266.
68. See NDAR 11: 237, 266, 750.
70. See NDAR 11: 415, 430, 749–50.
72. See NDAR 11: 689, 753, 806.
73. See NDAR 11: 631–32, 750, 835.
74. See NDAR 11: 632, 835.
75. That is, Great Machipongo Inlet, Va.
Index

Personal names of obscure individuals are spelled as they appear in the documents. Brackets enclosing proper nouns indicate other names by which the entity was known, alternative spellings found in the documents, spellings used in previous indexes in this series, educated guesses as to the correct spelling, or, in the case of geographical locations, variant spellings or the modern name. Bracketed numerals after the names of officers in the Royal Navy are numerals employed in the Navy Record Society’s The Commissioned Sea Officers of the Royal Navy, 1660-1815, edited by David Syrett and R. L. DiNardo (Aldershot, England: Scolar Press, 1994) to distinguish among naval officers of the same name. Names beginning with Mc and M’ are alphabetized as if spelled Mac, and the abbreviation St. as if spelled Saint. The name of a vessel’s captain or master, when known, appears at the end of the vessel’s entry, and the name of the vessel commanded appears at the end of each ship captain’s or master’s entry.

Abbert, —— (French merchant), 725
Abbott/Abbott, Amos (Seaman, Continental Navy), 590
Abbott, Aron (Seaman, Continental Navy; Continental Marines), 798, 812
Abbott, Theophilus (Continental Marines), 799
Abbottshamcliffs, England, 753
Abbott, John (Seaman, Continental Navy), 792
Abbott, Nat (Continental Marines), 794
Abbott, Samuel (Col., Connecticut Militia), 24
Abbott, John (Seaman, Continental Navy), 792
Abbott, John (Mate/Master/Prize Master), 590
Abbott/Abbott, Amos (Seaman, Continental Navy), 813
Abbott, Aron (Seaman, Continental Navy; Continental Marines), 794
Abbott, Theophilus (Continental Marines), 799
Acoaxet, Mass., 131 and n
Achill Island, Ireland, 849, 856n
Accomac, Virginia Navy armed galley, 422, 423n (William Underhill)
Accomac County, Va., 422n
Account books, 778
Achill Island, Ireland, 849, 856n
Accoxet, Mass., 131 and n
Actif, French Navy ship of the line (Comte de Vau- dreuil), 549
Active, brigantine (George Clarke), 169
Active, Guernsey privateer schooner, 151 and n (Peter Agnew)
Active, British letter of marque sloop, 683 and n; captures: Jeune Pauline, 248, 249n (John Powell)
Active, HM frigate, 141, 144 and n, 371, 372, 373n (William Williams)
Adair, John (American prisoner of war), 741
Adaman, British victualler ship, 193n (Josiah Walker)
Adams, Massachusetts State trading ship, 27, 28 and n (Luther Turner)
Adams, Connecticut privateer sloop, 169, 170n; captures: Active, 169 (Edward Beebe)
Adams, Abigail Smith, 681
Adams, Daniel (L.L., Massachusetts Navy), 486, 487n; to: Massachusetts Council, 485–87
Adams, John [1] (Seaman, Continental Navy), 798, 813
Adams, John [2] (Seaman, Continental Navy), 813
Adams, John (Volunteer, Continental Navy), 811
Adams, John (American Commissioner in France): arrival of, in France, 344, 455, 516, 517, 553, 556 and n, 581; arrival of, in Paris, 590, 619; as American Commissioner in France, 191n; as passenger in Boston, 189, 191n; Boston to transport items for, 681; disembarks from Boston, 516 and n; and friends of America in Parliament, 439 and n; and information about frigate Boston, 516, 517; and letter from Continental Commerce Committee, 474n; and letter to John Paul Jones, 749n; and officer for Boston, 590 and n; journey of, to Paris, 527 and n; meeting in living quarters of, 606; Nathaniel Dowse acquainted with, 665–66; on companionship of Samuel Tucker, 619; on Samuel Tucker’s qualities as an officer, 619–20; on voyage on Boston, 619; passenger on Boston, 710; reception of, 619, 671; return of, to America, 765; trunk of, 765; Samuel Tucker solicits letter from, 590; visits Versailles, 590 to: Samuel Tucker, 619–20; from: John G. Frazer, 652–53; Richard Henry Lee, 344; Samuel Tucker, 590, 681–82, 764–65; William Vernon, 399–401, 435
Adams, John (Capt.), 59 and n, 68, 69n, 208, 209n (Lynch)
Adams, John (Master), 858 (Polly)
Adams, John (seaman), 376, 378 and n
Adams, John Quincy, 516 and n, 590, 765 and n
Adams, Peter (Seaman, Continental Navy), 797, 813
Adams, Samuel (Massachusetts Delegate to the Continental Congress): appointed to Continental Marine Committee, 468; and Continental Navy, 448; and money for Continental Navy Board of the Eastern Dept., 448 and n; journey of, to Congress, 296; sends regards, 501 and n; takes seat in Congress, 296n; to: James Warren, 448; from: James Warren, 296, 319
Adams, Thomas (Virginia Delegate to the Continental Congress), 220
Adams, Thomas (merchant at Boston), 388n
Adams, Winborn (Capt.), 228 (Warren)
Adams, James (Capt.), 268 and n
Adelon, Pierre (Capt.), 182 (Comtesse Denery)
Adick, Peter (seaman), 33
Admiral, French prison hulk, 749, 751n
Admiral Kappel, British letter of marque snow: armament of, 121, 153, 401, 410; arrival of, at Boston, 410 and n, 484 and n; as prize, 155, 156n, 159, 166 and n; captain, crewmen, and passengers of, 145 and n; captured by Oliver Cromwell and De-
fence, 120–21 and n, 401–2 and n, 410 and n, 428, 469–70 and n, 484 and n; crew of, as prisoners of war, 470, 484n; crewmen of, serve as prize crew, 470; engagement involving, 121, 155, 157, 159n; exchange of members of crew of, 470; in company with ~..., 428; Henry Shirley and, 156, 428; size of crew of, 121, 155; value of, 155 (Abraham Brown)

Admiralty, British: Lords Commissioners of the Admiralty: and American prize goods, 118; opening of, 118; ships condemned in, 446n; vessel libeled in, 45n; Nova Scotia: captures condemned in, 236–37, 280n, 302n, 483n; and capture of ~Lord Dungannon, 745n; and Elizabeth, 237n; and Hammond, 136–37; and recapture of vessel, 186n; judgement in, postponed, 190n; Quebec, 614; St. Augustine, 38

Admiralty Courts, Continental:
Connecticut: Hartford County, 390 and n, 458; New London County, 62–63, 352–53, 404 Delaware, 250n, 286, 406 Massachusetts: and case of ~Nostra Senhora de Carmo e Sante Antonio, 330; prize libeled in, 388n; prize’s papers lodged with, 439; Eastern District: area covered by, 97n; libels filed in, 97, 199; Middle District: ~123–24; libels filed in, 69–70, 124, 350–51, 439–40; prize condemned in, 484n; Southern District, 169, 465, 466n
North Carolina, 167, 332 and n, 361, 448n, 480

Admiralty Courts, French: 646, 665, 700

Adventurer, schooner: captured by ~Niger, 15 and n, 22 and n

Adventurer, Delaware privateer sloop, 250n (Daniel Murphy)

Aedibus, HM frigate: Journal, 398; chases ~Notre Dame, 478 and n; captures: ~Dolphin, 398 and n (Christopher Atkins)

Africa: Barrington and Royal Navy ships arrive from, 649; men from, aboard ~Raleigh, 807; raid on British trading stations in, 475, 483–84 and n, 817–28; ~Raleigh and ~Alfred cruise off, 69

African-Americans: as American prisoners of war, 216–19; as crew, 77; moved to separate building in Mill Prison, 615n; service of, in Georgia Navy, 45 and n, 100, 101; serving in Continental Navy, 795, 797, 798, 799, 800; and Willing’s Expedition, 57n

Agacca/Agaisse, ------ (French merchant), 565, 728 and n

Agnew, ------ (Capt.), 721

Aquune, ------ (French merchant), 726

Ahaya [Cowkeeper], (Creek Indian leader), 363 and n

Aheir, Edward (Master), 588

Ailsa Craig [Rock of Elser; Rock of Elza], Scotland, 756, 843, 855n

Ainable, French Navy frigate, 569, 718, 720 (Chevalier de Saint-Cosme-Sainte-Eulalie)

Aitchinson, Robert (Midn., RN), 322n (Philadelphia)

Aix, France, 519

Akerma, John (Seaman, Continental Navy), 795

Alain, Louis (Continental Marines), 807, 815

Alarm, HM armed galley, 72, 253, 254n, 472 (Philip d’Auergne)

Alarm, HM frigate, 571 and n, 667, 668, 698 and n (Robert Man)
Albany, HM ship-rigged sloop-of-war, 123 and n, 137, 238n (Henry Mowat)
Albany, N.Y., 498 and n
Albert de Rions, François-Hector, Comte d’ (Capitaine de vaisseau, French Navy), 508 (Sagittaire)
Albert de Saint-Hippolyte, François-Auguste-Jules, Chevalier d’ (Capitaine de vaisseau, French Navy), 560 (Victoire)
Albion, HMS, 624, 624n, 688n (Sir George Bowyer)
Albion, ship, 369–70n (John Smith)
Alborán Island, Spain, 625, 626
Alcémère, French Navy frigate, 569n, 718, 720
(Comte de Bonneval Ruffo)
Alcock, Mansel (Continental Army purchasing agent at Salem, Mass.), 5; to: Pickering, Timothy, Jr., 5
Alert, HM cutter: captures: Lexington, 544n (John Bazely)
Alert, British Army armed schooner, 90, 91n, 119 and n, 125–26 and n (Daniel Moore)
Alexander, Scottish letter of marque ship: recaptures: (with Nancy): Pearl, 318 and n (J. Baine)
Alexander, John (Mate, RN), 237n, 302n
Alexander Spurs & Co. (merchant firm in Glasgow, Scotland), 186n
Alexandre, French Navy ship of the line, 549
(Barthéclémy-Achille-Evrd de Trenigon)
Alexandria, Va., 860, 862
Alexandrine, brig: captured by Emerald and Richmond, 27 and n, 861 (Jean François Forand)
Afford, Continental Navy ship: armament of, 206; called privateer, 206; capture of, 46 and n, 59 and n, 68, 69, 69n, 83, 103, 144, 145n, 146–48, 148, 185n, 189, 206–7, 208, 242, 246, 247n, 261, 267 and n, 298–99, 314, 400, 401n, 481–82; crew of, and manning Robert, 208; crew of, deaths among, 283; cruise of, 69; engagement of, with Cerès and Ariadne, 208, 299n, 400, 401n; health of crew of, 185; maintenance of crew and officers of, 185; officers of, and court-martial of Thomas Thompson, 411; on loss of, 192, 210–11n; on value of, 189; passage for crew of, 185; prizes taken by, 69; Resistance and crew of, 350; return of crewmen of, to America, 283; sailing qualities of, 147–48; size of crew of, 207; visits Gorée, 680 and n; visits mouth of Gambia River, 818; captures: (with Raleigh): Ann Susanna, 46n; Eagle, 46n; Granville, 46n; Jamaica, 46n; Nancy, 46n; Sally, 46n (Elisha Hinman)
Aiglonquin, ship, 38, 39n; captured by Lizard, 38, 39n
Alicant, Spain, 587
All, Isaac (Capt.): as pilot for d’E斯塔ing’s fleet, 519, 519 and n, 538 and n, 687 and n; travels under assumed name, 519, 519 and n
Allan, Charles, 833
Allan, John (Col., Massachusetts Militia; Continental Agent for the Eastern Indians), 347, 348n
Allen, —— (Capt.), 60, 92 and n
Allen, Benjamin (Master), 150 (Pennsylvania Farmer)
Allen, Ethan (Lt. Col., Green Mountain Boys), 190, 191n
Allen, Eurastus (seaman), 235
Allen, Ezra (seaman), 235
Allen, James (Continental Marines), 802, 814
Allen, John (Continental Marines), 794
Allen, John (Prize Master, Hawke), 512–13, 513–14, 529
Allen, Nathaniel (Seaman, Continental Navy), 813
Allen, William (Seaman, Continental Navy), 702
Allen, William (Capt., Pennsylvania Navy), 447n
Allentown, Pa., 126
Alliance, Continental Navy frigate: armament of, 327, 465n, 491n; ballast for, 83 and n; blankets for, 30; building at Salisbury, Mass., 41, 42n; cannon for, 30, 31n, 47, 48n; command of, 50 and n, 315, 316n, 480n; construction of, 465n; formerly Hawke, 283n; iron hearth for, 31; launch of, 283 and n; naming of, 465n, 480 and n, 489; naval stores for, 83 and n; on quality of, 283, 464, 465n; pig iron for, 30
Alliance, Franco-American, 122n, 266 and n, 270n, 282, 529, 499, 522, 527, 585
Allon, Thomas (Capt.), 6n, 233, 239; and disposition of prizes, 434; and ownership share of General Putnam, 404; as commander of General Putnam, 434 and n; cash received by, 214, 215n; crucifying orders of, 434; draft of, 226, 227; payment to, 160, 161n; to: Nathaniel Shaw, Jr., 403–4; from: Nathaniel Shaw, Jr. & Co., 434n (General Putnam)
Altamaha River, Ga., 45, 435, 436n; American force at, 81; crossing of, by Southern Continental Army, 77; Ft. Barrington/ Ft. Howe on, 230–31, 232n; Georgia Navy armed galleys and, 128, 230; naval expedition to, 76; provisions at, 76; residence on, 77n; transporting supplies to, 178, 265
Ambilmont, Claude-Marguerite-François Renart de Fuschamberg, Marquis de (Capitaine de vaisseau, French Navy), 549 (Artésian)
Ambuscade, HM frigate: Journal, 388–89, 494; as escort, 389; damage to, 389; ship towed by, 389; captures: Charming Sally, 494, 495n (John Macartney)
Amelia, tender of Maryland Navy ship Defence, 242 and n (Henry Massey)
America, Massachusetts privateer sloop, 411 and n (Samuel Avery; William Coit)
American Revenue, Connecticut privateer sloop: departure of, from Martinique, 178; refitting of, 178; captures (with Revenge): Lovely Lass, 14, 178, 179n, 226, 227n, 262 and n, 297, 351 and n (Samuel Champlin, Jr.)
Ames, Stephen (Member, New Hampshire House of Representatives), 416
Amiable Julie, French snow: captured by Lizard, 248 and n (Bertrand Guisnet)
Ammunition: armed galley transports, 265; as cargo, 180, 180n, 786; cartridges, 413; Caswell
Amsterdam, Netherlands: Andromeda, 296
Andrews, Joseph (merchant at Boston), 296
Andrews, French & Co. (London merchant firm), 243
Anderson, William Sanderson (Seaman, Continental Navy), 445
Anderson, William (Fifer, Continental Navy), 793
Anderson, —— (Capt.), 467
Anabil, Cornelius (Capt.), 332n, 480
Amphitrion, 445
Amory, Jonathan, 257
Angelina, 411 and n (James Hendrick)
Annapolis County, Md., 413, 414n
Annapolis, Md.: British letter of marque ship, 695, 696n (J. Ann, schooner, 551, 742n (John Widger)
Ann, brig: captured by
Ann, brig: captured by
Ann, schooner, 551, 742n (John Widger)
Ann, British letter of marque ship, 695, 696n (J. Bartley)
Annabella, British Army transport: captured by
Annapolis, Md.: Chester ordered to, 223; frigate Virginia sails from, 19, 25–26, 43n, 167n; men serving on Raleigh from, 805; naval stores at, 126–27; ordnance sent from, 413; supplies to be transported to, 132; warehouse at, 164
Annapolis County, Md., 413, 414n
Anne, British Army transport, 267n (John Dennisson)
Annemessex, Md., 421, 422n
Annisquam Harbor, Mass., 255, 256n
Annisquam River, Mass., 247 and n
Ann Susanna / Anna Susannah, ship: captured by
Raleigh and Alfred, 46n (John Taylor)
Anonyme, ship: See Vicecomte de Veaux, ship
Anstruther, John (Col., British Army), 190, 191n
Antelope, HM frigate, 43n, 267 and n, 586; captures (with Diligence): John, 586 and n, 599 (Charles H. Everitt)
Anthony, Hezekiah (Capt.), 478 and n (Polly)
Anthony, John (Master), 196, 303
Antigua, HM armed brigantine: Journal, 96–97, 326; assigned to Leeward Island station, 650; and capture of American prize in Danish territorial waters, 326 and n; in company with Beaver, 96–97 and n; captures (with Beaver): Hope, 96, 97n, 206–7 and n; captures (with Pelican): unidentified schooner, 326 and n (Billy Douglas)
Antigua, British West Indies, 59; Aurora and, 773; Samuel BBarrington and, 657n; British frigate arrives from, 73, 74n; British frigate forced to, 73; British merchantmen captured off, 664; French warships escort American merchantmen close to, 54, 56; inward-bound vessels, 37, 96, 696, 745n; possible French Navy attack on, 518; prize sent into, 207, 695, 696, 860; repair of ships at, 657 and n, 773; Royal Navy facilities at, 649; sloop captured off, 207
Antigua Planter, British letter of marque ship: recaptures (with True Briton and Elizabeth): Exchange, 391 and n (J. Johnson)
Aphcon, Etienne-Joseph de Saint-Germain, Chevalier d’ (Capitaine de vaisseau, French Navy), 568, 716, 717 and n (Protector)
Apollo, HM frigate: Journal, 96, 208, 264–65, 434–35; as convoy escort, 72, 74n; cruise of, 72; and Delaware River, 308; engagement of, with American privateer, 265; exchange of men and officers from, 237, 238n; furnishes prize crew, 335n; in company with Maidstone, 320 and n, 334, 335n; officer and crewmen on wounded, 265; prize of, 208; pursuit of American privateer by, 265n; to join Howe’s fleet, 308; transport prisoners of war, 335n; captures: Freedom, 181n, 218, 219n, 487n; Friendship, 218–19 and n; Linkhorn, 219 and n; Patrick and Mary, 435; recaptures: Betty/Betsy, 218, 219n, 220n; unidentified brig, 208; burns: unidentified schooner, 96 (Philemon Pownall)
Appaquimina, Del., 378n
Apples, 858
Appleton, Nathaniel (Commissioner, Continental Loan Office, Massachusetts), 31, 343
Aquidneck Island, R.I., 19n
Aquila, British frigate, 43n, 267 and n; captured by Andromeda, 424n (Thomas Stowers)
Arkabat, schooner tender of HMS Rainbow, 409; in company with Cabot, 196; and Duc de Choiseul, 180n; ownership of, 196n; as tender of Rainbow, 186n; captures (with Cabot): Les Deux Amis, 195–96 and n; York, 186 and n; captures: Hammond, 136–37; recaptures (with Cabot): Sally, 186 and n; recaptures (with Rainbow): Eagle, 409

868 INDEX

INDEX
Arbuthnot, Marriot (Rear Adm., RN), 417n
Ave En Ciel, brig: captured and destroyed by St. Albans, 27 and n, 861
Archer, —— (innkeeper in France), 730
Archer, John (Master), 431; from: Thomas Smith, 432 (Molly)
Ardent, HMS, 131 and n, 435n, 486, 487n (George Keppel)
Arbuthnot, Marriot (Rear Adm., RN), 417n
Ark, 206–7 (Richard Minors)
Arkansas River, 108, 110n
Armament: landing of, in Virginia, 79; Pennsylvania Navy Board and storing of, 126; shipment of, from France, 79; temporary removal of Ranger’s, 837; training with, 838; Virginia purchases in France, 79; Types of: cohorns, 825; eighteen-pounders, 491n; nine-pounders, 491n; six-pounders, 825; swivel guns, 825; twelve-pounders, 491n
Arms and accoutrements: as cargo, 151, 180, 180n; William Bingham and purchase of, 185; blunderbusses, 159; captured from Admiral Keppel, 159 and n; cartouche boxes, 160, 194; for Deane, 727; for Maryland militia, 132, 133n; for Tobago, 774; forwarding of, from Martinique, 185; from Holland, 615; from Pennsylvania Navy galleys, 174, 175; hangars, 159; lead, 194; match rope, 162; musket locks, 615; muskets, 615; officers to monitor fire of, in Langueueoc, 628, 635; in Hammond, 137 and n; of repair of, 479, 581; repaired muskets, 615; sabers, 615; sale of, 161; salvaged from Duc de Choiseul, 180, 180n; shipment to America of, 581; supply of, for Ranger, 778; value of, shipped in Duc de Choiseul, 767; value of, shipped in Duchesse de Grammont, 767
Armstead, —— (resident, Natchez District), 325
Armstead, Henry (merchant at Fredericksburg, Va.), 861
Army, British: corps of, sent to West Indies, 656; coal for, 159; commander-in-chief of, in North America and regulation of trade, 118; German officers of, 190; and reinforcements for Halifax, 338, 340n; and reinforcements for Jamaica, 141; and reinforcements for Newport, R.I., 308; and reinforcements for Pensacola, 371, 372, 373n; and reinforcements for Tobago, 774; Royal Navy and conveyance of supplies for in America, 305; Royal Navy and lines of communication of, in America, 305; Royal Navy and security of posts of, in America, 305; Lt. Gen. John Burgoyne’s command. See Army, British: Convention Army
Army, British: Convention Army
Lt. Gen. Sir Henry Clinton’s command: and attack on St. Lucia, 656, 657n; baggage of, 467; battle involving, 121; bridge boats and, 467; and British expedition to West Indies, 236; coal intended for, 261; collecting wood for, July; convoy for expeditionary force from, 656, 657n; corps of artillery detached from, 656; d’Estaing’s fleet and, 614; danger to, 674; embarkation of, 460, 461n; embarkation of artillery of, 467; expedition to destroy saltworks at Manasquan Inlet, N.J., 48–49 and n, 49; and evacuation of Philadelphia, 236 and n, 460, 461n, 467; forage for, 172; horses of, 236; numbers and location of, 685–86; on effect on British opinion of destruction of, 618; on route of retreat of, 467; on transportation of water, 421n; possible embarkation of at New Castle, Del., 236; provision train of, 236; reinforcements for, 744; reportedly penned in Philadelphia, 321; reportedly short of provisions, 514; said to be target of d’Estaing’s fleet, 594n; threat d’Estaing’s fleet poses to, 618; threat of disease to, from American prisoners of war, 202; transfer of frigates and, 407; transportation of units of, 522; troops detached from, 656, 657n
Convention Army: convoy for transport of, 72; embarkation of, 686; exchange and embarkation of, 529; exchange of, 72, 173; exchanged officers from, 674n; parole of German officers in, 190; provisions for, 72, 73, 498; transportation of, 72; transports for, 173
Gen. Sir William Howe’s command: American enlists for, 153; the mischianza and, 382; and navigation of Delaware River, 331; and raid up Delaware River, 298, 308–10 and n, 321–22, 358; and threat to American supplies at Head of Elk, 383n; change of command in, 382; coal for, 339, 340n; command of, 307; evacuation of Philadelphia by, 394, 395n; light infantry of, 309; newly-raised regiments of, 522; occupies Philadelphia, 344; on Continental Army’s responding to movements of, as campaign strateg-
Army, Continental: and Franco-American attack on Halifax, 548; and successful conclusion of war, 278; as recruits for, 379n; prizes captured by detachment from, 163; provisions for, 448, 449, 458; raid by detachment from, 163; recruits of, and desertion of seamen from foreign vessels, 182 and n; recruits for, 449, 461

Maj. Gen. Robert Howe’s command: alarm involving, 362; artillery of, landing of on Frederica Island, Ga., 135; and attack on Georgia Navy armed galleys, 356 and n; and crossing Altamaha River, 77; and defense of Sunbury, Ga., 53 and n; delay in movement of, 435; detachment from, 356 and n; health of, 436; lacks ammunition, 435; lacks medicines, 436; lacks provisions, 435; and landing of Frederica Island, Ga., 135–36 and n; march of, 435; on operational effectiveness of, 436; put on alert, 362; supplies for, 77, 362

Brig. Gen. William Smallwood’s command, 7 and n, 408 and n

Maj. Gen. John Sullivan’s command: and British raid on Bristol and Warren, R.I., 456–57; recruits for, 456–57; reinforcements for, 456–57; size of, 456–57; money for, 170, 296; morale of, 266; naval deserters enlist in, 182; Northern Dept.: commander of, 192, 193n; Officers: half-pay for life for, 192; on ability of, to man gunboats, 170; on expenses of, 490; on location of, 344; on performance of, 298; on recruiting French seamen by, 124; on size of, 278; on state of, 344; on strength of, 236; operations of, 135–36 and n

Gen. George Washington’s command: and John Barry’s flotilla, 90, 91n, 119; battle involving, 121; and British evacuation of Philadelphia, 400, 467; and British raid up Delaware River, 336 and n; clothing allowance for, 457; and d’Estaing’s fleet, 618; and British evacuation of Philadelphia, 400, 467; and British evacuation of Pennsylvania, 190, 191n; and British evacuation of Virginia, 78; and crossing Altamaha River, 77; and defense of Sunbury, Ga., 53 and n; delay in movement of, 435; detachment from, 356 and n; health of, 436; lacks ammunition, 435; lacks medicines, 436; lacks provisions, 435; and landing of Frederica Island, Ga., 135–36 and n; march of, 435; on operational effectiveness of, 436; put on alert, 362; supplies for, 77, 362

Brig. Gen. William Smallwood’s command, 7 and n, 408 and n

Capt. James Willing’s expedition: and Don Bernardo de Gálvez, 36; and restoration of seized prizes, 36; British demand turning over of officers of, 271; captures: Neptune, 36; Gálvez and supplies for, 251–52; intelligence concerning, 144n; on British knowledge of plans of, 502; on restitution of property seized by, 243; on Spanish giving asylum to, 165; operational instructions of, 502; prize money for, prize of, reclaimed, 244; seizes bateaux, 36; slaves seized by, reclaimed, 244

Commissary Dept., 62 and n, 64, 191, 192n

Continental Lines

Delaware, 378 and n, 421

New Hampshire, 196

New Jersey, 356n

Virginia, 78

Prisoners: Deputy Commissary General of Prisoners. See Alec, William Augustus

Quartermaster Dept., 191, 192n
INDEX  

871

Regiments
5th Connecticut, 472n
Patton’s Delaware, 467n, 476, 744
3rd Georgia, 44, 45n, 53 and n, 102n
4th Georgia, 44, 45n, 53 and n, 102n
1st Maryland, 449n
1st Rhode Island, 34n
Rhode Island brigade, 91n, 119, 174, 345–46
1st South Carolina, 265

Army, French: and d’Estaing’s fleet, 618; duty stations of officers of, in Languedoc, 626–33, 633–40; embarkation of, at Brest, 661, 662; inducements given to soldiers of, for functioning as sailors, 626; occupation of Dominica by, 518; officers of, captured in American ship, 667, 668n; Regiments: Foix, 557, 558; Hainault, 557, 558; Irish brigade, 603–4
Army, Spanish, 112, 113, 317, 318n
Arndt, Jacob (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
Army, French: and d’Estaing’s fleet, 618; duty stations of officers of, in Languedoc, 626–33, 633–40; embarkation of, at Brest, 661, 662; inducements given to soldiers of, for functioning as sailors, 626; occupation of Dominica by, 518; officers of, captured in American ship, 667, 668n; Regiments: Foix, 557, 558; Hainault, 557, 558; Irish brigade, 603–4
Army, Spanish, 112, 113, 317, 318n
Arndt, Jacob (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
Arnold, Benedict (Brig. Gen., Continental Army), 471n
Arnold’s Point, R.I., 442, 443, 497
Aroz, Juan de (Spanish Navy Commander in Cuba), 372, 375 and n
Arran Island, Scotland, 617n, 843, 848, 855n, 856n
Artésien, French Navy ship of the line, 549 (Marquis de Blambimont)
Arthur, Andrew (Master), 351 (Polly)
Arthur, Charles (Gunner’s mate, RN), 738 and n
Artificers, 269, 581
Arundel [North Kennebunkport], Me., 800, 809n
Ariston, Peter (Master), 861 (Louisa Utique)
Ash, Gilbert (Capt.), 269, 327n
Ashley River, S.C., 45 and n
Ashmead, John (Capt.), 63; from: Continental Navy Board of Middle Dept., 63 (Mercy)
Askew, J. (Capt.), 699, 700n (George)
Aspotogan, Nova Scotia, 494, 495n
Atalante, French Navy frigate, 369 (Chevalier de Durfort)
Atkins, Silas (ship owner in Boston), 433n
Atlee, William Augustus (Deputy Commissary General of Prisoners): from: William Smallwood, 33, 34n
Aubenton, Marcel-Ambroise d’ (Capitaine de vaisseau, French Navy), 549 (Bien-Aîné)
Aubin, Philip (Capt.), 68n (Stork)
Audits: of accounts of Continental Commercial Agents, 509n, 510n, 511n
Auray, France, 734
Aurora, HMS: and protection of Tobago, 773, 774, 775n; assigned to Leeward Island station, 650; condition of, 775n; damage done to, 773, 775n; engagement involving, 773, 775n; rating of, 650; captures: St. Peter, 773, 775n (James Cumming)
Aurora, sloop: captured by Bristol, 416n
Austin, Montgomery Cope, 77 and n
Aux Arks, [Arkansas Post], La., 11, 108, 109n, 110n, 324, 325n
Averil, Thomas (seaman), 234
Averin, —— (French merchant), 724
Avery, John (Deputy Secretary, Massachusetts Council), 78, 149, 343, 454, 486
Avery, Samuel (Capt.), 411 and n (American)
Ayers, James (Seaman, Continental Navy), 813
Aylett, William (Continental Deputy Commissary General of Purchases for the Southern Department), 211, 212n, 432n
Ayre, Point of, England, 582, 583n, 587
Azema, —— (Continental Marines), 751 and n
Azores [Western Isles], Portugal, 43, 260n
Babbit, William (seaman), 234
Babcock, Adam (merchant at Boston), 30, 31n, 37n, 296, 327, 328n, 430 and n; to: John Langdon, 296
Babcock, George Wait (Capt.), 318 and n; and British African trading fort, 819–20, 821–22, 823; and prisoners of war, 821, 825, 824, 825, 827; and relations with African leaders, 820, 821, 824, 825, 826 (Marlborough)
Babcock, William (seaman), 235
Babson, James (Capt.), 350, 527, 529n (General Mercer)
Babur & Co., 723
Bacalan, France, 705 and n
Baccarere, —— (Capt.), 286
Bachop, Peter (Capt.), 415, 416n (Tomyn’s Revenge)
Backhouse, Daniel (merchant at Liverpool, England), 144n
Backhouse, John (merchant at Liverpool, England), 465n
Backhouse, Thomas (merchant at Liverpool, England), 465n
Bacon, 49, 49n, 98, 317, 337, 359, 378n, 475
Badet, Pierre (Master), 391n (Citoyen)
Budge, HM brig-rigged sloop of war, 67 and n; Journal, 22, 67 (Michael J. Everitt)
Bags, 210
Bahamas, The, 14 and n
Bahía de Buena Vista, Cuba, 416 and n
Bahia de San Cipriano, Western Sahara, 817, 828n
Balize, The (main mouth of Mississippi River), La., 9, 13n, 112, 114
Ball, John (Virginia State Agent at St. Eustatius), 432 and n
Ball, Joseph (Deputy Quartermaster General, Batsto, N.J.), 408 and n; from: John Cox, 408
Ballard, Samuel (commissioner investigating case of Thomas Kouli Kan), 833, 835
Ballardie, —— (Master, RN), 430
Baltic Sea, 555, 556–57, 688n
Baltimore, Maryland Navy armed galley: and cargo of Lively, 385n; and forwarding tobacco, 385; officers appointed for, 385; station of, 413, 414n;
stores for, 385; temporary commander of, 132, 133n; transports stores, 91 and n, 132, 385, 394, 395n, 396 and n (Thomas Walker)

Baltimore, Continental Navy packet, 167, 368 and n, 473; armament for, 7; cargo for, 42, 43n; manning, 42; officers for, 42, 51; sails for France, 50n (Thomas Read)

Baltimore, Md., 20, 413; American prisoners of war and, 66; British prisoners of war and, 354; Continental agents at, 64, 65n; Continental Navy Board of the Middle Dept. and, 64, 182, 222, 343, 448–49; desertion from French ships at, 182; forwarding military stores from, 413; hospital in, 354; and inquiry into loss of Virginia, 134 and n; inward-bound vessels, 182, 858, 862; Maryland Navy seaman at, 354; naval stores at, 354; outward-bound vessels, 150, 182, 248n, 346n, 445, 588, 860, 862; paymaster office and, 64; privateer from, 474; vessel from, 387n; warehouse at, 164

Baltimore County, Md., 413

Bancroft, Thomas (seaman), 234

Banister, James (Capt.), 559 and n, 680 and n (Thomas Read)

Baron, Valentine (seaman), 164

Barrett, John (Capt., Virginia Navy), 299, 412 and n, 490, 491n, 500, 501n; distribution of prize money and, 182 and n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; to: George Washington, 90n; from: John Brown, 412; George Washington, 119 (Raleigh)

Barry, Levillin (messenger for the Continental Congress), 202n, 203n

Barry, Theodorus (Lt., Pennsylvania Navy), 391, 393n

Barter, John (Capt., Continental Navy), 42n; captures British transports, 696n; Continental soldiers serving with, 91n, 119; and command of Raleigh, 299n, 412 and n, 490, 491n, 500, 501n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; to: George Washington, 90n; from: John Brown, 412; George Washington, 119 (Raleigh)

Barry, Levillin (messenger for the Continental Congress), 202n, 203n

Barter, John (Capt., Continental Navy), 42n; captures British transports, 696n; Continental soldiers serving with, 91n, 119; and command of Raleigh, 299n, 412 and n, 490, 491n, 500, 501n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; to: George Washington, 90n; from: John Brown, 412; George Washington, 119 (Raleigh)

Barry, Theodorus (Lt., Pennsylvania Navy), 391, 393n

Barter, John (Capt., Continental Navy), 42n; captures British transports, 696n; Continental soldiers serving with, 91n, 119; and command of Raleigh, 299n, 412 and n, 490, 491n, 500, 501n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; to: George Washington, 90n; from: John Brown, 412; George Washington, 119 (Raleigh)

Barry, Theodorus (Lt., Pennsylvania Navy), 391, 393n

Barter, John (Capt., Continental Navy), 42n; captures British transports, 696n; Continental soldiers serving with, 91n, 119; and command of Raleigh, 299n, 412 and n, 490, 491n, 500, 501n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; to: George Washington, 90n; from: John Brown, 412; George Washington, 119 (Raleigh)
INDEX
873

Bartrap, John (Pvt., Continental Army), 102
Basmarin, Sieurs Reculis de (merchants at St. Domingue), 859
Basquasce, French brig: captured by Richmond, 329
Beaufort River [St. John River], Liberia, 827, 831n
Bassecourt, Marquis de (Governor General of San Sebastián, Spain), 512, 513, 529 and n, 641, 642
Beaucaire, Antoine-Claude, Vicomte de (Lt. de Capitaine de vaisseau, French Navy), 626, 633, 640n
Beauvais, brig: captured by Carysfort and Lizard, 859
Batchelor, —— (French merchant), 728
Ballygreen, —— (French merchant), 98
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Ballywillow, —— (French merchant), 101
Bermuda: on quality of vessels built at, 775; outward-bound vessels, 153, 248 and n, 248n, 320, 366 and n, 415, 860; sloop built in, 248n; Virginia Navy brig captured near, 119n
Bernard, —— (pilot), 565
Bernard, Paris (seaman), 234
Béthis, —— (French shoemaker), 564
Bétheaume, France, 532, 534, 535n
Bétis, —— (French merchant), 734
Bétis, —— (Continental Navy), 378
Beutre/Beutis, —— (French merchant), 734
Betsey, —— (Merchant, Baltimore), 833, 835
Beverly, Mass., 464
Beuttif/Beutis, —— (French merchant), 734
Besse, —— (Brevet Lt., French Navy), 627, 634, 635
Big Scares, Isle of Man, England, 582, 583n
Bilbao, Spain: American brig captured off, 690 and n; Gardogui & Sons at, 643n; Gustavus Conyngham in, 521; importations from, 473; inward-bound vessels, 198, 248n, 466 and n, 482, 512, 513, 535, 588, 667, 668n, 672, 706, 754; letter sent via, 399; outward-bound vessels, 43, 246, 335, 551, 554, 586, 599; reports of British privateers’ activity from, 690
Biles's Island, N.J., 308, 310n, 322, 331
Bill of Health, 512, 513
Billings, Henry (Capt.), 149, 150n, 214–15 and n (Trumbull)
Billings Island, Pa., 189 and n
Billingsport, N.J., 51, 189, 285, 331
Bill of Health, 512, 513
Bingham, William (Continental Commercial Agent, Martinique), 40; advances made by, 209; and American commissioners in France, 185 and n; credit of, 481; debits of, 185 and n, 481; letter of, to Continental Navy Board of the Eastern Dept., 411; money for, 185 and n, 481, 482n; muskets purchased by, 185; on actions of Thomas Thompson, 208; on capture of Alfred, 208; and orders from Continental Commerce Committee, 185; and protest against capture by privateer, 377n; reimbursement for, 209; requests French naval signals, 54, 56, 58n; requests protection for American merchantmen, 54, 56, 58n; and sale of Continental-owned goods, 184–85; and support of crew of Alfred, 185; shipments of rice to, 209; to: American Commissioners in France, 481–82; Continental Commerce Committee, 184–85; from: James Warren, 411
Binsted, George (notary public), 833, 835
Bird, John (Seaman, Maryland Navy), 354
Birdeen, James (Continental Marines), 798
Birmingham, Richard (Irish merchant, San Sebastian, Spain), 512, 513, 514n
Bizzare, See Bizarre
Bishop, J. (ship owner, Plymouth, Mass.), 409n
Bishop, John, 36n
Bishop, William (Pvt., Continental Army), 101
Bissell/Bissel, John (Prize Master), 819, 822, 823, 825, 826, 829n
Bizzare, French Navy ship of the line, 549 (Comte de Soulanges)
Black Cuff (seaman), 609
Black Head Lighthouse, Belfast, Northern Ireland, 846, 856n
Board, cost of student’s, 540
Boardman, Offin (Capt.): escape of, from Mill Prison, 541 and n, 548; in black hole at Mill Prison, 541 and n, 609, 610; in Mill Prison hospital, 609, 610; recapture of, 541 and n, 548 (Washington)
Boardman, Timothy (Carpenter’s Mate, Connecticut Navy): Journal, 102, 120–21, 145, 159, 166, 332–33, 493
Boards. See Lumber
Boarmand, ——— (French merchant), 724
Boats, 405–6, 498, 498n
Boatswain’s mates, 630, 637
Boatswain’s whistles, 779
Bochen Island [Black Island], Danish West Indies, 451, 453n
Boddington, Taomas (Secretary, Prisoner Relief Fund Committee), 670
Bodereuc. See Boderer
Bogue, ——— (Lt., Royal Marines), 51
Bogue Sound [Cape Lookout Bay], N.C., 87
Boissenot, Monier (French merchant), 509
Boles, John (armourer), 233, 418
Bolton, Thomas (Capt.), 672 and n (Cochrane)
Bombay Hook, Del., 378–79n
Bonbous, ——— (merchant at Bristol, England), 351n
Bond, Hance (Lt., North Carolina Marines), 415, 462 and n
Bondfield, John (Continental Commercial Agent, Bordeaux, France): and John Adams, 619, 765; and aid for escaped American prisoners, 680; as American agent in Bordeaux, 744 and n; and cargo for Boston, 551; and deposition of Cazeneuve, 783 and n; and disposal of American prizes, 679; and dispute between officers of the Farmers-General at Bordeaux and Samuel Tucker, 551; and fitting out privateer at Bordeaux, 680; and John G. Frazer, 710; and plot to seize Boston, 765, 772; and provisions for Boston, 560, 588, 616; and purchase of anchors through barter, 551, 560; and recruiting for Boston, 752, 772; and refitting Boston, 555, 581, 603, 604n, 680, 690; and salute to Boston, 581; and sea-readiness of Boston, 554; and sends intelligence to Foreign Affairs Committee of Continental Congress, 535; and stores for Boston, 535 and n; to: American Commissioners in France, 560
Bonna, Michael (Master’s Mate, Pennsylvania Navy), 392
Bonneau, Pierre-René-Bénigne-Mériadeuc, Comte de (Capitaine de vaisseau, French Navy), 569n (Alcmène)
Bonus, ——— (French attorney in Bordeaux), 545, 547
Bookeiner, John (Continental Marines), 804, 814
Books, Ships; and payment of wages, 544
Borda, Jean-Charles, Chevalier de (Lieutenant de vaisseau, French Navy), 557, 558 and n, 628, 635, 640n
Bordeaux, France: American vessels arrive at, 679, 744; *Boston* and, 516, 517; *Boston* at, 540, 578, 581, 670, 710, 765; *Boston* leaves, 671, 680, 705, 741, 742; Continental cutter * Revenge* and, 583; Continental marine inhabitant of, 762; convoy from, 585, 628; Delaps at, 665; English conspirators at, 765; fitting out privateer at, 680; French naval assistance for American merchants at, 607; inward-bound vessels, 54, 56, 85, 346n, 444, 551, 554, 575, 577, 581, 654, 665, 751, 858, 862; John G. Frazer and, 652, 744; John G. Frazer on, 744; magistrate of, and plot to seize * Boston*, 744; John G. Frazer on, 744; preparations for to seize *Boston*, 772; men aboard * Raleigh* from, 801; officials of, and *Boston*, 585, 608–9; on arrival of American merchantmen in, 616; on disposing of American prizes in, 679; outward-bound vessels, 237, 238 and n, 335, 398, 529, 535, 721, 766, 860, 862; and patrol area of French Navy frigates, 549, 550; pinnace of *Boston* sent to, 745; recruiting crewmen for *Boston* in, 556; and salaries, 705; and supplies for *Boston*, 711

*Bordeaux Yacht*, 653 (Richard Garde)

Borden, Gideon, 254

Borden, Joseph (justice of the peace, Burlington Co., N.J.), 285, 308, 310n, 331

Borden, Parker, 254

Bordentown, N.J., 285, 289n, 308, 321, 331, 336n, 343, 358, 393; commissary store at, 64; Continental Navy Board of the Middle Dept. at, 222; Continental Navy frigate at, 222; *Mercury* to be scuttled at, 63

Bordley, William (Col., Maryland Militia), 132, 133n

*Boreas*, HM frigate, 650 (Charles Thompson)

Boss, John Linscom (captain's clerk), 453n, 825, 828n

*Boston*, HM frigate, 553, 594, 595n, 617, 647 and n (William Duddington)

*Boston*, Continental Navy frigate: Journal, 516, 524, 525, 527, 530, 533, 537, 540, 544, 550, 554, 556, 557, 560, 567, 578, 581, 585, 586, 588, 590, 594, 599, 613, 616, 653, 659, 663, 666, 671, 680, 685, 697, 702, 705, 711, 738, 742, 772, 781; able seamen in, 765; John Adams and, 189, 191n, 516, 517, 619, 710; advance to officers and recruits of, 771; armament of, 613; arrival of, in France, 516, 697; crew of, 765, 772; American prisoners of war from, 95; armed services of, 671, 680, 705; officers onboard, 671; operations, 556–57; pilot for, 653; plans for construction of, 160n; plot to seize, 762–64, 764–65, 771, 772, 781, 783–85 and n; prepares to sail, 516, 697; prize of, 671n, 710 and n; provisions for, 550–51, 560, 616, 663, 690; punishment of seamen in, 604; reception of, at Bordeaux, 671; recruiting, 556, 772, 781, 783; recruits reportedly forcibly detained on, 732; refitting of, 586, 588, 590, 599, 603, 604n, 613, 671, 681, 710, 765; repairs to, 535, 554, 557, 560, 581; return of, to United States, 671; rigging of, 534, 535, 560; sailing of, 690 and n, 744, 764, 771, 781; sailors of, recruited into French army, 603–4; sails down Gironde River, 738, 744; sails of, 525, 535, 560, 702; sails to France, 365; and salaries, 516, 535, 581, 666, 705, 741, 742; and transporting supplies to America, 613, 616n; sc-reading of, 535, 547n, 554, 556; seamen in, confined, 585; shipment of clothing in, 531; shipment of medicines in, 531; shore leave for crew of, 586, 659 and n; shortage of crew in, 690; Thomas Simpson requests to be moved to, 750; status of, 535, 547n; stores for, 535, 550–51, 560, 588, 711; tobacco in, 545, 546–47; transfer of ordnance and, 544; treatment of by French Admiralty officers, 608–9; treatment of by French authorities, 585; trim of, 603; Tucker and, 590, 629; Tucker prepares for cruise, 603; uniforms of, 554–55; victualling of, 534, 535, 547n; voyage of, to France, 516, 517, 588, 711; water for, 772; yards of, 671, 680; captures: *Fox*, 548n; *Martha*, 326, 327n, 365, 516, 517 and n, 556, 670n, 710 and n (Samuel Tucker)

*Boston*, sloop: captured by *Porpoise*, 39 and n

*Boston*, Mass.: *Alfred* and *Raleigh* sail to, 829n; American prisoners of war from, 95; armed French merchantmen arrive at, 355; aspiring officer travels to, 472; John Barry ordered to, 491n; * Boston* plans return to, 671; British naval forces and, 202, 305, 339, 495; British prisoners of war at, 238; British victualler at, 498; capture of British ships in harbor of, 485 and n; condemned cargo and, 465–66; Continental Navy Board of the Eastern Dept. and, 312; Continental Navy hospital in, 491n; Continental Navy vessels and, 239, 272, 273; Convention army at, 686; cost of living in, 130; Harmon Courter and, 488; courts-martial held at, 295; Simeon Deane and, 121, 482; d’Estaing’s fleet reportedly sailing to,
INDEX

614, 618, 654; deserter found in, 808; dispatching La Motte-Picquet's squadron to, proposed, 547–48; exchanged prisoners of war arrive in, 200; guardship at, 123; John Hancock departs, 209; harbor's quality at, 868; Leonard Jarvis and, 208; John Burroughs Hopkins and, 146; Eleazar Johnson's knowledge of harbor at, 687; Henry Johnson's knowledge of harbor at, 687; inward-bound vessels, 22, 23n, 31, 36, 43, 45, 123, 134, 186 and n, 226 and n, 252, 253n, 261, 280, 280n, 300, 302n, 357 and n, 365n, 435, 463n, 473, 474n, 494, 599, 599 and n, 692n, 696, 721, 860, 862; loyalty in, 335; Hector McNeill and, 744; Massachusetts Navy vessels return to, 379n; naval stores and, 104; on moving prize to, 402; on number of Continental vessels at, 296; on sending naval stores to, 83; on William Vernon's absence from, 214; outward-bound vessels, 35, 45, 46n, 194, 248n, 329, 391, 445, 446, 471 and n, 667, 668n, 858, 860; prisoners of war from, 306; privates belonging to, 6 and n, 57n, 691, 692n, 808n; prize from, 207; prizes sent into, 116n, 211, 297, 335, 410, 471n, 521n, 52bn, 671, 697n, 745n; Providence and, 299 and n, 328; provisions for Convention Army sent to, 73; Raleigh crewman from, 805; reception of French Navy officers in, 296 and salutes, 282; ship building at, 455n; ship captured off, 400; shipment of military stores to, 327, 397n; ships arrive at, 69, 146, 253n, 260, 266, 283, 335, 337, 398; ships at, 261, 412; ships depart from, 247; ships fitting out at, 173, 268, 399n; ships from, 49, 483; ships ordered to, 83, 314; ships sail from, 157, 176; smallpox in, 84, 168, 214 and n; testimonials for William Burke from, 228, 229n; and Thomas Thompson, 208, 350; Mary Gatech Tucker and, 670; warrant on loan office in, 146; Warren and, 399–400; James Warren and, 70, 146

Boston-Gazette, and Country Journal, 97, 97n; 1778: 27 Apr., 200; 4 May, 262; 18 May, 380; 25 May, 439–40

Bostonian, schooner, 12, 13n

Bostonian, American privateer ship: Lonsdale reportedly renamed, 700

Botderu, Nicholas-Hyacinthe, Chevalier de (Capitaine de vaisseau, French Navy), 549 (Evêillé)

Botetourt, Grenadan government sloop: captures: unidentified schooner, 94 (James Connor)

Botterell, John (Capt., RN): to Philip Stephens, 592, 606

Bouaner, —— (French merchant), 562

Boucher, Charles-Joseph-Bonaventure (Lt. Gov., Île de Gorée, Senegal), 818, 829n

Boudeuse, French Navy frigate, 568 (Ferron de Quengo)

Boudinot, Elias (Col., Continental Army; Commissary General of Prisoners), 87 and n, 119, 161

Bouffard, Nicholas (Yéoman, Continental Navy), 795, 812

Bougainville, Louis-Antoine, Chevalier de (Capitaine de vaisseau, French Navy), 568, 718, 719, 720n (Guerrier)

Bouillé, François-Claude-Amour, Marquis de (Gov., Martinique and French Windward Islands), 15–16 and n, 16–17, 54, 56, 82, 83n

Boulainvillier dit de Croy/Cry, Henri-Louis Comte de (Capt. de vaisseau, French Navy), 557, 558 and n, 628, 635, 640n (Langueode)

Boulton, William (boatwain's mate), 234

Bounty hunters, 745 and n

Bouquet, Alexandre-Frédéric (Garde de la marine, French Navy), 628, 635, 641n

Bourbon (Réunion), 549, 550

Bourdon, —— (French merchant), 805

Bourgue, —— (mercant at New Orleans), 858

Bourlard, —— (French merchant), 725

Bourman, John (Lt., RN: Principal Agent of Transports in North America), 202 and n

Bourmaud, —— (French merchant), 722, 729, 737n

Bouron, Charles (Boy, Continental Navy), 807, 815

Boush, Goodrich (Capt., Virginia Navy), 423 and n, 469 (Washington)

Boux, —— (Lt., Continental Navy), 531 and n

Boux, Jacques (Capitaine de vaisseau, French Navy): and Indien, 531n

Bowden, Joseph (Seaman, Massachusetts Navy), 437

Bowen, Oliver (Commo., Georgia Navy), 29 and n, 53 and n, 100, 102n, 204

Bowers & Bowers (Swansea, Mass., merchant firm), 858

Bowers, H. (Swansea, Mass., merchant), 861

Branch, François-Louis, Chevalier de (Capitaine de vaisseau, French Navy), 549 (Magnetique)

Bradbury, James (Sailmaker, Continental Navy), 791

Braddock, John, 418

Brady, Nathaniel (1st Lt.), 217

Bradfield, —— (Lt.), 822, 824, 825, 826, 829n, 830n

Bradford, John (Continental Agent, Massachusetts): accounts of, 116, 490, 491n; and accounts of Stephen Cleveland, 116 and n; and accounts of vessels of Washington's fleet, 490; and accounts of Washington's Fleet, 115 and n; and backpay of William Burke, 210, 211n; and cargo of Henrietta, 260, 280–81; and cargo of Mary, 465–66; and Continental trading vessels, 281; and detention of Dispatch, 273 and n; and disposition of prize's cargo, 210; and distribution of Neptun's cargo, 350 and n; financial obligations of, 410; and mission of Queen of France, 490; and money for Leonard Jarvis, 68; and money for Robert Morris, 495; on 1778 campaign, 208; on
American naval affairs, 439; on cargo of Favourite, 60; on conduct of Connecticut Navy captains, 410; on Continental Congress resolve concerning Continental Navy, 410; on death of Capt. Samuel Chew, 60; on debt of United States, 208; on desire for service of, 495; on difficulty finding seamen, 439; on George III's boast, 208; on lack of British warships off Boston, 495; on partisanship in Massachusetts, 260; on performance of Continental Army, 208; on performance of Continental Navy, 208; on purging Continental Navy of incompetent officers, 350; on quality of storehouses, 281; on re-arming privateers, 439; on Thomas Thompson, 208; on wages for seamen, 439; on warehouses of, 260; and orders of Continental Commerce Committee, 273; and outfitting of Continental vessels, 116; and prize money, 490, 491n; and purchase of Robert, 208, 209n; return requested from; and sale of blankets, 116; and sale of goods owned by Robert Morris, 260; sale of prize goods by, 495; and seniority of naval captains appointed by George Washington, 211n; and shipments of clothing to Massachusetts, 473; and status of prize, 439; sued, 116n; and supplying Washington's Fleet, 115n68; and talking into, 596, 662–63, 756, 842; Ranger and, 532, 534, 538, 541, 542, 573–74, 576, 592, 596, 605, 680, 681, 689, 701, 755, 761, 837–839, 853; Schweighauser and Continental business in, 748; Spy arrives in, 351n; and supplies for d'Estaing's fleet, 716, 717; town guards of and American deserters, 752; treatment of American prizes at, 646–47

Bretagne, French Navy ship of the line (Louis-Guillaume Panscu de Plessix), 549

Bretagne [Brittany], France, 558, 559, 689

Brétigny [Brétigny], Charles-François Sévelinges, “Marquis” de, 858

Bretten, James (Continental Marines), 795

Breugnon, Pierre-Claude Hocdenault, Comte de

Bretagne [Brittany], France, 558, 559, 689

Breck, Samuel (merchant at Boston), 6

Breck, Samuel (merchant at Boston), 6

Breda, —— (Missionary, Roman Catholic Church), 6

Breda, —— (Missionary, Roman Catholic Church), 6

Bridgwater, Mass., 303n

Brigain, Joseph, Jacques, and, 306

Brigg, Thomas (Capt., Pennsylvania Navy), 391, 393n, 435

Briguiere, Joseph, Jacques, and, 306

Brisbane, John (Capt., Virginia Navy), 351n, 380n

Bristol, England: inward-bound vessels, 521, 691; on British deserters, 752; town guards of and American deserters, 752; treatment of American prizes at, 646–47

Bristol, HMS: Journal, 408–9, 416; as convoy escort, 144, 145n, 416; prizes in company with, 416; tender of, captured, 143, 145n; William Campbell dies while serving with, 232n; captures: Aurora, 416n; Sally, 218, 219n; recaptures: William, 416 and n (Toby Caulfield; John Raynor)

Bristol, England: inward-bound vessels, 521, 691; letter of marque from, 86n; outward-bound vessels, 121, 155, 156, 157, 211, 255, 351n, 380n, 428, 536n, 721; privateer from, 415; prizes out of, 261 and n; ship built in, 145n, 536n, 537n

Bristol, N.J., 298, 321, 321 and n, 331

Bristol, Pa., 241

Bristol, R.I.: British raid on, 441 and n, 442–444, 444–45n, 455, 456 and n, 457–58, 457n; Spitfire at, 254

Bristol, Rhode Island: British raid on, 441 and n, 442–444, 444–45n, 455, 456 and n, 457–58, 457n; Spitfire at, 254

Bristol, Rhode Island: British raid on, 441 and n, 442–444, 444–45n, 455, 456 and n, 457–58, 457n; Spitfire at, 254

Bristol, Rhode Island: British raid on, 441 and n, 442–444, 444–45n, 455, 456 and n, 457–58, 457n; Spitfire at, 254
INDEX

879

Bristol Ferry, R.I., 18, 19n, 38n, 442–43, 455; battery at, 441; British armed galley runs aground off, 496–97, 497; and British raid on Fall River, Mass., 496–97, 497–98; British raiders and, 441, 442–43; fort at, 496–97, 497–98.

Britain, brigantine, captured by Chatham, 458 (Edward Hooper).

Britain, brigantine: captured by Hawke, 512–13, 513–14, 529; cargo of, 512, 513; ship's papers of, 512, 513 (John Wood).

Britainia, British letter of marque ship, 536, 537n; armament of, 537n (James Furse).

British West Indies, 648–49.

Britt, George (Virginia boat builder), 492 and n.

Brittany, France, 558, 559, 689.

Brittan, Ireland, 848.

Brodies, Jean-Joseph de Rafelis, Comte de (Chef d'Escadre, French Navy), 568, 714, 715 and n.

Brothers, Robert (merchant at La Rochelle, France), 742, 743.

Brouard, Francis (French merchant), 565, 733.

Broughton, James (Private, Continental Marines), 590.

Brown, Allen (Prize Master, Continental Navy), 104, 238, 429.

Brown, B. (Seaman, Georgia Navy), 100.

Brown, Christopher (capt. of marines), 820, 826, 829n.

Brown, David (Quartermaster; Seaman, Continental Navy), 804, 812.

Brown, David, Dr. (Surgeon, Virginia Navy), 34.

Brown, Francis (Capt., Continental Navy), 769.

Brown, George (Seaman, Continental Navy), 788.

Brown, John (passenger), 219.

Brown, John (Secretary, Continental Marine Committee), 285n, 448; to: John Barry, 412; from: Robert Morris, 209, 430.

Brown, John (Member, Massachusetts Board of War): and cargo of prize, 389; attends board meeting, 117, 168, 274, 282, 301, 333, 356, 365, 380, 389, 399, 409, 428, 438, 454, 479; serves as president pro temp of board, 389, 399.

Brown, John (merchant at Providence, R.I.; owner Hope Furnace), 71 and n, 116, 327, 328n; to: Continental Navy Board of the Eastern Dept., 357.

Brown, John (passenger), 219.

Brown, John, 254, 255n.

Brown, Michael (Seaman, Continental Navy), 794.

Brown, Moses (merchant at Providence, R.I.; owner Hope Furnace), 71 and n.

Brown, N. (Lt.), 482, 485n, 826, 830n.

Brown, Nathan (Capt.), 351 and n, 440 and n, 464, 465n (Montgomery).

Brown, Nicholas (merchant at Providence, R.I.; owner Hope Furnace), 71 and n, 116.

Brown, Patrick (Master), 260, 281, 342, 430 (Henrietta).

Brown, Philip (Lt., Continental Navy), 237, 238n.

Brown, Robert (seaman), 217.

Brown, The (shoals), Delaware Bay, 51 and n, 430 and n.

Brown, Thomas (Seaman, RN), 33.

Brown, Thomas (Pvt., Royal Marines), 33.

Brown, Thomas (Lt. Col., East Florida Rangers), 129 and n, 230–31, 232n; and British offensive, 265; keeps Capt. Thomas Jordan of Galatea informed of intelligence, 45; on manning of South Carolina Navy vessels, 44; on strength of Continental troops in lower South, 44; on unrest within Georgia Continentals, 44, 45n; to: Augustin Prevost, 81; Patrick Towny, 44–45.

Brown, Thomas (Seaman, Continental Navy), 793.

Brown, William (Capt., Pennsylvania Navy), 381 and n, 447n.


Bruce, James (Lt. Col., British Army), 340n.

Brunley, Philip (Seaman, Virginia Navy), 469.

Brune, HM frigate, 72, 74n.

Brune, HM brig, 74n, 171; damage to, 50, 51n; on expedition involving, 97, 98n; captures (with Galatea): Phare, 28n (James Ferguson).

Brusser, Darius (seaman), 234.

Bry-Belve, Reberreau & Sebron (merchant firm at Nantes, France), 509.

Buenos Aires, Argentina, 558, 559, 689.

Buffett, Josiah (Master), 494 (Industry).

Buller, —— (express rider), 484.

Bulloch, Georgia Navy armed galley: attack on, 455.
feared, 536 and n; defense of, 178 and n; and defense of Sunbury, Ga., 53 and n; operations of, 135–36 and n; 138, 139, 141n (Archibald Hatcher)

Bunker, William (Master), 859 (Katy)
Burke Hill, Massachusetts privateer schooner: captured by Hope, 432–33 and n (Isaac Cobb)
Burgh, —— (Capt.), 753
Bushey, Thomas (quartermaster), 233
Burnum, Samuel W. (Seaman, Continental Navy), 234
Burner, Timothy (seaman), 234
Butler, Timothy (seaman), 234
Butter, 571n, 703n
Bylandt, Graaf Lodewijk van (Vice Adm., Dutch Navy), 58n
Byng, John (Adm., RN), 69 and n, 500, 501n
Byron, ship, 143, 145n; captures with (Friendship and Thomas): General Gates, 143, 144–46n (J. Russel)
Bury, William (Master)
Burges, Luther (Master), 219
Burnham, Mark (Master), 219
Burney, Luther (seaman), 233
Burnet, Ichabod (Maj., Continental Army), 119
Burnell, John (Capt.)
Burlington, N.J., 126, 298 and n, 321, 392
Bynion, Peter (Capt., British Navy), 664
Byron, Hon. John (Vice Adm., RN): appointment of, 654; and Augustus Keppel, 746; authority of, in West Indies, 655; and command of North American reinforcing fleet, 623n, 624; flagship of, 688 and n; and Viscount Howe, 654–55; on joining North American reinforcing fleet at Portsmouth, England, 646; promotion of, 623n; rank of, 623n; from: Lords Commissioners of the Admiralty, 654–55, 691, 705–6, 746–47

Cabanoux, Joseph-Louis Joly, Chevalier de (Lt. de vaisseau, French Navy), 627, 633, 640n
Cabarrus, Francis (merchant at Bayonne, France), 742, 743
Cabarrus, Francis, Jr. (merchant at Bordeaux, France), 742, 743
Cabin Point, Va., 99, 317
Cabo Barbas, Western Sahara, 817, 828n
Cabanews (Cappasheirs), 824, 830n
Cabot, HM armed brig: Master’s Journal, 35, 185–86, 195–96, 387–88, 463; as convoy escort, 95, 433; cruising off Cape La Have Island, N.S., 35; damage to, 388n; engagement involving, 387–88; pursues American privateer, 463; tender of, 388n and n, 463 and n; captures: General Montgomery, 387–88 and n, 409n; Montgomery, 351n; William, 463 and n; captures (with Arbuthnot): Les Deux Amis, 195–96 and n; York, 186 and n; captures (with Lydia): Maria, 35, 36n; recaptures (with Arbuthnot): Sally, 186 and n; burns: Fortune, 463 and n (Edmund Dod)
Cabot, merchant vessel, 683
Cabot, Andrew (merchant at Beverly, Mass.), 440n, 464, 465n
Cabot, Francis (merchant at Beverly, Mass.), 440n, 464, 465n
to: Massachusetts Council, 148–49
Cabot, George (merchant at Beverly, Mass.), 440n, 464, 465n
Cadic, Thomas (merchant at Cadiz, Spain), 148–49
Cadiz, Spain: American vessels at, 521, 664; British convoy forced into, 667, 668; Gustavus Conyngham and, 521 and n, 525, 571, 712; Gustavus Conyngham ordered out of, 625; d’Estaing’s fleet and, 652 and n, 741n; escaped American prisoners and, 698–99; French frigate reportedly sails to, 614; governor of, and American deserters, 698; John Hodge at, 584n; inward-bound vessels, 530, 679; merchants of, and prizes of Revenge, 583; on treatment of British warship in, 664; outward-bound vessels, 99n, 699, 862; prize
sent into, 703n; Revenge and, 525, 536, 571, 571n, 583, 664, 682, 695; supplies from, 104
Cahoon, Isaiah (Midn., Connecticut Navy), 402 and n, 433
Cailier, —, 556
Cain, John (Seaman, Maryland Navy), 353
Cairn Point, Scotland, 600n
Cairnryan, Scotland, 600n and n
Camboose [caboose], 99 and n
Cambis, Charle-François, Comte de (Ens. de vaisseaux, French Navy), 621, 622, 623 and n
Cameo, 695
Camilla, HM frigate, 7; captures (with Cornwallis and Pearl): Fame, 51–52 and n (Charles Phipps; John Collins)
Camp equipage: as cargo, 27n; types of: tent pegs, 351, 352n; tent-poles, 351, 352n
Campbell, Archibald (Lt. Col., British Army), 190, 191n, 267 and n
Campbell, John, of Barbrec (Col.-Commandant, British Army), 338, 340n
Campbell, John (Lt. Col., British Army), 442, 444n, 455 and n
Campbell, John (British merchant at New Orleans), 107, 108n, 317, 318n, 325n; to: Anthony Hutchins, 324–25 and n
Campbell, William, Lord (former Royal Governor, S.C.), 230, 232n
Campbell, William (Capt., Maryland State troops), 132, 133n
Campbell & Co. (Belfast ship-owning firm), 745n
Campbeltown, Scotland, 553, 600 and n
Camppeche, Mexico, 93, 94n
Camwood, 484, 821, 822
Canada: British military forces at, 686; as destination of British forces, 687; d’Estaing’s fleet reportedly to attack, 614; French Navy operations in, 517–18, 518; on possible American conquest of, 499
Canary Islands, 817
Canasta, sloop: captured by George and Elizabeth, 445, 446n (Law)
Candia, N.H., 804, 809n
Canals, 438, 695
Canfield, Hezekiah (Seaman), 234
Cambridge, Md., 132, 449, 461
Cambridge, William (Gunner; Gunner’s Mate, Continental Navy), 792, 811
Cambridge, Md., 132, 449, 461
Camel, HM frigate, 143, 145n (Richard Rodney Bligh)
Camelot, HM ship-rigged sloop-of-war, 143, 145n (John Douglas)
Caméleon, French Navy xebec, 569 (Chevalier de Montgrand)
Cameron, Charles (Master), 358n, 404 (Peggy)
Cameron, 695
Camilla, HM frigate, 7; captures (with Cornwallis and Pearl): Fame, 51–52 and n (Charles Phipps; John Collins)
Camp equipage: as cargo, 27n; types of: tent pegs, 351, 352n; tent-poles, 351, 352n
Campbell, Archibald (Lt. Col., British Army), 190, 191n, 267 and n
Campbell, John, of Barbrec (Col.-Commandant, British Army), 338, 340n
Campbell, John (Lt. Col., British Army), 442, 444n, 455 and n
Campbell, John (British merchant at New Orleans), 107, 108n, 317, 318n, 325n; to: Anthony Hutchins, 324–25 and n
Campbell, William, Lord (former Royal Governor, S.C.), 230, 232n
Campbell, William (Capt., Maryland State troops), 132, 133n
Campbell & Co. (Belfast ship-owning firm), 745n
Campbeltown, Scotland, 553, 600 and n
Camppeche, Mexico, 93, 94n
Camwood, 484, 821, 822
Canada: British military forces at, 686; as destination of British forces, 687; d’Estaing’s fleet reportedly to attack, 614; French Navy operations in, 517–18, 518; on possible American conquest of, 499
Canary Islands, 817
Canasta, sloop: captured by George and Elizabeth, 445, 446n (Law)
Candia, N.H., 804, 809n
Canals, 438, 695
Canfield, Hezekiah (Seaman), 234
Cambridge, Md., 132, 449, 461
Camel, HM frigate, 143, 145n (Richard Rodney Bligh)
Camelot, HM ship-rigged sloop-of-war, 143, 145n (John Douglas)
Caméleon, French Navy xebec, 569 (Chevalier de Montgrand)
Cameron, Charles (Master), 358n, 404 (Peggy)
Cameroon, 695
Camilla, HM frigate, 7; captures (with Cornwallis and Pearl): Fame, 51–52 and n (Charles Phipps; John Collins)
Camp equipage: as cargo, 27n; types of: tent pegs, 351, 352n; tent-poles, 351, 352n
Campbell, Archibald (Lt. Col., British Army), 190, 191n, 267 and n
Campbell, John, of Barbrec (Col.-Commandant, British Army), 338, 340n
Campbell, John (Lt. Col., British Army), 442, 444n, 455 and n
Campbell, John (British merchant at New Orleans), 107, 108n, 317, 318n, 325n; to: Anthony Hutchins, 324–25 and n
Campbell, William, Lord (former Royal Governor, S.C.), 230, 232n
Campbell, William (Capt., Maryland State troops), 132, 133n
Campbell & Co. (Belfast ship-owning firm), 745n
Campbeltown, Scotland, 553, 600 and n
Camppeche, Mexico, 93, 94n
Camwood, 484, 821, 822
Canada: British military forces at, 686; as destination of British forces, 687; d’Estaing’s fleet reportedly to attack, 614; French Navy operations in, 517–18, 518; on possible American conquest of, 499
Canary Islands, 817
Canasta, sloop: captured by George and Elizabeth, 445, 446n (Law)
Candia, N.H., 804, 809n
Canals, 438, 695
Canfield, Hezekiah (Seaman), 234
Cambridge, Md., 132, 449, 461
Camel, HM frigate, 143, 145n (Richard Rodney Bligh)
Camelot, HM ship-rigged sloop-of-war, 143, 145n (John Douglas)
Caméleon, French Navy xebec, 569 (Chevalier de Montgrand)
Cameron, Charles (Master), 358n, 404 (Peggy)
INDEX

transshipment point, 79, 287, 290n; Continental agent at, 40; inward-bound vessels, 15n, 95, 157, 398, 862 and shipment of flour to New Orleans, 12, 13n; outward-bound vessels, 15 and n, 21, 66, 120, 134, 171, 362, 575, 577, 858, 860, 862 Cape Goulouart, France, 575, 577 Cape Hatteras, N.C., 445, 501–2 Cape Henlopen, Del., 23n Cape Henry, Va., 198, 225n, 445, 501, 860, 862 Cape Lookout Bay [Bogue Sound], N.C., 87, 223–25, 341–42 and n, 361 Cape Mesurado, Liberia, 824, 825, 826, 830n Cape Mont, Liberia, 824, 830n Cape Porpoise, Me., 802, 809n Cape Verde, Senegal, 818, 828n Cap Saint-Nicholas, French Saint Domingue, 67 and n, 236 Cap Verga, Guinea, 819–20, 829n Carabasse, —— (Continental Commercial Agent, Cape Francois), 40 Carbonnere, brig: captured by Revenge, 702, 703n (Fabian Street)
Card, Henry (seaman), 234 Cardaillac, Paul de, Chevalier (Lt. de vaisseau, French Navy), 364, 364 and n Cardell, Samuel (Acting Lt., Continental Navy), 260n; to Nathaniel Shaw, Jr., 259 Carie, —— (French merchant), 562 Carleton, Sir Guy [Frederick Howard, 5th Earl of Carlisle Commission, 155, 156n; dispatch of, and Carlisle Bay, Barbados, 150 and n, 447, 656 Carlisle, Lord [Frederick Howard, 5th Earl of Carlisle] (Member, Carlisle Commission), 552 Carlisle Bay, Barbados, 150 and n, 447, 656 Carlisle Commission, 155, 156n; dispatch of, and France, 610, 611; members of, 552; and policies concerning shipment of prize goods from New York, 118 and n; return of, to England, 552; Trident carries, 586, 660, 661, 662n Carlos III, King of Spain, 371, 372 Carlow, Christopher (Seaman, RN), 497 Carmichael, William: arrival in America, 253, 256 and n; and beef for Deane, 733; code used by, 761–62n; and John Paul Jones, 538; and John Paul Jones’ enterprise, 538–39; from John Paul Jones, 761–62n Carles, John (Capt.), 464, 465n (Lyon)
Carolinis, North and South, 151, 272, 502, 785, 862 Caroline County, Md., 132 Caroline County, Va., 830n Carpenter, John (Continental Marines), 797 Carpenter, William, 614 Carpenter’s, 345–46, 366, 425–26, 426–27, 498, 499n; supervise refitting of Deane, 722, 737n; work on frigate Boston, 567 Carr, John (Seaman, Continental Navy), 802, 813 Carratuck Inlet, Va., 432 Carrickfergus, Ireland, 553, 675, 678, 756, 844 Carrol, Roger (Pvt., Continental Army), 101 Carrol, Roger (Pvt., Continental Army), 101 Carrol, Roger (Pvt., Continental Army), 101 Carrol, Roger (Pvt., Continental Army), 101 Carter, John (Seaman, Continental Navy), 354 Carter, Robert, Jr. (Seaman, Continental Navy; Continental Marines), 802, 813 Cartier, John (Steward, Maryland Navy), 354 Cartwright, Paul (Lt., Rhode Island Navy), 18, 19n, 38 and n Cartwright, Paul Anderson (Capt.), 402–3 (General Arnold) Carver, William, 419 Cary/ Carec, Jean (Master), 445, 447n (Dedaigneuse) Carysfort, HM frigate: Journal, 120; brig tender of, 127, 129n, 136 and n, 138, 139, 141n; cruises off South Carolina, 38; forces ship onto breakers, 232n; leaves East Florida waters, 362, 365n; master’s mate from, and intelligence, 335n; observes great fire at Charleston, S.C., 38; on condition of, 362; on prizes captured by, 151 and n; refitting of, 362, 363n; return of, to New York, 362, 363n; station of, 415, 416n; captures: General Gates, 120 and n, 231, 232n; Lenox, 859; Nuestra Señora del Carmen, 169; Rachel, 859; unnamed schooner, 859; captures (with Lisard): Bataan, 859; Buckskin, 859; Enterprise, 858; Flamboue, 858; Mary Ann, 858; Notre Dame des Charmes, 859; Polly, 858; Reine Blanche, 858; Santa Maria, 858; captures (with Perseus): Bourbon, 859; Hatty, 859; Marquis de Pezay, 859; Nesbit, 859; Thomas, 859; Woodcock, 859 (Robert Fanshawe)
Casamajor & Co. (Guadeloupe merchant firm), 859 Casco Bay, Me., 121, 123n Casco, Me., 798, 803 Casco Bay, Me., 121, 123n, 255, 266 and n, 365, 379n; captured Continental seaman from, 674n Case, Thomas (ship owner), 124n Casey, —— (Master), 63 (Industry) Cas Major, Jean (Master), 858 (Flamboue) Cass, Robert (Cpl., Continental Army), 101 Cassalmon & Co. (merchant firm at St. Croix de Teneriffe, Canary Islands, Spain), 743 Castellane Majstres, Henri-César, Marquis de (Capitaine de vaisseau, French Navy), 569n, 715 (Floré) Castillon, Pierre-Louis, Chevalier de (Ens. de vaisseau, French Navy), 627, 633, 640n Castle, John (Seaman, Continental Navy), 796, 812 Castle Island, Mass., 343 and n Caswell, Virginia Navy armed galley: agent for, 462 and n; commissions for Marine officers aboard, 462; condition of, 119–20; crew list of, 415; expenses of, 120 and n, 154; fitting out of, 43, 44n; joint support for, 120 and n; lacks ammunition, 414; lacks provisions, 414; manning of, 414–15; military stores for, 250, 462; on becoming part of North Carolina Navy, 462, 463n; on delay of in getting to station, 414; operations of, 120, 154; pay of crew of, 119, 120n, 154, 14–15 and n, 462; pay of doctor of, 462; pay of Marine officers of, 462; pay of officers of, 462; pay of petty officers of, 462; pay of warrant officers of, 462; paymaster for, 462; provisions for, 154, 250, 462; size of crew, 119–20; station of, 414; tender for, 119, 154, 414, 462 and n; upkeep of, 154 (Willis Wilson)
Caswell, Richard (Gov., N.C.): and Caswell, 414–15, 462; and Continental commission for Cottinena de Kerloguen, 225n, 341 and n; and defense of Cape Lookout Bay, 223–25, 341–42; and disposition of prisoners, 152, 153n; letters of, considered in legislature, 154; to North Carolina General Assembly, 119–20; Willis Wilson, 462; from: Francis Brice, 435; Thomas Bloodworth, 152–53; Denis-Nicholas Cottinena de Kerloguen, 341–42; Willis Wilson, 414–15
Cassella, Sarah Heritage, 342
Cato, ——, 284
Cat Island, S.C., 44
Catherine, ——, 342
Catherine, sloop: captured by Winchelsea, 39n
Catlin, Thomas (seaman), 234
Catlin, ——, 284
Cat Island, S.C., 44
Catharine, ——, 342
Cate, Henry Frost (Master-at-Arms, Continental
Caswell, Sarah Heritage, 342
Caverson, Stephen (Continental Commercial Agent, Cape François), 40, 430 and n; advances made by, 209; faces imprisonment for debt, 209; on service of, to United States, 209; reimbursement for, 209; shipments of rice to, 209
Certificate: needed to receive prize money, 739 and n
César, French ship of the line, 568, 714, 715, 718, 719 (Chevalier de Raymondis)
Cesar (seaman in Forton Prison), 609
Cestos Rock, Cestos Point, Liberia, 828, 831n
Chaffe, Thomas (gunner), 217
Chabert Cogolin, Joseph Bernard, Marquis de (Capitaine de vaisseau, French Navy), 568 (Vail-lant)
Chace, John (Master), 316n (Elizabeth)
Chace, Samuel (Purser, Continental Navy), 84 and n, 652, 771n, 777
Chadwick, Gear (Master), 362n (Black Jake)
Chadwick, Thomas (Col., North Carolina militia), 224, 225n
Chaffaut de Besne, Louis-Charles, Comte de (Lt. Gén. des Armées Navales, French Navy), 549 (Couronne)
Chal, —— (French rope maker), 563, 724
Chalmers, John, 449
Chalon, —— (French merchant), 725
Chanover, John (merchant), 418–19
Champion, Henry (Col., Continental agent), 162 and n
Champlain, Samuel, Jr. (seaman), 235
Champlain, George (Lt., Continental Navy), 60, 61n, 62
Champlain, Samuel, Jr. (Capt.), 297, 298n, 351 and n; arrives at Martinique, 178, 179n; carries letters, 178, 179n; dispatches of, 226, 227n; to: Nathaniel Shaw, Jr., 14 (American Revenue)
Champlain, William, 293
Champourcin, Victor-Louis Desmichels, Chevalier de, 341, 342n
Chamolbeau, Jean (Master), 859 (Marquis de Pezy)
Champagne, J.C. (French merchant at Blaye): to: Samuel Tucker, 741–42
Champion, —— (merchant at Bristol, England), 145n
Champion, Alexander (ship owner), 536n
Champion, Henry (Col., Continental agent), 162 and n
Champlain, Samuel, Jr. (seaman), 235
Champlain, George (Lt., Continental Navy), 60, 61n, 62
Champlain, Samuel, Jr. (Capt.), 297, 298n, 351 and n; arrives at Martinique, 178, 179n; carries letters, 178, 179n; dispatches of, 226, 227n; to: Nathaniel Shaw, Jr., 14 (American Revenue)
Chance, New Jersey privateer boat: captures: William, 408 and n (Timothy Shaler)
Chance, brig: captured by American raiders, 423 and n; recaptured by Christiana, 423 and n
Chance, brig: captured by Lizard and Galatea, 859 (John Stevens)
Chance, Evans (mate), 219
Chancourtois, —— (French merchant), 723
Chandler, John (Capt.), 665
Chandler, Robert (Seaman, Continental Navy), 792
Chandler, Samuel (Seaman, Continental Navy), 842
Chanover, John (merchant), 418–19
Chapman, John (Comdr., RN), 58n, 650 (Shark)
Chapman, Joseph (Capt.): memorial of, 543 (Vante)
Charet & Ozenne (French merchant firm), 724
Cato, ——, 284
Catarina, sloop: captured by Winchelsea, 39n
Cato, ——, 284
Catherine, ——, 342
Cate, Henry Frost (Master-at-Arms, Continental
Caswell, Sarah Heritage, 342
Caverson, Stephen (Continental Commercial Agent, Cape François), 40, 430 and n; advances made by, 209; faces imprisonment for debt, 209; on service of, to United States, 209; reimbursement for, 209; shipments of rice to, 209
Certificate: needed to receive prize money, 739 and n
César, French ship of the line, 568, 714, 715, 718, 719 (Chevalier de Raymondis)
Cesar (seaman in Forton Prison), 609
Cestos Rock, Cestos Point, Liberia, 828, 831n
Chaffe, Thomas (gunner), 217
Chabert Cogolin, Joseph Bernard, Marquis de (Capitaine de vaisseau, French Navy), 568 (Vail-lant)
Chace, John (Master), 316n (Elizabeth)
Chace, Samuel (Purser, Continental Navy), 84 and n, 652, 771n, 777
Chadwick, Gear (Master), 362n (Black Jake)
Chadwick, Thomas (Col., North Carolina militia), 224, 225n
Chaffaut de Besne, Louis-Charles, Comte de (Lt. Gén. des Armées Navales, French Navy), 549 (Couronne)
Chal, —— (French rope maker), 563, 724
Chalmers, John, 449
Chalon, —— (French merchant), 725
Chanover, John (merchant), 418–19
Champion, Henry (Col., Continental agent), 162 and n
Champlain, Samuel, Jr. (seaman), 235
Champlain, George (Lt., Continental Navy), 60, 61n, 62
Champlain, Samuel, Jr. (Capt.), 297, 298n, 351 and n; arrives at Martinique, 178, 179n; carries letters, 178, 179n; dispatches of, 226, 227n; to: Nathaniel Shaw, Jr., 14 (American Revenue)
Champlain, William, 293
Champourcin, Victor-Louis Desmichels, Chevalier de (Capitaine de vaisseau, French Navy), 568 (Provençal)
Chance, New Jersey privateer boat: captures: William, 408 and n (Timothy Shaler)
Chance, brig: captured by American raiders, 423 and n; recaptured by Christiana, 423 and n
Chance, brig: captured by Lizard and Galatea, 859 (John Stevens)
Chance, Evans (mate), 219
Chancourtois, —— (French merchant), 723
Chandler, John (Capt.), 665
Chandler, Robert (Seaman, Continental Navy), 792
Chandler, Samuel (Seaman, Continental Navy), 842
Chanover, John (merchant), 418–19
Chapman, John (Comdr., RN), 58n, 650 (Shark)
Chapman, Joseph (Capt.): memorial of, 543 (Vante)
Charet & Ozenne (French merchant firm), 724
INDEX

Charles Island, Nova Scotia, 388 and n
Charleston, S.C.: and, 683n; American sailings from, 172; arrival of prizes at, 478; capture of Ranger at, 754n; clothing furnished for sloop Providence at, 317; damage done to by 1776 fire, 38, 39n; Defiance arrives at, 493; expenses of sloop Providence at, 315; Flamand and, 285; French ship reportedly sailing to, 834–835, 836n; inward-bound vessels, 120, 152, 248n, 415, 471 and n, 858, 860; Mellish ordered to, 281; merchant en route to, 176; Oliver Cromwell arrives at, 493; on keeping British warships off, 172; outward-bound vessels, 36, 96, 361, 394, 445, 554, 679, 858; privateers at, 537; prize taken off, 170n, 858, 860; shipment of military stores and, 397n; shipments of rice from, 209; transporting supplies from, 265; vessel mistakenly reported as being from, 537 and n; vessels from, and Europe, 679; wage demands at, 28
Charlestown, Md., 386, 413
Charley, William (seaman), 235
Charleston, Peter (Gov., British West Florida): and, 244
Chermer, —— (French merchant), 729
Chermer, —— (French merchant), 729
Chelsea, Mass., 262
Pennsylvania Navy armed galley, 105
Chatham, Mass., 262
Chatfield, John (Prize Master), 233
Chateaubourg, Camille Basset de (Ens. de vaisseau, Chasseur, French Navy), 549
Chaumont, Jacques-Donatien Le Ray de. Chaumont,
Chatham, Mass., 262
Chatfield, John (Prize Master), 233
Chase, Jonathan (Seaman, Continental Navy), 803, 812
Chase, Thomas (Deputy Quartermaster General at Boston), 116 and n
Chasseur, French Navy corvette, 568
Chartrres, Louis-Phillipe-Joseph, Duc de (Lt. Gén. des Armées Navales, French Navy), 549
Chartrres, Louis-Phillipe-Joseph, Duc de (Lt. Gén. des Armées Navales, French Navy), 549
Charleville, —— (French merchant), 562
Chase, ship, 167 and n, 343 and n
Chase, Jonathan (Seaman, Continental Navy), 803, 812
Chase, Thomas (Deputy Quartermaster General at Boston), 116 and n
Chasseur, French Navy corvette, 568
Bonin de la Villebouquais)
Châteaubourg, Camille Basset de (Ens. de vaisseau, French Navy), 627, 634, 640n
Château de Vincennes, 293
Château Trompette, France, 535
Chatfield, John (Prize Master), 233
Chatham, Pennsylvania Navy armed galley, 105
Chatham, armed schooner: capturers: Britannia, 458
(David Brooks)
Chatham, Mass., 262
Chauveau, —— (French merchant), 562
Chase, ship, 167 and n, 343 and n
Chase, Jonathan (Seaman, Continental Navy), 803, 812
Chase, Thomas (Deputy Quartermaster General at Boston), 116 and n
Chasseur, French Navy corvette, 568
Chauveau, —— (French merchant), 562
Chatham, England, 654
Chester, Maryland Navy armed galley: crew list of, 353–54; and defense of Chesapeake Bay, 223n; naval stores for, 127, 132; pay for crew of, 132; sailing of, 223 (Thomas Coursey)
Chester, Jason (Capt.), 358, 404
Chester, Peter (Gov., British West Florida): and Assembly of West Florida, 293, 294n; correspondence of, 317, 318n; demands of discussed, 112, 113, 114n; demands restitution of British goods, 244; and dispatch of Hound to Mississippi River, 317; and garrisoning post at Manchac, 292; instructions to, 291; and news of Willing Expedition, 141, 144n; on defending Mississippi River, 293; on military action against Spanish La., 291, 294n; on neutrality practiced by Don Bernardo de Gálvez, 291; on restitution of seized British property, 243; on search and seizure of Spanish boats, 293; on Spanish relations with Choctaw Nation, 293; on stationing warship near Manchac, 141; and reinforcements for West Florida, 141; remonstrances of, to Don Bernardo de Gálvez, 291; slave of, 244; threatens New Orleans, 288, 290n; and Willing Expedition, 244; to Lord George Germain, 291–94; from: Don Bernardo de Gálvez, 243–44; Joseph Nunn, 106–7
Chester, England, 654
INDEX

Chester, Pa., 168 and n, 285, 421 and n, 460, 467
Chester River, Md., 133n
Chestdertown, Md., 132, 383, 753 and n, 860
Chevaux-de-frise, 189 and n, 256 and n, 256n, 369, 370n; in Delaware River, 421n, 460; on navigation through, 467
Chevrier, John (Lt., Maryland Navy Marines), 353
Chew, Samuel (Capt., Continental Navy), 59 and n; as an officer, 83; as commander of Resistance, 186n; death of, 60, 60 and n, 61, 62, 83, 84n, 208, 209n, 210 and n, 260n, 283, 314, 315n; on bravery of, 350 (Resistance)
Chickahominy Shipyard, Va.: and cleaning Virginia Navy vessel, 423; Gloucester to proceed to, 492; and iron work for Virginia Navy vessel, 423; and refitting Virginia Navy armed boat, 423; supplies for, 243, 346, 461, 468; transport boat at, 203 and n
Chickasaw Nation: and attack on Spanish Louisiana, 371, 372; British traders and, 108; Willing Expedition and, 108
Child, Cromwell (merchant at Rhode Island), 303
Chevron, John (Warrant Officer, Continental Navy), 162, 188
Chilton, John (Warrant Officer, Continental Navy), 91n
Chimère, French Navy frigate: fitted out or at sea, 569; in d’Estaing’s fleet, 614; reportedly sailed for Cadiz, Spain, 614; sailing quality of, 718, 720; taking on water, 621, 622 (Chevalier de Saint-Cézair)
Chincoteague, Va., 31n
Chincoteague Inlet, Va., 432 and n
Chincoteague Island, Va., 383 and n, 445
Chocotaw Nation: James Willing captures warriors of, 108; on Spanish relations with, 293; on Spanish trade with, 293; on state of British relations with, 292; and Willing Expedition, 108
Choïn, André-Michel-Victor, Marquis de (Maj. and Maréchal Général des Logis, French Army), 557, 558 and n, 626, 633, 640n
Chon, La Veuve (French tinsmith), 723, 737n
Chorley, J. (ship owner), 696n
Christian, Hugh Cloberry (Comdr., RN)
Christian, Joseph (Capt., Continental Navy), 797, 813
Clark, James (Lt., RN), 19 and n, 85 and n (Dependence)
Clarke, Joseph (Seaman, Continental Navy), 797, 813
Cheyenne, Nebraska: American privateer reportedly at St. Thomas, 451; threatened by Tortolan privateer captain, 451, 453n; treatment of Americans by, 452; and violation of sovereignty, 326n; to: Matthew Burt, 451–52
Cheyenne, Oklahoma, 184, 185n; and St. Lucia expedition, 656, 657n; troops in Nova Scotia, 159; leaves New York, 285, 307, 316; and disposition of troops in Nova Scotia, 159; leaves New York, 285; 307, 316; and disposition of troops in Nova Scotia, 159; leaves New York, 285; and the mischianza, 326n; and St. Lucia expedition, 656, 657n; troops detached from command of, 656, 657n; from: Cornelius D. Wynkoop, 269
Civil Usage, Massachusetts privateer brigantine, 297 and n (John Smith)
Civil Usage, Massachusetts privateer schooner, 297 and n (Anthony Diver)
Clagett, Thomas (Maryland State Purchasing Agent), 449; from: Maryland Council, 449
Clagett, William (Maryland State Purchasing Agent), 449 and n
Clairier, —— (French merchant), 728
Clarendon, Jamaican: captured by General Mercer, 529–30n (Thomas Cowell)
Clarke, James (Carpenter’s Crew, Continental Navy), 801, 812
Clay, Samuel (Continental Marines), 804, 815
Clayton, Samuel Wittewronge (Comdr., RN), 442, 444n (Strombolo)
Clementina, ship. See Henrietta.
Clements, Joseph (Captain’s Steward, Continental Navy), 798, 812
Cleveland, —— (Prize Master), 820, 829n
Cleveland, Stephen (Capt., Continental Navy), 116 and n
Clinton, David (seaman), 234
Clinton, Edward (Continental Marines), 792
Clinton, George (Gov., N.Y.), 498n; from: Cornelius D. Wynkoop, 269
Clonten, Sir Henry (Gen., British Army): arrival of, at Philadelphia, 285, 307, 316; and disposition of troops in Nova Scotia, 159; leaves New York, 285; Memorandum of, 236; and the mischianza, 382n; and St. Lucia expedition, 656, 657n; troops detached from command of, 656, 657n; from: Boyd Porterfield, 48–49
Clonard/Closnard, Thomas de Sutton de (Garde Maréchal Général des Logis, French Army), 557, 558 and n, 626, 633, 640n
Cloth, 362; as cargo, 134, 180, 196n, 341n, 386n, 788n, 819, 820; captured from Admiral Keppel, 159 and n; for d’Estaing’s fleet, 716, 717; for Willing Expedition, 251, 252; importation of, from...
INDEX

Bilbao, 473; storage of, 174; supply of, for *Ranger*, 779; use of, 174

Types of: baize, 469; buff, 91; calico, 134, 171; canvas, 174, 180, 196n, 211, 716, 717; canvas, thin, 243; check, 91; chintz, 134, 171; chist, 159 n and n; coarse, 91, 475; cotton, 144n; cotton, napped, 210; denim, 91; duck, 71, 104, 106, 126, 134, 171, 243, 263, 350n; guinea cloth, 819; Holland, striped, 91; linen, 144n, 174, 227n, 248, 386n; osnaburg [osnabrig], 91, 174, 210, 243, 350n, 615; Russian drab, 91; sail cloth, 615; sheeting, 243; sheeting, coarse, 210

Clothing, 509; arrival of, at Boston, 296; arrival of, Clouston, Thomas (Master)

Clouston, Thomas (Volunteer, Continental Navy), 180, 181n

Clouston, John (Capt., Massachusetts Navy), 180, 181n

Clouston, Thomas (Volunteer, Continental Navy), 805, 811

Clouston, Thomas (Master), 482, 483n (*Sally*)

Clow, Cheney (Delaware Loyalist), 132, 133n; escape of, 379n; raids by, 450n; route of force commanded by, 378, 379n

Cluverius, John (Seaman, Virginia Navy), 469

Clude River, Scotland, 522, 553, 594, 605, 616, 756; outward-bound vessels, 683

Coal, as cargo, 85, 131, 144n, 261, 283, 390n, 445, 483; for British Army, 159, 339; mining of, in

Nova Scotia, 159

Cobb, Isaac (Capt.), 433n (*Bunker Hill*)

Cobb, Richard (seaman), 218

Cobb, Seth (Prize Master, Virginia Navy), 100n

Cochran/Cockran, Robert (Cooper, Continental Navy), 804, 811

Cochrane, British letter of marque, 672 and n; captures: *Neptune*, 672 (Thomas Bolton)

Cockburn, Michael (Pvt., Continental Army), 102

Cockrell, Samuel (Seaman, Continental Navy), 354

Cockrell, William (Seaman, Maryland Navy), 354

Cockrorn, John (Capt.), 392 and n, 480

Cod, 207

Coddington, William (Assistant Clerk, Rhode Island General Assembly), 302

Code and cypher, 761–62n, 776

Codfish, 65, 512, 513

Codfish oil, 65

Coeymans, N.Y., 269, 284 and n, 498 and n

Coffin, —— (Capt.), 437

Coffin, Jonathan (Master), 355n, 446n (*Two Friends*)

Coffyn/Coffin, Francis (Flemish merchant and interpreter at Dunkirk, France), 555, 556, 732; to: Silas Deane, 555–56

Cogon River, Guinea, 819 829n

Coiron, —— (French merchant), 728

Coit, William (Capt.), 332 and n, 480

Coit, Nathaniel (Second Lt.), 233

Coitard, Francis (Master), 859 (*Réfléchi*)

Colard, —— (ship owner), 721n

Coles, William (Capt.)

Colliers, 696

Collins, Mary (Capt.), 218

Collins, Dodge (Seaman, Continental Navy), 392

Collins, Richard (Capt.), 37n, 62n, 278, 440n, 446n (*Camberland*)

Collins, Robert (Lt., Pennsylvania Navy), 392

Collins, Charles (soldier), 218

Collins, Seth (seaman), 233

Collins, James (Capt.), 37n, 62n, 278, 440n, 446n (*Camberland*)

Colmers, 420

Collier, Sir George (Capt., RN): and cartel ship *Royal Bounty*, 95, 306, 307n; and claim for share of prize, 196n; and command of Halifax Squadron, 159, 160n; and condemnation proceedings for *Hammond*, 136; and prisoner exchange, 95; and prize money, 186n; and surrender of *Hancock*, 548n; to: Philip Stephens, 365 (*Rainbow*)

Colin, 409

Collins, Joseph (Capt., Massachusetts Militia), 303 and n

Coffin, Jonathan (Master), 355n, 446n (*Two Friends*)

Coffyn/Coffin, Francis (Flemish merchant and interpreter at Dunkirk, France), 555, 556, 732; to: Silas Deane, 555–56

Cologically, 721n

Colbath, John (Seaman, Continental Navy), 589, 792

Cole, —— (Capt.), 281

Cole, Joseph (Capt., Massachusetts Militia), 303 and n

Cole, Samuel (Continental Marines), 794

Colliers, 696

Collins, Mary (Capt.), 218

Collins, Dodge (Seaman, Continental Navy), 392

Collins, Richard (Capt.), 37n, 62n, 278, 440n, 446n (*Camberland*)

Collins, Robert (Lt., Pennsylvania Navy), 392

Colly, Joseph (seaman), 233

Colmers, 420

Collier, Sir George (Capt., RN): and cartel ship *Royal Bounty*, 95, 306, 307n; and claim for share of prize, 196n; and command of Halifax Squadron, 159, 160n; and condemnation proceedings for *Hammond*, 136; and prisoner exchange, 95; and prize money, 186n; and surrender of *Hancock*, 548n; to: Philip Stephens, 365 (*Rainbow*)

Colin, 409

Collins, Mary (Capt.), 218

Collins, Dodge (Seaman, Continental Navy), 392

Collins, Richard (Capt.), 37n, 62n, 278, 440n, 446n (*Camberland*)

Collins, Robert (Lt., Pennsylvania Navy), 392

Colly, Joseph (seaman), 233

Colmers, 420

Collier, Sir George (Capt., RN): and cartel ship *Royal Bounty*, 95, 306, 307n; and claim for share of prize, 196n; and command of Halifax Squadron, 159, 160n; and condemnation proceedings for *Hammond*, 136; and prisoner exchange, 95; and prize money, 186n; and surrender of *Hancock*, 548n; to: Philip Stephens, 365 (*Rainbow*)

Columbus, Continental Navy ship: armament of, 24,
INDEX 887

172, 191n, 193n; attempted escape of, 400, 401n; crew in, when destroyed, 191n, 193n; destruction of, 72, 73n, 130n, 172, 400; loss of, 242; Marine Committee wants it to get to sea, 39; naval stores from, 83, 130, 400; naval stores in, 312, 315n; on loss of, 189, 191n, 192, 312, 315n; on value of, 189, 191n, 193n; ordnance of, 312, 315n; provisions taken from, 327; quarter gunner claims compensation for loss of arm, 23 and n; runs aground, 24, 25n, 30, 31n; skeleton crew in, 400; stores of, 24, 104, 130 and n, 191n, 193n (Hoysteed Hacker)

Columna, —— (French merchant), 729

Combe du Roquebrune, Marie-Gabriel (Garde n (James Adamson)

turn of crew of, 100; return of rations for, 204; ordered to defend Sunbury, Ga., 53 and n; return of crew of, 100; return of rations for, 204; second lieutenant appointed, 28 (John Newdgiate)

Connalton, Andrew (Lt., RN), 238, 239n, 459n

Concord, sloop, 182 (Robert Brisson)

Concorde, French Navy frigate, 568

Confederacy, Continental Navy frigate: armament of, 491n; ballast for, 459 and n; building at Norwich, Conn., 18 and n; building of, 163n; cannon for, 47, 48n; command of, 18, 151–52 and n, 267 and n; cordage for, 117 and n; guard for, 268; iron hearth for, 30; naval stores for, 263, 264n, 319, 320n; ordnance for, 47, 48n, 83, 84n; supply of provisions for, 327

Connor, John (Dr.), 392

Connor, —— (Capt.)

Conqueror, Hampshire, 268 and n (James Adamson)

Conversus, Maryland Navy armed galley, 340n; accounts of, 105; and cargo of Lively, 386n; Chester crewmen transferred to, 354 and n; command of, 164; crew members take oath of fidelity, 19; and cargo of Defence, 127n; pay for crew of, 105; sent to south end of Chesapeake Bay, 413, 414n; and transportation of supplies, 385, 394, 395n, 396 and n (John Gordon; John David)

Conquéro, HMS, 688n (Thomas Graves)

Consul, French, 698, 715

Continental Agents: accounts of, 509n; appointment of, 523; at Nantes, France, 508, 525 and n; and cargoes carried by Continental Navy vessels, 489; clothing and, 473; for Connecticut, 402 and n; for Rhode Island, 402 and n; in France, and American prize, 743; John Ross as, 523; supervision of, in Europe, 689, 698n; Jonathan Williams, Jr., as, 524n

Continental Clothier’s Department, 342
Continental Congress: and actions of John Bradford, 495; John Adams commends Samuel Tucker to, 619–20; appointment of Thomas McIntire and, 108, 109n; assumes financial risk for supply ship from France, 509, 510, 511; British proposals to, 578, 579; and William Burke, 210, 211n, 228–29 and n; cargo carried on account of, 665; and cartel negotiations, 192, 193n; and celebration of Franco-American alliance, 499; and charges for supplies, 344; and commissions for privateers, 78; and compensation for illegally seized French vessel, 697, 697n and n; and conduct of Oliver Pollock, 302; and country’s financial situation, 242; Harmon Courter and, 266, 274 and n, 282; credit of, 197; and credit of Oliver Pollock, 12; Simeon Deane and, 121, 200; delegation in, lacks quorum, 330n; and detention of vessels from Comte d’Estaing’s fleet, 518, 519; dispatches for, stolen, 578, 579, 580n; dispatches of, 588, 667, 668n; and dispatches to France, 396, 397n, 479; and disposition of money from sale of prize, 480; and employing crews of Pennsylvania Navy armed galleys on Chesapeake Bay, 447; expenses charged to, 349; and finances of United States, 264; and forwarding of provisions, 221; and French Navy operations in Canada, 517–18, 518; French ship and privateering commission from, 171 and n; and goods shipped from France, 768, 770; and intelligence concerning British fleet, 707n; and invasion of East Florida, 362; issues warrants, 75, 345, 412; and issuing of clothing, 473; and letters of marque issued by, 530; Maryland delegation in, 78; military stores from France consigned to, 509; monetary reward from, 702; and money advanced escaped American prisoner of war, 836n; and money for French Navy frigate, 274; and money for North Carolina, 462; and money for William Bingham, 481, 482n; Lord North said to be intriguing in, 579, 580; and oaths of allegiance, 449 and n; on dating of resolution of, 410; on misconduct of American privateers, 311–12 and n; on resolution of, 410; on solvency of agents of, 482; order drawn on Virginia delegates in, 106n; and ordnance, 476, 480; packet for, 245; and packet boats, 270n; and paroling of John Burgoyne, 190; petition to, 332 and n; and privateers, 149; and proposed Franco-American attack on Halifax, 548; and punishment of American privateer captain, 697, 697n and n; and purchase of Rhode Island Navy armed galleys, 254; ratifies Franco-American treaty of alliance, 270n; and rations and subsistence allowance of Continental Navy officers, 64; regulations of, concerning sale of prizes, 167; and reinforcements for Continental army, 744; representation from New Hampshire in, 192; representation from Rhode Island in, 192; resolves of, 73, 327; response of to British conciliatory proposal, 195n; and sailors from Pennsylvania Navy, 359; and sale of cargo, 350; and sending dispatches to France, 278; and sending tobacco to Europe, 343n; states unrepresented in, 330n; and supplies for 1779 campaign, 197; and survey of creeks, 337, 338n; vote in, 330n; warrants issued by, 75, 89 and n, 90n; and Continental Navy: advances for pay and bonuses of Continental seamen, 748; appointment of Continental Navy officers, 151–52 and n; construction of Continental ship of the line, 366 and n, 378 and n, 455 and n, 490, 491–92 and n; and Continental Navy Board of the Middle Dept., 222–23n; and Continental Navy commissions, 225 and n, 228–29 and n; and Continental Navy hospitals, 489, 491n; and controversy concerning prize ship, 465–66 and n; and Gustavus Conyngham, 711, 712; and disposition of cargoes carried by Continental Navy vessels, 489; and findings of Continental Navy courts-martial, 27c; and inquiry into loss of Virginia, 134, 202, 203; and issue of clothing by Continental Navy Board of the Eastern Dept., 473; and Pierre Landais, 314; members of, and commission for Musco Livingston, 538; and misconduct by Continental Navy officers, 299 and n; and money for Continental Marine Committee, 472; and money for Continental Navy Board of the Eastern Dept., 130, 448 and n, 460n; and naming Continental Navy officers, 299 and n; and money for Continental Navy Board of the Eastern Dept., 145, 146; Proclamation: 311–12; Memorial from: Francis Hopkinson and John Wharton, 222; William Burke, 228–29; from: Maryland Council, 78 American Commissioners in France: and accounts, 344 and n, 509n, 510n, 511n, 616, 722, 737n; and advances, 657–58; and aprove bartering pig iron for anchors, 560; and Boston, 516, 535, 547n, 550–51, 556–57, 588, 619, 620, 671, 703, 704n; Chaumont and, 578, 579–80 and n; and commissioning privateers, 555; and conduct of American privateers, 312n; and Continental commercial agents, 508, 523 and n; and convos for American merchant vessels, 543, 586, 607, 620; and Harmon Courter, 488 and n; and cruise of Ranger, 747, 749n; and cruise of Revenge, 583; and deposition of Cazenaveu, 783 and n; and discord among, 253, 579, 580; and dispatches for, 37, 395, 479, 552; and disposal of American prizes, 642, 679; and Nathaniel Dowse and, 665–66 and n; and fitting out privateer, 680; and Foreign Affairs Committee, 344 and n; and Franco-American alliance, 349; and French policy concerning American privateers, 555; and goods shipped on public account, 657–58; headquarters of, 578, 579–80 and n; said to be terrified, 578, 579–80 and n; security of orders of, 557; spies in staff of, 740; and Indien, 539; and intelli-
grence, 706; and John Paul Jones’ bills of exchange, 748; and John Paul Jones’ letters and reports, 522, 527, 681, 760; and Musco Livingston, 538, 557, 671 and n; loan negotiated by, 185; memorial to, 543; and misconduct of Thomas Morris, 544; and money and supplies for Continental vessels, 344 and n, 479, 535, 550–51, 748, 760; and money for William Bingham, 185 and n, 481, 482n; and money held by Jean-Daniel Schweighauser, 473; and naval changes, 748; and paying French officers, 490; orders made by, 342, 412; and protest of ship owners, 43; and Queen of France, 490; and remittance to France, 285; ships insured by, 343; ships leased by, 343 and n, 412; and shipments of rice, 209; and using Pennsylvania Navy seamen, 181; to: American Commissioners in France, 473; John Langdon, 284–85; from: William Bingham, 184–85; John Bradford, 116, 273, 542; Oliver Pollock, 9–13, 20–21, 300

Foreign Affairs (formerly Secret Correspondence): and Harmon Courter, 488n; and dispatches for France, 37, 278, 395; intelligence sent to, 535; letter of, to American Commissioners in France, 344 and n; on Continental Navy commissions for foreigners, 311 and n; on misconduct of American privateers, 312n; and sale of cargo, 330; and sloop Providence, 314; to: Massachusetts Council, 395

Marine: accounts of, 286–90; and accounts, 69 and n, 115 and n, 204; and advances to Continental Navy personnel, 65; appropriation for, 276; and armament of Continental Navy frigates, 489; Josiah Bartlett serves on, 253n; and John Barry, 412 and n; and bill of exchange, 319; and British raid up Delaware River, 356n; and William Burke, 229, 350 and n; and captured enemy signals, 42; and cargo of Neptune, 350; and carrying dispatches to France, 278; and case of prize ship Peggy, 314; and command of Confederacy, 220–21; and command of Continental Navy vessels, 299 and n, 315, 316n, 412n, 489, 491n; and commissary store, 64; and commissions and appointments for officers, 40, 41 and n, 43, 351–52 and n, 229, 310–11, 314–15; and Continental Navy Board of the Middle Dept., 222; and Continental Navy signals, 64; and court-martials, 315, 356 and n; and courts of inquiry, 134 and n, 276, 299, 312; and defenses on Delaware River, 176; and disposition of Continental Navy crews, 43, 277; and disposition of goods by Continental Navy agents, 448; and distribution of prize money, 182 and n; election of members to, 220; and employment for Pierre Landais, 310–11; and employment of David Stodder, 89, 90n; and escape of Providence, 299 and n; and fitting out Continental ves-
INDEX

Virginia, Thomas Hoggard, 89 and n; and payment for supplies, 105; and payment of Continental officers, 40, 314; and pay and sailing of John Roche, 146 and n; and rules and regulations between Maryland and Boston, 40, 41n; and requests vessels for flour/iron trade be copy of British privateer’s commission, 41; and n, 311 and n; report of, 75; requests 260n; and reimbursements, 89, 90n, 286–90

frigates and n, 299, 314, 460, 489; orders sails from and operations of Continental Navy, 39, 42

iority of Continental Navy officers, 314–15; good Continental Navy officers, 314; on sensation of Continental Navy, 299; on rewarding 316n; on prizes of 489; on prisoner of war exchange, 315, 316n; on need for Continental Navy hospitals, Navy officers, 314; on loss of 490; and offer of supplies to Continental containing packet boats, 269–70 and n, 270 and n, 351; and offer of supplies to Continental Army, 65; on creating rank of purser, 314, 315n; on getting rid of bad Continental Navy officers, 314; on loss of Columbus, 312; on need for Continental Navy hospitals, 489; on prisoner of war exchange, 315, 316n; on prizes of Warren, 314; on reputation of Continental Navy, 299; on rewarding good Continental Navy officers, 314; on seniority of Continental Navy officers, 314–15; and operations of Continental Navy, 39, 42 and n, 299, 314, 460, 489; orders sails from frigates Congress and Montgomery to be sent to Boston, 40; and pay and ration allowance of Continental officers, 40, 314; and payment for supplies, 105; and payment for Thomas Hoggard, 89 and n; and pilot for Virginia, 500; and prize claims, 75, 76 and n; and promotions in Continental Navy, 260n; and reimbursements, 89, 90n, 286–90 and n, 311 and n; report of, 75; requests copy of British privateer’s commission, 41; requests vessels for flour/iron trade between Maryland and Boston, 40, 41n; and John Roche, 146 and n; and rules and regulations of Continental Navy, 64, 130 and n; and sailing of Virginia, 500; and sails, 50; and salary of members of Continental Navy Board of the Middle Dept., 310; advancing money to the Marine Committee to pay William Smith for flour, 472; appointing members of the Marine Committee, 468; awarding prize money in the case of sloop Tryal, 480; for election of a member of the Navy Board, Middle Dept., 310; ordering Foreign Affairs committee to instruct U.S. commissioners at foreign courts to desist from recommending foreign sea officers for the Continental Navy, 311; ordering inquiry into the loss of frigate Virginia, 134; ordering payment of sums due Harman Courter, 488; ordering payment to Pierre Landais for services rendered, 311; ordering ship building in Portsmouth, N.H., be reduced from a 74- to a 56-gun ship, 480; ordering the frigate built at Salisbury, Mass., be named Alliance, 480; regarding capital sentences in court-martial cases, 276; regarding compensating the Portuguese owners for their losses in Nostra Senhora de Carmo e Santo Antonio, 330; regarding Continental Army prize claims, 75; regarding courts-martial when a U.S. warship is lost or captured when in company with another U.S. warship, 276; regarding defending the Delaware River above Philadelphia, 176; regarding disposition of articles imported on account of the United States, 473; regarding enquiries into the loss of U.S. ships of war, 276; regarding payment for the frames of continental frigates building in Virginia, 75; regarding suspensions of naval officers awaiting court-
martial, 276; regarding transporting public provisions and stores from the southern states, and the use of state galleys and sailors there for, 181; requesting the Massachusetts Board of War to sell *Nostra Senhora de Carmo e Santo Antonio*, 330; retaining Pierre Lansiais as a captain in the Continental Navy, 311; mentioned, 73, 327, 410

Continental Currency, 679

*Continental Journal, and Weekly Advertiser* (Boston): 1778: 7 May, 246, 247n

Continental Loan Offices; and exchanging of bills, 460 (Warrants on for Navy Board of Eastern Dept., 33, 39, 41n; New Hampshire: warrant on for Navy Board of Eastern Dept., 31, 39, 41n; New Hampshire: warrant on for Navy Board of Eastern Dept., 31, 39, 41n; New Hampshire: warrant on for Navy Board of Eastern Dept., 31, 39, 41n; warrants on, 460

Convention Army. See Army, British: Convention Army

Conway/Conolly, John (Capt.), 70 and n (Terrible)

Conway, Robert (Capt., Maryland Navy), 360, 385

Conway, Thomas (Maj. Gen., Continental Army; Inspector General, Continental Army), 170; to Jacobus Wynkoop, 284

Conyers, Clement (Master), 858 (Poly)

Conyngham, David Hayfield (merchant at Philadelphia), 393, 395n

Conyngham, Gustavus (Capt., Continental Navy): accounts of, 583; arrives at Corruna, Spain, 695; British intelligence concerning, 743n; business of, 711–12, 712–14; and Cadiz, Spain, 525, 605; and capture of prizes, 521n, 659; commission of, 525–26, 536; departure of, from Corunna, Spain, 625, 682; and documentation of prizes, 583; lawsuit involving, 711–12, 712–14 and n; letter of credit for, 742–43, 743; and libeling of Peace and Harmony, 440 and n; and manning Continental cutter Revenge, 583; or British “degeneracy,” 571; on number of prisoners captured by, 604 and n; permission to land granted to, 525 and n; and prize money, 584, 739; and prizes, 536, 570–71, 583, 682, 698, 788; protest concerning, 525; said to be Irish, 659; security deposit and, 711, 712; situation of, 525–26; whereabouts of, 711, 712; to: Silas Deane, 525–26; William Hodge, 702; Jackson, Tracy & Tracy, 336; Lacoute & Co., 570–71; Lagoanere & Co., 521; Michel Lagoanere, 571, 738–39; Laurent Le Couteulx, 698; from: American Commissioners in France, 583; Bernard Dehez, 711–12, 712–14 (Revenge)

Cook, —— (Cpt.), 460 (*Duck Creek Packet*)

Cook, John (Master), 445, 446n (General Scott)

Cook, John (advocate, Court of Admiralty, Beaufort, N.C.), 480; to: Cornelius Harnett, 332

Cook, John (surgeon), 217


Cook’s stores, 730

Coombs, William (ship owner), 68n

Cooper, Robert P. (Capt., RN): from: Lords Commissioners of the Admiralty, 587 (Stag)

Cooper, William (seaman), 234

Coopers Ferry, N.J., 392

Coore, Thomas (Capt., British Army), 304 and n

Copeland, J. (ship owner), 696n

Copeland Island, Ireland, 844

Copely, Elihu (seaman), 234

Copper: as cargo, 262; value of, shipped in copper sheathing, 172

Coriolis d’Espinouse, Charles-Regis-Jean-Louis (Capitaine de vaisseau, French Navy), 569 (Caton)

Cork (s), 509, 778

Cork, Ireland: convoy originates in, 316, 396n; fleet to, 696; intelligence from, 745; outward-bound vessels, 37, 62n, 247–48, 478, 652–53, 745n; ship built in, 745n; transport from, 351n

Corkins, Ebenezer (Seaman), 224

Corn, 22n, 49n, 97–98, 231, 334, 389

Corne, —— (French block maker), 722

Corkwall, HMS, 688n (Timothy Edwards)

Corkwallis, HM armed galley: and Mischianza, 382n; and raid up Delaware River, 321; expedition involving, 75 and n; fires on rebel skirmishers, 75 and n; captures (with Pearl and Camilla): Fame, 51–52 and n (Thomas Spry)

Corsewall Point, Scotland, 600 and n

Corunna, Spain: British warships at, 698; Gustavus Conyngham and, 698; inward-bound vessels, 641, 642; Lagoanere & Co. at, 584 and n; merchants of, and prizes of Revenge, 583 and n; prize brought into, 702; Revenge and, 682, 695, 702; the Groyne at, 521 and n, 739n

Corvaisier/Corvaisiers/Covesier, —— (French merchant), 562, 730, 736

Corvoisier/Corvisen, —— (French Capt., served with Deane), 735

Corzzenac, Francois (Seaman, Continental Navy), 806, 815

Costebelle, Pierre-Alexandre Pastour, Chevalier de (Ens. de vaisseau, French Navy), 626, 633, 640n

Cottineau de Kerloguen, Denis-Nicolas (Master): and attack on British stations in Africa, 475; and construction of fort at Cape Lookout Bay, 223–25 and n, 341–42 and n; Continental Navy commission for, 225 and n, 341 and n, 476n; meeting of, with Richard Caswell, 223; on his commitment to the cause of America, 225; recommendation for, 475, 476n; reimbursement for, 225 and n; service of, to North Carolina, 223–25 and n; to: Richard Caswell, 341–42; North Carolina General Assembly, 223–25 (Ferdinand)

Cotton, John (Capt.; shipbuilder at Middletown, Conn.), 30, 31n, 284 and n

Cotton, John, 409

Cotton, Joseph, Jr. (Cpl., Continental Marines; Seaman, Continental Navy), 794, 803, 813

Couché, Charles (soldier), 218
Courter, Harmon (Capt.): American Commission-
INDEX

INDEX 893

Cullam, David (Master, Continental Navy), 589, 782–83 and n, 783; to: John Paul Jones, 738

Culloden, HMS, 688n (George Ballfour)

Cully, John (Sgt., Continental Army), 101

Cumberland, Massachusetts privateer ship, 37n; armament of, 335, 445, 740n; arrival of, in Boston, 283 and n, 335; crew in, 745n; on cruise of, 283; captures: Friendship, 439; Lady Gage, 61–62 and n; Layton, 261 and n, 283 and n, 439, 440n, 445, 446n; Lord Dungannon, 61–62 and n; unidentified Guineaman, 61–62 and n; unidentified privateer, 283; unidentified vessel arrived at Saint-Domingue, 61–62 and n; unidentified vessel from Ireland, 61–62 and n; captures (with Fanny): Lively, 746 and n; Lord Dungannon, 746 and n; Thomas & Henry, 746 and n; recaptures: unidentified schooner, 283 (James Collins)

Cumberland, HMS, 646 (Joseph Peyton)

Cumberland County, Nova Scotia, 137, 347–48

Cumberland Court House, Va., 211

Cummings, —— (ship owner), 696n

Cumming, James (Capt., RN)

Cumming, James (American merchant in France), 509n, 510n, 511n, 737n

Cumming, James (Cap., RN), 650, 773 (Aurora)

Cummingham, —— (ship owner), 696n

Cupid, HM ship-rigged sloop-of-war, 141, 144n

Curieuse, French Navy corvette, 568 (de Trolong Du Romain)

Currency: as cargo, 858; exchange rate, 171; scarcity of, 227, 260; recall of Massachusetts, 260; Rhode Island, 379; types of: bills of exchange, 319, 342, 404, 490; bills on Congress, 263–64; cash, 361, 460; certificates, 490; certificates of exchange, 168; Continental, 169, 227 and n, 260; drafts, 327, 357; hard money, 171, 488; lawful money, 479; loan office certificates, 64, 89, 145, 214; Massachusetts state notes, 169; paper money, 344; pesetas, 251, 252 and n; pesos duros, 251, 252 and n; pesos fuertes, 251, 252 and n; pounds sterling, 227 and n; Spanish milled dollars, 286, 290n; warrants, 145, 146, 191, 243, 272, 279, 296, 315, 340, 343, 412, 460, 474, 481, 488

Currituck, N.C., 501n

Curtis, Robert (Mate, Continental Navy), 792, 811

Curtis, Roger (Capt., RN), 51n (Eagle)

Cushing, Benjamin, 117

Cushing, John (merchant at Boston); and fitting out privateer, 268; Christopher Leffingwell to settle with, 268; and Minerva, 176–77; owns privateer, 809n; from: Christopher Leffingwell, 268; James Lockwood, 472; Robert Purviance and Samuel Purviance, Jr., 176–77

Cushing, Nathan (Judge, Massachusetts Maritime Court, Middle District), 70, 124, 169, 351

Cushing, Thomas (merchant at Boston; member, Massachusetts Council; supervisor, construction of Alliance), 30, 31n, 262 and n, 399

Cushing, Thomas, Jr., 262

Cussard, —— (French merchant), 564

Cutts, Massachusetts privateer schooner, 169–70n; captures (with Dolphin): Neptune, 169 (Silas Smith)

Cuttyhunk Island, Mass., 390

Cygnet, HM ship-rigged sloop-of-war, 364, 650 (William Swiney; Robert Stratford)

Cyprus, British letter of marque ship: armament of, 121, 401, 410; as a prize, 166 and n; at Boston, 410; at Cape Ann, 402; captain, crewmen, and some passengers of, 145 and n; captured by Oliver Cromwell and Defense, 121 and n, 156, 401–2 and n, 410 and n, 428, 460–70 and n; crew of, as prisoners of war, 433 and n, 484; disposition of cargo of, 484; engagement involving, 121, 410; in company with Admiral Keppel, 428; moving of, to Boston, 402; on value of cargo of, 402, 433; on value of, as prize, 155, 433; ordinance of, 155; size of crew of, 121 (Christopher Drake)

Dacres, James Richard (Commdr., RN), 59n, 61n, 650 (Ceres)

Dagget, N. (Prize Master), 827

Dagosbro, Del., 135 and n

Dagworthy, John (Brig. Gen., Delaware Militia), 135, 286; to: Caesar Rodney, 135; from: Caesar Rodney, 286

Dahon, Josiah (Continental Marines), 798

Dale, Richard (Master’s Mate, Continental Navy): and black hole at Mill Prison, 541 and n, 609, 610; escape of from Mill Prison, 541 and n, 548; in Mill Prison hospital, 609; recapture of, 541 and n, 548; sent to black hole, 541 and n

Dalling, John (Maj. Gen., British Army; Gov., Jamaica): and defense of Jamaica, 195; and impressment on Jamaican Station, 143, 145n; and intelligence to United States, 145; on Peter Parker, 195; and preventing trade with United States, 143; and reinforcements for West Florida, 141, 144, 144n; to Lord George Germain, 194–95

Dalling, John (Seaman, Continental Navy), 807, 816

Dalling, Thomas (Capt.), 46 and n (General Sullivan)

Dalton, Edward (Lt., RN), 136–37

Dalton, Tristram (merchant at Newburyport, Mass.), 198n

Danbey and Langley (British merchants), 669

Dana, Francis (Massachusetts Delegate to Continental Congress), 192, 193n, 468, 500, 501n

Dana, Daniel (merchant at Boston), 479

Dampierre, Charles Picot, Chevalier de (Capitaine de vaisseau, French Navy de Sartine, 16–17, 364) (Gabriel de Sartine)

Dames, John (Capt.)

Danel (Ship), French Navy frigate, 568 (Kergariou de la Roche)

Danse, French Navy frigate, 568 (Kergariou de la Roche)

Dansey and Langley (British merchants), 669
INDEX

Daniel, ——, 451
Daniel Bourdeaux & Co. (Charleston, S.C., merchant firm), 858
Danielson, John (seaman), 234
Dartmouth, Mass., 23n
Dartmouth Bay, Mass., 263
D'Archambaut, —— (Master)
Daquin, —— (French locksmith), 722
Daphne, ——, 451
Darcy, Samuel (American merchant at Aix, France), 519n
Darien, Ga., 138, 356, 362
Dartmouth, Lord [William Legge, 2d Earl of Dartmouth] (British Lord Privy Seal), 673
Darrow, Jonathan (Carpenter, Connecticut Navy), 8, 449, 450n; voyage escort, 305; more
Dartmouth, Lord [William Legge, 2d Earl of Dartmouth] (British Lord Privy Seal), 673
Darrow, Jonathan (Carpenter, Connecticut Navy), 8, 449, 450n; voyage escort, 305; more
Davy, Thomas (Capt., RN)
Day, James (Capt., Connecticut Marines), 121 and n, 153, 401, 402n
Day, James (Capt., Connecticut Marines), 121 and n, 153, 401, 402n
Day, John (Continental Marines), 105, 354 and n
David, Laurent (Contractor General of France), 544, 546
David, Joseph (Continental Marines), 122, 801, 814
David, John (Continental Marines), 800, 812
David, Joseph (Foreman, South Quay Shipyard), 79, 80
Davies, John (Continental Marines), 800, 812
Davies, John (Continental Marines), 800, 812
Deacon, William (Commissioner investigating case of Thamas Kouli Kan), 833
Deake, Christopher (Capt.), 121n, 145 and n (Cyrus)
Deake, George, 97
Dead Castle, HMS, 650 (William Parker)
Dean, John (merchant at Boston, Mass.), 169n
Deane (Continental Navy frigate): accounts for, 722–37 and n; ammunition for, 726–28; arms for, 727; arrival of, at Boston, 473; arrival of, at Portsmouth, N.H., 253, 260 and n, 261 and n, 262 and n, 266 and n; as convoy escort, 180n, 260 and n; Beutre/Beutis and, 734; crew, dispute among, 667; crew, ethnic composition of, 667; crew, health of, 733; fitting out of, 490, 615, 616n, 722–37 and n; French marines and, 667; and French naval escort, 245, 667; French workmen and, 723–37; gunpowder for, 727; naval stores for, 723–37, 724, 730; ordered to Boston, 272, 273 and n; ordnance for, 726–28; passengers aboard, 262 and n, 273, 523n; prizes captured by, 262; provisions for, 728–29, 733; sails for, 723, 730; sails with Duc de Choiseul, 342; security of, 272; and shipment of clothing, 253, 273 and n; and shipment of supplies, 245, 511, 768; supplies for, 723–37; value of goods shipped in, 767, 768n; voyage of, 262; wood for, 733; captures: Illustrious Hero, 587, 659, 660n, 667, 668n; two unnamed ships, 587; burns: unnamed prize, 262 (Samuel Nicholson)
Deane, Barnabas (merchant at Wethersfield, Conn.), 41, 90; from: Henry Laurens, 90; Dudley Saltonstall, 284
Deane, Christopher (seaman), 235
Deane, Jesse, 516 and n, 590, 765 and n
Deane, Joseph, 175
Deane, Silas (American Commissioner in France): and British proposals, 578, 579; and British spy, 578, 579; and commissioning of Continental Navy officers, 310; departs for America, 581, 610, 611, 612n, 698; and escape of mariner from British, 836n; and William Hodge, 584 and n, 698; and Arthur Lee criticisms, 579, 580; and money for French Navy frigate, 274; on British forces in America, 685–87; on destination of d’Estaing’s fleet, 686–87; on Pierre Comte d’Estaing, 519 and n, 538n; and prizes of Revenge, 658n; recall of, 579, 580; and status of Revenge, 526; travels with d’Estaing’s fleet, 617, 618n; and Jonathan Williams, Jr., as Continental Commercial Agent, 508; to: Comte d’Estaing, 685–87; from: Francis Coffyn, 555–56; Gustavus Conyngham, 525–26; Comte d’Estaing, 519
Deane, Simeon (merchant at Petersburg, Va.): carries letters, 349 and n; and Continental Congress, 200 and n, 261 and n; and Franco-American treaty, 266 and n; journey of, to Continental Congress, 122n, 200 and n, 253, 266 and n, 394, 395n, 482; mission of, 200 and n; and news of Franco-American alliance, 261
INDEX

895

and n; on morale of American people, 121; to send intelligence, 121; to: American Commissioners in France, 121–22
Deangelis, Paschal (seaman), 234
Dearborn, Joseph, 258
Dearborn, Peter, 257–58 and n
Defiance, ——, 736
Dearing/Dearen, Joseph, 258 and n
Delancy, ——, 736
Delany, Cornelius (Boy, Continental Navy), 807, 816
Delap, Samuel & Jean-Hans (merchants at Bour-
deaux, France), 287, 290n, 523, 524n, 542, 665
Delaroch & Hugon (Port-au-Prince merchant firm), 859
Delamay, —— (French merchant), 722
Delaville, M. (Collector at Bordeaux for Contractor General of France), 544, 546
Delaware, Continental Navy frigate, 189, 191n, 500, 501n (Charles Alexander)
Delaware, HM armed ship (formerly Continental Navy frigate Delaware), 163, 164 (James Watt)
Delaware: citizens of, kidnapped, 377–78; Court of Quarter Sessions, 406; loyalist activity in, 201n; on state’s share of captured, abandoned, or stranded enemy vessels, 406; trade with enemy by citizens of, 378–79n, 405–6
Delaware Bay, 125, 131, 406, 430 and n, 517, 518
Delaware General Assembly, 405–7
Delaware River, 42; abandoned vessels as prizes in, 406; Isaac All’s knowledge of, 687; American armed boats operate in, 182, 696n; British convoys in, 72, 98n, 125–26 and n; British fleet in, 168; British naval flotilla in, 460, 461n; British naval operations in, 304; British packet boat and, 173, 221n; British raid up, 285, 308–10 and n, 321–22, 331, 332n, 358, 409; British take post at, 331; British transports captured in, 696; Continental frigates lost in, 64, 189, 500, 501n; control of, 331; defense of, 189 and n; defenses on, 176, 687; HMS Eagle at, 72; Experiment and, 339; falls of, 175; ferry on, 310n; Griffith and, 307–8; hazards to navigation in, 256 and n, 686; Viscount Howe and, 72, 171; obstructing, 189 and n; on British Army’s intention to cross, 467; on British control of, 249; on British frigates stationed in, 305; on British raid up, 321, 336 and n, 393; on defeating British forces by French fleet entering, 687; on defense of, 189 and n; on mouth of, 687; Pennsylvania Navy and, 151, 174, 175, 249, 321, 413, 414n, 422, 447; Reedy Island in, 369n; suitability of, for large warships, 686; transfer of men from, 413, 414n; vessels scuttled in, 74
De Layne, ——, See De Luines
De Luines, ——, 358n, 861
Demers, James (Capt.), 724
Demeret/Demerritt, Samuel (Seaman, Continental Navy), 806, 815
Denison, William (cooper), 233
Denison, William (Capt.), 124n (Spring Bird)
Dennison, Bradstreet (Capt.), 754 (Gardoqui)
Dennis, James (Capt.), 247 (Angelica)
Dennis, William (Capt.), 247 (Angelica)
Dennis, William (Capt.), 477 (Gardoqui)
Dependence, HM armed galley: Journal, 197, 412, 421; Master’s Journal, 85; engaged by American battery, 421; fires on rebel whaleboats, 412; captures: American guard boat, 85 and n (James
Clark
Depouzole, Joseph M. (Continental Marines), 805
Derancep, —— (French merchant), 565
Derby, Elias Hasket (merchant at Salem, Mass.), 5, 6n, 351n; to: Massachusetts Council, 148–49
Derby, John (merchant at Salem), 5, 6n
Derby, Richard, Jr. (merchant at Salem), 5, 6n
Derby, Pa., 358n
Dermeres, —— (French merchant), 729
Des Ruissaux, —— (Seaman, Continental Navy), 684
Desgrais, ——, 736
Desany, —— (French merchant), 726
Deschamps de Villaine, Joseph (Capt., French Army), 628, 635, 641n
Deseada Island, French West Indies, 69 and n
Dessau, L. (Master)
Diana, 700n
Diamond, Rhode Island privateer sloop, 700n; captures: Woodcock, 700n (Thomas Stacey)
Diana, Swedish snow: captured by Lizard, 248 and n (Harman Helvag)
Dibiry, Martin (merchant at Bilbao, Spain), 742, 743
Dickinson, Jeremiah (Master), 859 (Little Charles)
Dickinson, Philemon (Maj. Gen., New Jersey Militia), 308, 310 and n, 336 and n; to: George Wash-ington, 308–10
Dickinson [Dickerson], Richard (Capt.), 24 and n
Dickison, Thomas (Master and ship owner), 858
Dickman, William (Capt.), 691, 692n (Barbar}$ Packet
Dickson, David (merchant at Boston), 6 and n, 226, 227n
Diers, —— (Baron), 737
Diggès, Dudley (Member, Virginia Council), 345, 360, 431, 450
Diggès, George, 559n; Statement, 559
Diggès, Thomas (British spy), 559n
Diggès ——, 730, 735, 736
Diggès, Se Degge, James
Dighton, Mass., 283 and n
Dikins, Edward (Master), 169 (Mary Ann)
Diligence, Virginia Navy armed galley, 422, 423n (Johannes Watson)
Diligence, HM brig-rigged sloop-of-war: Journal, 43; captures American vessels in Mississippi River, 10, 13n; captures (with Antelope): John, 43 and n, 599 (Thomas Davye)
Diligence, British packet boat, 141
Diligent, HM armed brig: Journal, 188, 200, 275, 366; and capture of brig, 366 and n; and Connecticut privateer boats, 200, 275; operations involving, 200, 228 and n; and raid on Long Island, 220; station of, 412 and n; burns: Connecticut privateer boat, 275 (Thomas Farnham)
Diligente, French Navy frigate, 55, 57, 58n, 568 (Vicomte Du Chilleau de La Roche)
Diseases: Smallpox: afflicts American prisoners of war, 429; among crew of Tyrannicide, 253–56; De- fence and, 153, 157; fear of, 247; in Boston, 84, 168, 214 and n; inoculation for, 157, 255; in Re-sistance, 259
Dispatch, brig, 739 (Emmanuel Le Gete)
Dispatch, Continental packet brigantine, 59, 116, 273 and n (John Brown)
Dispatch, schooner: captured by Reprisal, 20, 21n
Dispatch, schooner, 270n, 395n (Corbin Barnes)
Dispatch, schooner: capture of, 93, 107, 109, 110n; disposition of captured cargo of, 93; dispute con-cerning, 109, 110n; Gálvez and, 107, 108n; repre-sentation of, 244, 245n (James McCraight)
Dispatch, HM ship-rigged sloop-of-war, 72, 74n, 98 and n (Christopher Mason)
Dispatch boat, 743, 744n
Dispatches: precautions concerning, 395; secrecy concerning, 395; sending of, to France, 395, 396
Dissteguy Larralde et fils, 711, 712, 714n
Diver, Anthony (Captain), 297n (Civil Usage)
Dixey, John (ship owner), 124 and n
Dixey, Thomas (Gunner’s Mate, Continental Navy), 548 and n
Dixon, John (publisher, Virginia Gazette), 201 and n
Dobbs, Mooreman (Pet., Continental Army), 101
Dobbs, William (Lt., RN): John Paul Jones and, 766; mental state of, 766; representatives for fam-i-ly of, 766; treatment of, 766; wounding and death of, 600 and n, 605, 675–76 and n, 707, 707 and n, 759, 761n, 766
INDEX

Dos Santos, Anthony Dias (ship owner), 329, 330n
Doten, Thomas (Lt., Massachusetts Navy), 486, 487n
Dougal, John (Seaman, Continental Navy), 759
Douglas, Billy (Lt., RN), 326 and n, 650 (Antigua)
Douglas, John (seaman), 844
Douglas, Jonathan, 419
Douns, William (Seaman, Continental Navy), 794
Dove, schooner: captured by Terrible, 70 (John Mc-
Dover, Del., 64
Dowe, Jesse (steward), 233
Downey, John (Seaman, Continental Navy), 788
Dowsit/Dowsitt, Charles (Seaman, Continental Navy), 805, 813
Douglas, Billy (Lt., RN), 326 and n, 650 (Antigua)
Douglas, John (seaman), 844
Douglas, Jonathan, 419
Douns, William (Seaman, Continental Navy), 794
Dove, schooner: captured by Terrible, 70 (John Mc-
Dover, Del., 64
Dowe, Jesse (steward), 233
Downey, John (Seaman, Continental Navy), 788
Dowsit/Dowsitt, Charles (Seaman, Continental Navy), 805, 813
Dovers, Peltier du (French merchant), 722, 730, 731
Dragon, ship: captured by Emerald, 27 and n, 859
(Claude Bondit)
Drafay, William Henry (South Carolina Delegate
 to Continental Congress), 192, 193n, 468
Dreadnought, armed boat tender, 354, 355n
Dreadnought, East Florida Provincial Navy galley,
 231, 232n
Drew, James (Lt., RN), 220 and n, 366n
Drew, John (Capt., South Carolina Navy), 387
Driver, John (Seaman, Continental Navy), 788
Droger, Jonathan, 419
Drouet, Louis (Master), 859 (Lanoir)
Druitt, Hamilton (Cpt., Virginia Navy), 114, 178n
Dubois, Jean (Seaman, Continental Navy), 731
Dubois, Louis (Seaman, Continental Navy), 731
Dublot, Pierre (Seaman, Continental Navy), 731
Dudley, William (Seaman, Continental Navy), 731
Duff, John (Master), 196n
Dufren, —— (steward), 233
Duff, John (Master), 196n
Dufren, —— (steward), 233
Dukin, Thomas (Seaman, Continental Navy), 759
Duke, William (Seaman, Continental Navy), 731
Dupont, Charles, 376
Duress, sir: captured by Phoenix, 860 (John Cor-}
Drey, John (Seaman, Continental Navy), 788
Druett, Louis (Master), 859 (Lanoir)
Druitt, Hamilton (Cpt., Virginia Navy), 114, 178n
Dubois, Jean (Seaman, Continental Navy), 731
Dubois, Louis (Seaman, Continental Navy), 731
Dufren, —— (steward), 233
Duff, John (Master), 196n
Dufren, —— (steward), 233
Dukin, Thomas (Seaman, Continental Navy), 759
Duke, William (Seaman, Continental Navy), 731
Dupont, Charles, 376
Duress, sir: captured by Phoenix, 860 (John Cor-
Dry goods: as cargo, 14, 27n, 99n, 120n, 121, 123, 186n, 207, 248, 250n, 262, 272n, 280n, 282, 298, 335, 341, 355, 358, 400, 416n, 445, 446, 468, 703n, 824, 858, 860, 862; Marlborough captures, 820, 821; Oliver Pollock and shipment of, 324; on price of, 394
Du Chesnoy, Michel Capitaine, 337, 338n
Du Chilleau de La Roche, Charles-Louis, Vicomte (Lieutenant de vaisseau, French Navy), 58n
Du Doyer, Jean Peltier (merchant at Nantes, France), 563
Du Chene, —— (French merchant), 727
Duchesse de Grammont, ship, 509, 767, 768n, 786, 787n (Poidras)
Duchilleau de la Roche, Vicomte (Lieutenant de vaisseau, French Navy), 58n
Duchesne, Mathurin (Seaman, Continental Navy), 787n (Poidras)
Duchesne, —— (French merchant), 563
Duchesne, —— (French merchant), 806, 815
Ducamp, —— (French merchant), 724
Duc de Choiseul, French armed ship: armament of, 179, 180, 180n; arrival of, in Boston, 343n; capsizing and sinking of, 179, 180, 180n; captured by Blonde, 179, 180, 180n, 343n; Continental Congress' stake in cargo of, 180n; crew of said to be drunk, 179; Douse sails with, 342; fate of, 473, 474n; size of, 180; size of crew of, 179, 180; stripping of masts and rigging of, 180n (Jean Heraud)
Duc-de-Bourgogne, French Navy ship of the line, 549 (Vicomte de Rochechouart)
Ducamp, —— (French merchant), 724
Duc de Choiseul, French armed ship: armament of, 179, 180, 180n; arrival of, in Boston, 343n; capsizing and sinking of, 179, 180, 180n; captured by Blonde, 179, 180, 180n, 343n; Continental Congress' stake in cargo of, 180n; crew of said to be drunk, 179; Douse sails with, 342; fate of, 473, 474n; size of, 180; size of crew of, 179, 180; stripping of masts and rigging of, 180n (Jean Heraud)
Duc-de-Bourgogne, French Navy ship of the line, 549 (Vicomte de Rochechouart)
Ducamp, —— (French merchant), 724
Duchesne, —— (French merchant), 563
Duchesne, Mathurin (Seaman, Continental Navy), 806, 815
Duchesse de Grammont, ship, 509, 767, 768n, 786, 787n (Poidras)
Duchilleau de la Roche, Vicomte (Lieutenant de vaisseau, French Navy), 16-17 and n (Diligente)
Duck Creek, Del., 378 and n
Duck Creek Packet, schooner, 378 and n (Cook)
Duckett, —— (Almoner, Gosport, England), 669
Dudington [Dudgingston], William (Capt., RN), 553, 617 and n, 663; from: Lords Commissioners of the Admiralty, 553 (Boston)
Dudley, Miles (seaman), 235
Duer, William (New York Delegate to Continental Congress), 201n, 368n; from: Maryland Council, 421-22
Duff, Robert (Vice Adm., RN), 571-72, 573, 673, 674n; from: Lords Commissioners of the Admiralty, 571-72
Dugan, —— (merchant at Baltimore), 176, 861
Duggan, James (Seaman, Continental Navy), 788
Duke of Grafton, sloop: captured by St. Albans, 861 (Nicholas Henson)
Duke of Marlborough (seaman), 826
Duke of Portland, schooner: captures: Two Brothers, 691, 692n (Conner)
Dumas, Charles-Guillaume-Frédéric (correspondent for America in Holland): from: Arnold Henry Dohrman, 666-67, 667-68
Dunfrieds, Scotland, 643
Dumont & Hassell (merchant firm at Martinique), 437
Dunbar, Richard (RN), 354, 355n
Dunbeaux, Thomas (Seaman, Maryland Navy), 353
Dunbin, —— (Maj., North Carolina militia), 152
Duncan, Henry (Capt., RN; First Captain), 86, 118
Duncan, James (Capt.; ship owner), 134 and n, 171 and n, 391 and n (Rose)
Duncan, William (Boatswain, Continental Navy), 771n, 777
Duncan, William (Pilot, Ocracoke, N.C.), 462n
Duncras, —— (French merchant), 723
Dunfering Mt., N.Y., 85 and n
Dunford, William (Master, Virginia Navy), 474
Dungarvan, Ireland, 841
Dunham, ——, 104
Dunham, Samuel, 420
Dun Horse Tavern, Cooper’s Ferry, N.J., 392
Dunk’s [Dunck’s] Ferry, N.J., 75
Dunkerque [Dunkirk], France: British ships cruising off of, 567, 570; Coffyn on advantages of to American trade, 556; Coffyn wishes to represent United States in, 556; Continental cutter Revenge sails from, 580n; inward-bound vessels, 575, 577, 860, 862; outward-bound vessels, 575, 577 and patrol area of French Navy frigates, 549, 550; Revenge purchased at, 660n
Dunmore, HM brig tender: escors Virginia into Hampton Roads, 8 and n; prizes of, 98; tender to Otter, 248; captures: Francois, 98 and n; Hanly, 27 and n; L’Source, 98 and n; La Loup/Resource, 248 and n; Mariaine, 27 and n; St. Francois, 248 and n; captures (with Dasher): unidentified polaca, 98, 99n (John Wright)
Dunn, Samuel (Capt.): memorial of, 543 (Venus)
Dunton, Isaac (Master), 218, 237, 254, 255n
Dunwill, John (fisherman): petition of, 301
Dupré de Saint-Maur, Nicolas (Intendant at Bordeaux, France), 781 and n, 783
Durand, —— (French merchant), 729
Durfee, Joseph (Capt., Massachusetts Militia), 283 and n
Durfort, Louis-Nicholas, Chevalier de (Capitaine de vaisseau, French Navy), 569 (Atalante)
Durgin, Daniel (Midn.; Mate, Continental Navy), 791, 800, 811
Durham, N.H., 795, 797, 801, 805
Durham Point, N.H., 803, 804, 809n
Dunibin, —— (Maj., North Carolina militia), 152
Dundas, Charles (Com., Rhode Island Militia), 327, 328n
Dunwill, John (fisherman): petition of, 301
Dupré de Saint-Maur, Nicolas (Intendant at Bordeaux, France), 781 and n, 783
Durand, —— (French merchant), 729
Durfee, Joseph (Capt., Massachusetts Militia), 283 and n
Dufouet, Louis-Nicholas, Chevalier de (Capitaine de vaisseau, French Navy), 569 (Atalante)
Durgin, Daniel (Midn.; Mate, Continental Navy), 791, 800, 811
Durham, N.H., 795, 797, 801, 805
Durham Point, N.H., 803, 804, 809n
Dunsmuil, —— (French merchant), 727
Dutch, John (merchant at Salem, Mass.), 493n
Dutchess of Brunswick, ship, 664 and n (William Shaw)
Duval, Francois (Continental Marines), 805, 815
Dyer, Caleb (Sailing Master, Massachusetts Navy), 486, 487n
Dyer, Charles (Col., Rhode Island Militia), 327, 328n
Dyer, Nathaniel (seaman), 235
Dyer, Nathaniel (seaman), 235
Dyer, Nathaniel (seaman), 235
Dyer, Nathaniel (seaman), 235
Eagle, Pennsylvania Navy guard boat, 241 and n (Daniel Murphy)
INDEX 899

Eagle, brig: captured by General Montgomery, 409 and n; recaptured by Rainbow and Arbuthnot, 409
Eagle, brig: captured by Raleigh and Alfred, 46n, 69 and n; escape of, 69n (J. Morgan)
Eagle, Massachusetts privateer brigantine: captured by Tortor, 424 and n; (Elijah Luic)
Eagle, Massachusetts privateer schooner: captures: Fanny, 116n (Elijah Freeman Payne)
Eagle, HMS: awaited at Philadelphia, 51; carries Viscount Howe, 72, 168; in Delaware River, 168; reportedly lost in gale, 266 and n; sick crewmen from, 171 (Roger Curtis)
Eairs, James (Ship’s Tailor, Continental Navy), 802, 814
Edward, Peter (Boy, Continental Navy), 802, 814
Edward, Robert (Prize Master, Continental Navy): from: Abraham Whipple, 745
Edmunds, John (seaman), 235
Edwards, Edward (Master), 858 (Ann)
Effingham, Continental Navy frigate: at Borden- town, N.J., 222, 223n; destruction of, 189, 191n, 285, 298 and n, 308, 310n, 321 and n, 336 and n, 358, 359n, 393, 395n, 500, 501n; scuttled, 223n (John Barry)
Egg Harbor, N.J., 247
Ekerman, Noah (seaman), 217
El Ferrol, Spain, 412; Nymthe sails from, 266; outward-bound vessels, 280n, 302n, 365n; Spanish warships from, 664
Elbe River, 688n
Elbert, Samuel (Col., Continental Army), 53n; advance of troops of, 81; and capture of Hinchinbrook, Rebecca, and a “watering” brig, 138; and landing on Frederica L., Ga., 135–36 and n; and march of refuge South Carolina loyalists, 230; on advance of force commanded by, 230; on operations of detachment commanded by, 81; on size of detachment commanded by, 81; Orders of, 135–36; whereabouts of, 230, 232n; to: George Melvin, 76–77; John White, 178; Robert Howe, 138
Elbowen, Nathaniel (Seaman, Maryland Navy), 353
Eldred, James (Lt.), 323, 324n, 453 and n, 818–19, 822, 823, 824, 827, 829n, 830n, 831n
Eldridge, Daniel (Prize Master), 233
Eldridge, Thomas (seaman), 244, 245n
East Indies, 601
Easton, John (North Carolina commissary), 120n, 201n, 354, 385, 396
Eastern Shore, Maryland, 201n, 354, 385, 396
Elizabeth Islands, Mass., 304 and n, 303; British raid on, 220, 263, 266n, 268, 275, 303 and n, 334 and n, 348, 366, 390, 403, 455; defense of, 348–49; livestock on, 220
Ellery, William (Rhode Island Delegate to Continental Congress; Member, Marine Committee, Commerce Committee, Committee on Appeals), 285n; and letter for Continental Commerce Committee, 285 and n; and size of new Continental Navy frigates, 489, 491n; appoints Schweighauser commercial agent at Nantes, France, 508; on abilities of John Sullivan, 190; on
adding members to the Continental Navy Board of the Eastern Dept., 190; on British conciliatory proposal, 192, 193n; on losses suffered by Continental Navy, 189; on New Hampshire’s representation in Continental Congress, 192, 195n; on other states neglect of Rhode Island, 190; on proposal to grant half-pay for life to Continental Army officers, 192; on Rhode Island loyalist changing loyalties, 190; on situation of Rhode Island and appointment of John Sullivan, 190; on successful conclusion of war, 278; report written by, 75n; William Vernon writes, 455 and n; to: William Vernon, 189–91, 278; William Whipple, 191–92, 499–501
Ellingwood, —— (served with Drane), 732
Elliot, Andrew (Superintendent of the Port of New York), 118; to: Viscount Howe, 118
Elliot, Charles (seaman), 234
Elliot, George (Capt., Virginia Navy): and escorting ship carrying supplies, 105–6; and fitting out Safeguard, 80 and n; orders for, 492; orders to, countermanded, 105; pilot of, 92 and n; receipt for, 105–6 (Safeguard)
Elliot, James (Lt., Willing Expedition), 244, 245n, 324, 325n
Elliot, John (Commo., RN): appointment of, as commodore, 552–53; to transport Carlisle Commission, 552 and n; from: Lords Commissioners of the Admiralty, 552–53 (Trident)
Elliot, John (Capt., Continental Marines), 734
Elliot, Robert (Col., Rhode Island State Artillery), 187, 188n
Elliot, Thomas (Pvt., Continental Army), 102
Elliot & Davis (merchant firm at Petersburg, Va.), 203
Elliot, George (Capt., Virginia Navy), 80, 383 (Safeguard)
Elliot, Henry (seaman), 235
Elliot, James (Lt., Continental Army), 9n
Elliot, John (seaman), 235
Elliot, Samuel (Cook, Continental Navy), 791
Elliot, Samuel (Connecticut State agent at Boston), 161
Ellis, British privateer ship, 644 and n; captures: Endeavour, 696 and n; three unnamed vessels, 644 and n (T. Jolly)
Ellis, Alexander (Lt., RN): and advance of Georgia Navy armed galleys, 44; and supplying Casswell, 462 and n; from: Continental Marine Committee, 167–68, 448; loyalty oath of, 448 and n
Ellis, Robert (Seaman, Continental Navy), 795, 812
Ellison, Henry (Justice of the Peace, Whitehaven, England), 592, 595, 597; to: Earl of Suffolk, 595; report, 597–99;
Ellipstone, George Keith (Capt., RN), 38, 39n; from: Viscount Howe, 87 (Pereus)
Elwin, —— (French merchant), 725
Elzey, Nancy, 8n
Elzey, Robert, 8n
Elzey, Sally, 8n
Embargo, 195
Emerald, HM frigate: Journal, 52, 66, 92, 98, 370; and blockade of Chesapeake Bay, 98, 135 and n, 279, 280n; escorts Virginia, 8; and Hampton Roads, 8, 52, 183; mistaken for another British warship, 224, 225n; naval stores needed by, 135; possible attack on, 183; provisions for, 66; and repair of Virginia, 66 and n, 92 and n; repairs for, 66, 135; tender of, 66, 346 and n, 370 and n; captures: Alexandrine, 27 and n; Courier de Miquelon, 27 and n, 859, 863n; Dragon, 27 and n, 859; Elegante, 859; Friendship, 859; Kitty Delaney, 859; Polly, 859; Virginia, 29 and n, 27 and n, 859; captures (with Richmond): Elegante, 27 and n; burns: unnamed sloop, 859 (Benjamin Caldwell)
Emery, Caleb (Seaman, Continental Navy), 702
Emery, John (American merchant, Bilbao, Spain), 512, 513, 529; to: Benjamin Franklin, 527–29
Empress of Russia, British transport ship, 382n
Endeavour, sloop: captured by Hotham (Potter’s tender), 31 and n (Samuel McLennan)
Endeavour, sloop: captured by Ellis, 696 and n (Potter)
Engageante, French Navy frigate, 569, 720 (Chevalier de Gras-Preville)
England: American prisoners of war to be sent to, 306; as destination of British forces from America, 687; British Marines to be sent to, 339; captured French seamen sent to, 73; cruise of Ranger and inhabitants of, 704; Sir William Howe’s return to, 173, 247n, 307; Viscount Howe’s return to, 173, 306; inward-bound vessels, 265n, 409n, 439, 674n; James Young’s return to, 648; men from aboard Raleigh, 795, 796, 797, 798, 799, 800, 805, 807; on relations of, with Spain, 94; outward-bound vessels, 596; possible invasion of, 673–74; return of Byron’s fleet to, 655; return of Carlisle Commission to, 552; ships from Leeward Islands station to be sent to, 657
English Channel, 575, 577, 607–8
English, William (Seaman, Continental Navy), 702
English Channel, 575, 577, 607–8
English Harbour, Antigua, 45, 649
Engs, Maddet (Master), 858 (Franklin)
Ensign, David (coxswain), 233
Enterprise, South Carolina privateer brig: captures (with Defiance): Betsey, 603
Enterprise, HMS: pursues Revenge, 526n; tender of, burned, 525, 526n, 536 and n; recaptures: Betsey, 521n; Hope, 521n, 526n, 536n (Sir Thomas Rich)
Enterprise, sloop: captured by Carysfort and Lizard, 858 (Timothy Pearce)
Erskin & Mitchell (Boston merchant firm), 859
Erwin, James (Capt., Pennsylvania Navy), 241 and n (Terror)
Esk, British transport ship, 193n (William Ridden)
Espic, —— (French joiner), 722
Espigé, French Navy louterge, 568
Espigonne. See Coriolis d’Espigonne
Essau, Joseph (ship owner), 280n
Essex Co., Mass., 114, 483n
Esson de Saint-Aignan, François-Charles-Gabriel, Vicomte d’ (Garde de la marine, French Navy), 716, 717 and n
Estaing, Charles-Hector, Comte d’ (Vice Adm., French Navy): aid to, 640n; authority of, 611–12 and n; command style of, 611, 612; intelligence concerning fleet commanded by, 571–72; on composition of fleet of, 593; on design of ships in Toulon fleet, 718–19, 719–20; on destination of fleet commanded by, 593, 594n, 606; on fostering competition between gun crews, 629, 636; on intelligence of destination of fleet of, 593; on operational plans of, 593, 594n; on recording the trim of ships, 718, 720; on scouting fleet of, 594; station of, in Languedoc, 628, 635, 640n; *Esther*, schooner: burned by *Hammond*, 446; to: Gabriel de Sartine, 557–58, 558, 574–15, 715, 716, 717–19, 719–20; Silas Deane, 519; from: Silas Deane, 685–87; *summary of instructions from*: Louis XVI, 517–18, 518–19
Étourdie, French Navy frigate, 364; armament of, 568; boat from, helps extinguish fire on American privateer in St. Pierre harbor, 55, 57; chases British frigate to Dominica, 16–17; in Brest fleet, 546; location of, 548; prevents capture of American vessel at Prêcheur, 16–17; stationed at St. Pierre, Martinique, 16–17 (Marquis de Montbas) *Eve*, ——, 559
Evans, J. (Capt.), 695, 696n (Lydia)
Evans, John (Commo., RN), 601, 624, 688n (Invincible)
Evans, Wiggan (Continental Marines), 803, 814
Eve, Oswald (Pennsylvania Loyalist, shipbuilder), 256 and n
Évillé, French Navy ship of the line, 549 (Chevalier de Borderu)
Everett, Michael (Seaman, Continental Navy), 122, 795, 812
Everitt, Charles Holmes (Capt., RN), 43n (Antelope)
Everitt, Michael John (Lt., RN), 22 (Budgey)
Everts, James (seaman), 234
Exchange, sloop: captured by General Arnold, 262 and n; captured by True Briton and Elizabeth, 391 and n (John Wardell)
*Exeter*, HMS, 601 (John Neal Pleydell Nott)
*Exeter*, England, 555
Exeter, N.H., 800
*Experiment*, HMS; Journal, 322–23, 470; in company with *Raisable* and *Diamond*, 466 and n; pursues *Providence*, 786, 787n; station of, 202, 305, 339; tender of, 391 and n; to join Howe’s fleet, 339; *captures*: *Portsmouth*, 167n, 322–23 and n, 417n; *Wexford*, 470–71n (Sir James Wallace)
Eyquem, Pierre (Seaman, Continental Navy), 806, 815
Eyre, Edmund (Maj., British Army), 496 and n, 497, 498n
Eyres, Benjamin (Philadelphia shipbuilder), 393, 394n
Fady, Jean (Continental Marines), 807, 815
*Fair American*, South Carolina letter of marque brigantine, 155n (Charles Morgan)
Fairbank, —— (Capt., King’s American Regiment), 163
Fairchild, Lewis (seaman), 234
Fairfield, Rhode Island privateer brigantine, 124n; *captures*: *Whos*, 123 (James Hoey)
*Fair Play*, Massachusetts privateer brigantine, 683; *captures*: *Free Briton*, 683 and n (Isaac Somes)
Fairservice, Robert (Captain’s Clerk, Massachusetts Navy), 486, 487n
*Falcon*, HM ship-rigged sloop-of-war, 366 and n (Harry Harmood)
Falconer, Nathaniel (Capt.), 451n
Fall River, Mass., 188, 196n, 443, 496, 497–98 and n
Falls, James (Gunner, Continental Navy), 759, 761n, 846
Falmouth, England, 168, 221n, 653, 752, 754
Falmouth, Mass., 275n
Falmouth, Me.
*Fanny*, Massachusetts privateer brigantine, 670 and n (John Lee)
*Fanny*, letter of marque ship, 825, 826, 830n; captured by *Marlborough*, 83n, 825 (William Allenson)
Fannere, Francis (Long Island refugee), 352
Fanning, John (Lt., Continental Marines), 42, 43, 43n
*Fanny*, brig, 116 and n; captured by *Eagle*, 116n (William Tokely)
*Fanny*, Massachusetts privateer brigantine, 37n, 527, 529–30n, 746n; *captures*: *Hanover Planter*, 529–30n; *captures* (with *Cumberland*): *Lively*, 746n; *Lord Dunangon*, 746n; *Thomas & Henry*, 746n (John Kendrick)
Fanny, British armed transport ship, 382 and n (Daniel Sinclair)
*Fanny*, snow: armament of, 525, 526n, 536; captured by *Revenge*, 521 and n, 525, 526n; cargo of, 525, 526n; sent to Martinique, 521 and n, 525, 526n (William St. Barbe)
*Fancy*, Antigua privateer: *captures* (with *Surprise*): unidentified schooner, 294 and n
Fanshawe, Robert (Capt., RN): accused of arson, 38, 39n; and inquiry into loss of *Hinchinbrook* and *Rebecca*, 212; and marines for East Fla., 213; and rebel sailings from Charleston, S.C., 172; commands *Carysfort*, 213n; squadron of, and patrolling North Carolina coast, 87; to obstruct French ship, 87 (Carysfort)
*Fantasque*, French Navy ship of the line, 568, 621, 622, 718, 719 (Bailli de Suffren de Saint-Tropez)
Fargo, Samuel (seaman), 235
Farmer, Ebenezer (seaman), 234
Farmers-General, France: officers of, at Bordeaux,
INDEX

Ferguson, David (Seaman, Maryland Navy), 19
Ferguson, George (resident of Tobago), 775
Ferguson, James (Capt., RN), 171 and n; from: Andrew S. Hamond, 50–51 (Bruné)
Ferguson, Niel (merchant at Albany, N.Y.), 861
Ferguson, Robert (Surgeon’s Mate, Virginia Navy), 270 and n
Ferguson, Adam (resident of Tobago), 775
Ferguson, John (Comdr., RN): and British merchant vessels at New Orleans, 107 correspondence of, 37n, 106, 107n, 291, 317, 318n; and fugitive slaves on Sylph, 37n; and Rebecca, 10, 13n; threatens New Orleans, 288, 290n (Sylph)
Fernald, Edward (Seaman, Continental Navy), 792
Fernald, Joshua (Seaman, Continental Navy), 799
Fernald, Simeon (Carpenter, Continental Navy), 791, 811
Fernald, Theodore (Fifer, Continental Navy), 795, 814
Fessay, Connecticut privateer schooner: captures (with Retaliation): Liverpool, 390 and n; True Love 390 and n; from: Joshua Griffith
Fettyplace, Edward, Jr. (Capt.), 70 and n (Dolphin)
Fichet, Joseph (ship owner), 697n
Fiddity, schooner, 369 (Roger M’Carty)
Field/Fields, Ebenezer (Armorer, Massachusetts State Armory), 479 and n
Fier Rodríguez ship, 475, 476n (de Montant)
Figuera, Portugal, 530
Finances: collection of taxes and, 344; of United States, 242, 264, 344
Finisterre, Cape, Spain, 535, 551
Finn, John (boatswain), 824–25, 830n
Fire Island Inlet, 358
Fire & Co., 728
Firewood: collection of, 72, 275; expedition to collect, 85 and n; for sick crewmen of Tyannidade 356; for sick soldiers and sailors, 454; prize broken up for, 96
Firth of Clyde, Scotland, 617 and n
Fish: as cargo, 116 and n, 186n, 386
FishHawk, schooner: burned by Hamond, 446
Fisher’s Island, N.Y., 403
Fisher, Henry (Maj., Delaware Militia), 250n
Fisher, John (Capt.), 824 (Kitty)
Fisher, Thomas (Capt.), 617 (Favorite)
Fiskill Landing, N.Y., 498n
Fisk, John (Capt., Massachusetts Navy), 464, 465n
Fisk, John (merchant at Salem, Mass.), 351n
Fisk, John (ship owner), 697n
Fitzgerald/Fitzgerrald, John (Seaman, Continental Navy), 792
Fitzherbert, Thomas (Capt., RN), 347, 348n; from: Henry Mowat, 137–38 (Raisinaté)
Fitzpatrick, David (Seaman, Maryland Navy), 353
Fitzpatrick, William (Seaman, Maryland Navy), 353
Fitzsimmons/Fitz Simons, Nicholas (Lt., Pennsylvania Navy), 391, 393n
Fitzsimmons, Thomas (merchant at Philadelphia), 393, 394n
Fitzoy, ——, 669

Flags: ensign staff, 239; British: British fleet chase signal, 271; British frigate and display of, 714, 715; burning for, 431–42, 461; captured ship flying Dutch, 692n; chased vessel raises, 186; Continental ship Ranger flies, 582; flown by British Navy ships, 147; frigate fires on ship to force respect for, 179; letters of marque fly in battle with Americans, 120; merchant ship hoists, 323; Ranger hoists, 839; French: American prize displays, 666, 667; British ships use as decoy, 120; ensign, 82; on American merchantmen flying, 82; Ranger hoists French jack, 839; Ranger hoists Dutch, 839; signal, 531, 533; Spanish: bateaux with supplies for United States to travel under, 324, 325n; flown by French merchant ship, 171; hoisted on American prize, 317, 318n; and shipment of American goods, 287, 288; and transportation of American supplies up Mississippi River, 293; United States/Continental, 740; at Fort Hancock, Cape Lookout Bay, N.C., 224; Connecticut Navy ships and, 120, 333 and n; Continental Navy, 147; ensign, 215; flown by captured American merchant vessel, 654; flown by Revenge described, 664; French, 179; inversion of, 680–81; Massachusetts privateer and, 6; Massachusetts privateers fly, 453; of Boston, displayed at half mast, 666; pennant, 215; privateer flies Continental, 818; privateer flying American, 666; privateer strikes, 388; Ranger displays American, during engagement with Drake, 738; Ranger flies British, inverted, 680–81; salute of, 527, 535, 612–13

Flags of Truce: William Barton and, 187; convoy to proceed under, 73; for Henry Shirley, 433; prisoner of war exchange and, 229; Isaiah Robinson and, 337, 367; Royal Bounty and, 95; rules concerning, 187, 367; American, 20 and n; and transportation of American goods, 287, 288; and transportation of American supplies up Mississippi River, 293; United States/Continental, 740; at Fort Hancock, Cape Lookout Bay, N.C., 224; Connecticut Navy ships and, 120, 333 and n; Continental Navy, 147; ensign, 215; flown by captured American merchant vessel, 654; flown by Revenge described, 664; French, 179; inversion of, 680–81; Massachusetts privateer and, 6; Massachusetts privateers fly, 453; of Boston, displayed at half mast, 666; pennant, 215; privateer flies Continental, 818; privateer flying American, 666; privateer strikes, 388; Ranger displays American, during engagement with Drake, 738; Ranger flies British, inverted, 680–81; salute of, 527, 535, 612–13

Flags of Truce: William Barton and, 187; convoy to proceed under, 73; for Henry Shirley, 433; prisoner of war exchange and, 229; Isaiah Robinson and, 337, 367; Royal Bounty and, 95; rules concerning, 187, 367; American, 20 and n; from Portsmouth, Va., 8; sent to Loyalist vessels in Tangier Sound, Md., 8; Flanam [formerly Heureux], ship: accounts of, 285; cargo for, 285; Continental Commerce Committee and, 285; crew of, 285; crew of, fear capture, 285; expenses of, 191; Pierre Landais commands, 310; John Langdon and, 284; Baron Steuben travels in, 310; voyage of, 285 (Pierre Landais; de Fassy)
Flambeau, brig: captured by Cursifort and Lizard, 858 (Jean Cas Major)
Flatboats: destruction of, 441 and n, 455, 456, 458; ordnance for, 498n; and transportation of British Army raiding party, 442, 455, 456, 497, 497 and n
Flaxseed, 115, 400, 410, 756, 840, 855n
Flèche, French Navy corvette, 569 (Vicomte de Mortemart)
Fletcher, John (Capt.), 439, 440n, 470–71n, 470n (Wesford)
Fletcher, Patrick (Lt., Continental Navy), 652, 771n, 777
Fletcher, Richard (resident of Whitehaven, England), 593
Fletcher, Samuel (Seaman, Continental Navy), 792
Fleury, François Louis Tisséard, Marquis de (Lt. Col., Continental Army), 487 and n
Flinn, Thomas (Master), 859 (Beter)
Flinn, Royal (Deputy Continental Commissary General of Purchases), 87 and n

Flora, HM frigate: Journal, 441; boats of, and raid on Fall River, Mass., 497; and British raid on Warren and Bristol, R.L., 441, 441n, 442, 443, 444n, 455, 456n; covers embarkation of British troops, 443; crewmen temporarily transferred to Venus from, 441n; engagement involving, 358, 559n; and grounding of Pigot, 497; station of, 72, 74n, 253, 254n, 472 (John Brisbane)
Flo, French Navy frigate, 569, 626, 715 (Marquis de Castellane Majestres)
Florence, —— (Master), 280n (Sophia/Sophie)
Florida, HM armed schooner, 141, 144, 144n (James Kirkland)
Florida, HM armed sloop, 141, 144n; state of, 317, 318n (John Osborn)
Florida, 151, 683
Florida, Cape, E. Fla., 502
Florida blanca, José Moñino, Conde de (Spanish minister of State): and Gustavus Conyngham, 525, 695; and prize brig Tapey, 625 and n; and prizes sent into Cadiz, 625; reprimands command general of Galicia, 695
Flour, 14; as cargo, 20, 31, 49, 93, 96, 150, 255, 261, 262, 385, 396, 409, 489, 860, 862; as trading commodity between Maryland and Boston, 40, 41n; burned at Squam Inlet, N.J., 49n; capture of, 378n; for Virginia Navy, 43, 44; shipment of, 11; wanted for Continental Army, 62

Flowers, William (Seaman, RN), 68
Fly, schooner: burned by Diamond, 434 and n
Fly, schooner, 396, 397n (John King)
Fly, sloop: captured by French privateer, 94
Fly, HM ship-rigged sloop-of-war, 35 and n, 650; captures: Polly, 150 and n (Edward Garner)
Fogarty, James (Seaman, Continental Navy), 788
Foggiatt, Thomas (Seaman, Continental Navy), 796, 812
Fogland Point, R.I., 444, 445n
Folger, John (Capt.), 578, 579, 580n
Follett, Robert (Master, Continental Navy), 791, 808n
Follett, William (Seaman, Continental Navy), 794, 812
Folsom, Nathaniel (New Hampshire Delegate to Continental Congress), 192, 193n
Fooks, William (Cmdr., RN), 650 (Favorite)
Forage: as cargo, 495 and n; convoy brings to Philadelphia, 316; fleet transports, 168; for British Army, 72, 168, 171; lack of, and delivery of supplies, 162; sent from Rhode Island to Philadelphia, 171; shipment of, 171; shortage of, for teams, 356; threatened destruction of, 97; whereabouts of, 413
Forand, Jean Francois (Master), 861 (Alexandrine)
Forbes, John (Master), 858 (Rebecca)
Forbin La Barben, Charles-Gaspard-Hyacinthe, Comte de (Garde de la marine, French Navy), 569 (Séduisant)
Ford, Hezekiah (Secretary to American Commissioner in France, Arthur Lee), 787–88n
Fordham, —— (Master), 65
Fordham, Daniel (Long Island refugee), 352
Fordham, Nathan (Long Island refugee), 352
Forest, Jean (master), 31n (Paggi)
Forman, Ezekiel (Col., Maryland Militia; Continental Deputy Quartermaster General), 385 and n
Forrester, Simon (merchant at Salem, Mass.), 352n
Forbin La Barben, Charles-Gaspard-Hyacinthe, Comte de (Garde de la marine, French Navy)
Forbes, John (Master), 484 n (Patrick Fotheringham)
Fox, John (seaman, RN), 483n
Fox, John (Prize Master, RN), 483n
Fox Island, Nova Scotia, 801, 809n
Foyle, John (Prize Master, RN), 483n
Fowl, 437
Fowl, Joseph (Long Island refugee), 352
Fox, —— (Master), 359n
Fowl, 55n
Foucaud, —— (French merchant), 724, 728
Foucaud, —— (French merchant), 722 (Joseph Mass/Masse)
Fourey, HM frigate, 202 (Henry Collins)
Fox, —— (Master), 359n
Fox, Continental Navy frigate, 350n (Stephen Hill)
Fox, John (Prize Master, RN), 483n
Fox Point, Providence, R.I., 187
France: John Adams' arrival in, 344; armed merchantmen from, 335; arrival of clothing from, 394, 395n; arrival of John Adams in, 535; attack on merchant ships from, 80; Board of War, 535; Boston on voyage to, 365; capture of vessels of, from Martinique, 481; carrying dispatches to, 334; clothing for American officers in, 652 and n; commerce of, with United States, 620; Continental Navy ships arrive in, 46; Simeon Deane arrives from, 482; dispatches for, 395; and disposition of American prisoners, 700; drawing on, 300; and financial support for United States, 578, 579; Flamand and, 283; goods shipped for Congress from, 768, 770; government of, and access to Brest, 610, 611; holidays in, 567 and n, 578 and n, 586 and n; insurance rates, and sending supplies to United States from, 551; inward-bound vessels, 219n, 329n, 447, 529, 558, 559, 706n, 721, 785, 858, 862; Irish vessels detained in, 652; and loan of artillery to Virginia, 397n; loan to Continent from, 185; Massachusetts Board of War and draught on, 357; Massachusetts Council on strengthening United States alliance with, 349; men from, aboard Raleigh, 81, 820, 805, 806, 807; merchant fleet for American from, 446; merchant ships of, and Virginia coastal fortifications, 345; merchants of, and loan to Virginia, 79; neutrality of and Ranger's prisoners, 692; on acting defensively, 610–11, 611; on acting offensively, 610–11, 611; on British Navy and commerce of, 344; on British war with, 382; on capital accumulation of merchants of, 79; on declaration of war by, 610, 611, 661, 662; on importance of Chesapeake Bay region to commerce of, 78–79; on number of ships of, captured by British Navy on coast of America, 344; on relations of, with Great Britain, 246; on seamen's wages for voyage to South Carolina, 231; on sending Mellish to, 281; on shipping goods to Virginia from, 79; on war with Great Britain and price of tobacco in French West Indies, 394; on war with Great Britain and prices in United States, 393; outward-bound vessels, 124, 151, 157, 262, 329 and n, 335, 445, 446, 447n, 558, 559, 560; packet boats to be sent to, 269, 270
Index--pp. 865-995_Layout 1 5/23/13 9:25 AM Page 905

INDEX
and n; permit to sail from, 729; policy of, toward
American privateers and their prizes, 555; Pollock ships goods to, 287; possible invasion of
England by, 673–74; and protection for American commerce, 344; protection of ships of, 450;
Providence and, 328n; Providence ordered to, 68,
186, 400; Providence sails to, 227n, 299n; purchases by Virginia in, 78–79; regulations of, concerning foreign vessels bringing tobacco into,
544–46, 546–47 and n; and release of prisoners
captured by Americans, 694; remittance to, 285;
return from the United States of sailors of, 524–
25; seamen of, and recruitment into Continental
Army, 182 and n; sending dispatches to, 277, 277
and n, 278; shipment of clothing from, 273; shipment of supplies to United States from, 509, 510,
511, 578, 579; ships from, reportedly arrive in
New England, 394, 395n; state of trade of, 560;
trade of, with United States, 585, 662, 744; transporting tobacco to, 167n; and United States control of North America, 499; Virginia fort and
protecting vessels from, 476; Virginia tobacco
and loan from, 78–79; voyage of Spy to, 479 and
n; and war with Great Britain, 338, 499, 514, 555,
560, 600–1, 650–51, 661, 662; Jonathan Williams,
Jr., and shipment of supplies from, 581
France: Court of: and carrying war to America, 661,
662; and convoys for American merchant ships,
543, 551; and credit for Virginia, 78–79; and detention of Irish vessels, 652–53; and disposition
of Drake, 685; and justice for Americans, 527; and
letters of marque and reprisal, 766n; and money
for John Paul Jones, 708; on state of American
affairs in, 344; and proposed Franco-American
attack on Halifax, 548; reportedly provides supply for United States, 344
France, Marine Department, 729
Francés Viejo, Cabo [Old Cape François], Spanish
Santo Domingo, 15
Francis, —— (French merchant), 724
Francis, Philip (Lt., Willing Expedition) , 9, 324–
25 and n
Francklyn, Gilbert, 775n
Franco-American Alliance, 465n, 514, 522, 555; and
British declaration of war against France, 650–
51; news of, 160, 273; on, 499; on impact of, 261,
349; reaction in American to, 786; and treatment
of American prizes, 646; and treatment of Boston,
585; treaty establishing, 270n, 278; and war between France and Great Britain, 338, 655–56;
James Warren on, 296
Franco-American Treaties: and prices of supplies in
United States, 393; announced, 437, 438n; carrying ratified, to France, 277n, 278; completion of,
278; congratulations for, 278; congressional ratification of, 278; delivery of signed, 351n; effects
of, 400; Harmon Courter and, 488n; on terms of,
278; printed in newspaper, 285; ratification of,
400
François, snow: captured by Dunmore, 98, 99n (Jean
Ettience La Fontaine)
François, —— (French ropemaker), 563, 729
François, Jean (Continental Marines), 806, 815

905

François Aguirre & Co. (merchant firm at Nantes,
France), 742, 743
Francy, Jean-Baptiste-Lazare Théveneau de (commercial agent), 197, 198n; as agent, 285 and n;
and expenses of Flamand, 285 and n; on charges
of for supplies, 344; payment to, 310, 311n
Franklin, Massachusetts privateer brigantine, 148–
49, 464, 465n (Thomas Connoly)
Franklin, Washington’s Fleet schooner: captures
(with Hancock): Lively, 116n; Triton, 116n (John
Skimmer)
Franklin, ship: captured by Hinchinbrook, 858 (Maddet Engs)
Franklin, Benjamin (American Commissioner in
France): and accounts of Jonathan Williams, Jr.,
737n; and advancement of Ranger’s crew, 755;
and assistance for needy American seamen, 665;
and auditing of commercial agent’s accounts,
509n, 510n, 511n; and British proposals, 578,
579; and British spy, 578, 579; delivery of ratified
Franco-American treaty to, 351n; and discord
among American Commissioners in France, 579,
580; and forwarding letter to Countess of Selkirk,
708; and insurance for Indien, 531; and John Paul
Jones’ advancement, 755; and letter to John Paul
Jones, 749n; and letters concerning grievances
of prisoners in Forton Prison, 541n; and money
for French Navy frigate, 273-74; on criticism of
John Paul Jones, 755; on cruise of John Paul
Jones, 755; on expedition against Jersey privateers, 755; on letter of John Paul Jones to Countess of Selkirk, 755; relationship of, with John
Paul Jones, 749n; residence of, in France, 580n;
ship bearing commission of, captured, 683; to
peruse John Paul Jones’ letter to Countess of
Selkirk, 708; and prisoner exchange, 755; and
proposed Franco-American attack on Halifax,
548; and recall of Silas Deane, 579, 580; residence of, in France, 394; to: John Paul Jones,
755; from: John Bondfield, 560; John Emery,
527–29; William Hodge, 698–99; John Paul
Jones, 708; William Lee, 547–48; Pierre Penet,
558–59, 559; John Seaward, 662–63; unknown
correspondent, 641–42, 642, 643n; Abraham
Whipple, 785–87; Jonathan Williams, Jr., 543–44,
665
Franklin, Thomas (merchant at New York), 248
and n
Franklin, Walter (merchant at New York), 248 and
n
Franklin, William Temple, 699 and n
Frapan, —— (French innkeeper), 732
Fraser, William (Undersecretary of State for the
Northern Dept.): from: Philip Stephens, 647; Sir
Joseph Yorke, 688
Frazer, Alexander, 614
Frazer, John G.: and cruise of Ranger, 744; and deserters from Boston, 753; health of, 710, 744; letter for, 652; location of, 710; on Ranger’s cruise,
744; and recruitment of Continental marine,
762; and volunteers for Ranger, 710–11n; to: John
Adams, 652–53; John Paul Jones, 710, 744;
Samuel Tucker, 753


Freeman, Levin (Seaman, Maryland Navy), 19
Frazer's Ferry Shipyard, Va., 211, 212n
Frazer [Frazer], William (Virginia Navy agent), 212, 481 and n
Frederica, Ga., 136, 138
Frederica Island, Ga., 135–56 and n, 250, 362 and n
Frederica River, Ga., 128, 129n
Fredericksburg, Va., 862
Free Briton, brigantine: captured by Fair Play, 683 and n; recaptured by Sea ford, 683 and n (John Drayton)
Freeburn, Isaac (Capt.), 169 and n (Revenge)
Freedom, Massachusetts Navy brigantine, 180, 486, 487n; captured by Apollo, 181n, 218, 219n, 487n (John Clouston)
Freeman, schooner: captured by Bedford, 835 (Alexander Boyd)
Freeman, David (Seaman, Continental Navy): biographical sketch of, 595–96; captured, 592, 593n; desertion of, 595, 758, 760–61n; and raid on Whitehaven, 595, 845, 855n; on raid on Whitehaven, 397; provides intelligence to British, 592; service of, with Ranger, 596; Examination of, 595–97
Freeman, Samuel (Member, Massachusetts House of Representatives), 487
Freeman's Journal, or New-Hampshire Gazette. 1778: 12 May, 333
Freemasons, 761 and 762n
French, Dominick (Master), 853
Frenchmen's Bay, Lincoln Co., Me., 199n
French, John (Midn., Continental Navy), 122, 791, 799, 809n, 813
Furnace [Furness], Robert (Seaman, Continental Navy; Continental Marines), 122, 799, 809n, 813
Furneaux, Tobias (Capt., RN), 161 and n, 237, 238n, 315, 316n (Syren)
Furness [Furnace; Furness], Robert (Seaman, Continental Navy; Continental Marines), 122, 799, 809n, 813
Furnish, Anthony (Prize Master, Massachusetts Navy), 211
Furnish, John (Master), 123, 124n (Whim)
Furnald, Joshua (Carpenter's Crew, Continental Navy), 812
Furman, Moore (Continental Deputy Quartermaster General), 174, 175, 175n
Gains, George (Member, New Hampshire House of Representatives), 416 and n
Gallows, HM frigate: Journal, 136, 139–41, 362; carpenter in, 128; crew of, health, 129; crews of Hinchinbrook and Rebecca and, 139, 230; and death of Alexander Ellis, 127–28; and East Fla. station, 212–13; and Georgia Navy armed galleys, 128, 129, 212, 213n; merchant vessels master kept prisoner on, 153 and n; misconduct of prize master of, 153; and protection of East Florida, 362; on prizes captured by, 151 and n; operations of, 415, 416n; possible attack on, 138, 139n; captures: Black Joke, 362 and n; Buckskin, 216, 219n; Favourite, 152–53; captures (with Lizard): Jolly Robin, 859; Speedwell, 859; St. Ann, 859 (Thomas Jordan)
Galtwayt, Barthem (Col., Pennsylvania Militia): from: Pennsylvania Supreme Executive Council, 447
Gale, Edward (Carpenter’s Mate, Continental Navy), 589, 702, 837, 855n
Gale, Edward (Lt., Maryland State Artillery, 132, 135n
Gale, Peter (resident of Whitehaven, England), 592
Gallard, John (Boatswain, Continental Navy), 23; to: Navy Board of Eastern Dept., 23
Galleys: armament for, 128; brigs refit as, 363; and defense of Ocracoke Inlet, 154; and Delaware River, 305, 321; fitting out of, 381; for service on Hudson River, 367; on British building of, 305; on manning British, 306; on manning of Maryland Navy’s, 421–22; on manning of Virginia Navy’s, 421–22; on usefulness of, 305, 381; re-designing schooners or brigs as, 128; schooner refitted as, 381; sinking of, 381; and suppression of Loyalist raids, 422; and transportation of...
Index--pp. 865-995_Layout 1 5/23/13 9:25 AM Page 907

INDEX
stores, 422; utility of, in rivers, 128; Viscount
Howe and, 381. See also Navy, Georgia
Gallinas River, Sierra Leone, 824, 830n
Galloway, Mull of, Scotland, 663, 756, 844, 845, 846,
855n
Galt, Nathaniel (Capt., Pa. Navy), 87 and n, 367
and n; 467, 468n
Galteau, Peter (Seaman, Continental Navy), 801,
812
Gálvez, Don Bernardo de, (Gov., Louisiana; Col.
Spanish Army): and American captures, 9–10,
93–4 and n, 243, 244, 271, 290; bill of sale involving, 251–52; and British naval activity on Lake
Pontchartrain, 371, 373 and n; British threats
against, 288; called protector of Americans, 109;
and communication between British residents of
New Orleans and British warships, 293; and conduct of James Willing, 502 and n; and conduct
of Oliver Pollock, 493, 502 and n; correspondence of, 106, 107n, 291, 317, 318n; and defense
of New Orleans, 110–12, 113–14 and n; and defense of Spanish sovereignty, 244; hoists Spanish
flag on Rebecca, 317, 318n; launches row galley,
317; letter intercepted by, 325n; letters of, to
Continental Congress, 289, 290n; and money for
Louisiana militia, 289; Oliver Pollock on, 288;
on American activities in West Florida, 165; on
attachment of, to cause of United States, 290; on
authority of over West Florida residents in Willing Expedition, 244, 245n; on British attempts to
intimidate, 271; on British naval force in Mississippi River, 165; on force commanded by, 317;
on his critical situation, 271; on his relations with
Americans, 244; on intimidation of, 109; on
Joseph Nunn’s threats, 165; on money loaned to
Oliver Pollock by, 288; on neutrality of, 291; on
preparations for war at New Orleans, 165; on
proclamation of, concerning Willing Expedition,
244, 245n; on support of for Americans, 107; on
West Florida residents taking oath of allegiance
to Spain, 165; Peter Chester’s remonstrances to,
291; and preventing British fortifying Manchac,
436, 437n; proclamation of, 291; and protection
for Americans, 112, 113; and provisioning British
warships, 317; and question of legality of capture
of British merchant vessel, 107, 109, 110, 110n,
113; and recall of Speedwell, 325n; Rebecca under
protection of, 109; and restoration of Rebecca to
British owner, 317, 318n; and return of Dispatch
to owners, 94 and n; and sailing of Speedwell, 286–
87, 290n; and sale of captured property, 493 and
n; and Spanish authority in Louisiana, 244; and
Spanish relations with Southern Indians, 293;
and supplies for Willing Expedition, 251–52; support for, from Governor of Cuba, 370, 372; and
surrender of American officers, 370, 372; and
surrender of American prizes, 370, 372; and
threats of British, 112, 113; and Willing Expedition, 291; to: Peter Chester, 243–44; Don Diego
Josef Navarro, 110–14, 370–72, 372–73; Joseph
Nunn, 165; William Smith and Robert Morris,
271–72n; from: David Ross & Co., 93–94; James
Willing, 436–37; 36

907

Gambia River, 682 and n, 818, 819
Gambier, James (Rear Adm., RN): arrival of, at New
York, 131, 202 and n, 305, 307n, 486, 487n; as
Howe’s second-in-command, 623, 624; and command of British fleet, 623, 624, 624 and n; convoy commanded by, 434, 435n; and disposition
of Howe’s fleet, 305, 307n; and disposition of
Thames, 202 and n; on abilities of, 623, 624; position of, 623n; promotion of, 623n; rank of, 623n
Gambier, John (Lt. Gov., Bahama Islands), 143,
144n
Gammon, John (Seaman, Continental Navy), 802,
813
Gammon, Thomas (seaman), 216
Garçon Major, 631, 632, 638, 639, 641n
Garde, Richard (Capt.), 652, 653 (Bordeaux Yacht)
Gardiner, Samuel (Cook, Maryland Navy), 353
Gardner, Alan (Capt., RN), 72, 73n, (Maidstone)
Gardner, Joseph (Capt.), 150n (Greenwich)
Gardner, Joseph (Massachusetts Justice of the
Peace), 247
Gardner, Robert (Carpenter), 438
Gardner, Samuel (Capt., North Carolina Marines),
415
Gardner, William (Deputy Continental agent for
New Hampshire; merchant at Portsmouth,
N.H.), 166–67 and n, 323n
Gardner’s Neck, R.I., 457
Gardoqui, brig: captured by Prince of Wales, 754
(Bradstreet Dennison)
Gardoqui, Joseph & Sons (merchants at Bilbao,
Spain), 583, 643n
Gareaud, —— (French merchant), 728
Garner, Edward (Comdr., RN), 35n, 650 (Fly)
Garnier, William (Capt., RN), 15n (Southampton)
Garoin, John (Seaman, Continental Navy), 702
Gascon, brig: captured by Solebay’s tender, 341n, 346
and n, 445, 446n (Francois Giraud/Jeroud)
Gaskins, Adam (pilot, Ocracoke, N.C.), 462n
Gaskins, Bavel (pilot, Ocracoke, N.C.), 462n
Gaskins, Benjamin (pilot, Ocracoke, N.C.), 462n
Gaskins, Jacob (pilot, Ocracoke, N.C.), 462n
Gaskins, John (pilot, Ocracoke, N.C.), 462n
Gasnier, —— (French merchant), 562
Gates, Horatio (Maj. Gen., Continental Army),
498–99n; from: New York Delegates to the Continental Congress, 368–69; Cornelius D.
Wynkoop, 498
Gauche, —— (French merchant), 562
Gaudon/Gaudin, —— (French merchant), 562,
726
Gaudron, —— (French merchant), 564
Gaugan, —— (French merchant), 726
Gauger, schooner: captured by Dolphin, 350 (John
Robinson)
Gautier, —— (French merchant), 726
Gautier, Mathurin (Continental Marines), 807, 815
Gaultier de Kervfeguen, Paul-Louis (Capt., French
Army), 627, 634, 640n
Gayhead Point, Mass., 320 and n
Gayton, Jamaican privateer sloop, 536-37 and n;
captures: unidentified schooners, 318; unidentified sloop, 318 (William Chambers)


Gayton, Clark (Vice Adm., RN): and command of Jamaica station, 144, 145n, 586n; departure of, from Jamaica, 144, 586; prize list of, 599n; prize money of, 586; returns to England, 586
Gazette and New Daily Advertiser
Gazetteer and New Daily Advertiser (London): 1778: 1
May, 643–44
Geddes, Henry (Capt.), 25 (Rising Sun)
Gell, John (Capt., Royal Navy): and command of General Arnold, General Gates, General Gates, General Arnold, navigation and intercepting sinking and intercepting 
re captures: unnamed schooner, 262 (John Willson)
Gellot, Jeremiah (Master) 439n; 409n, 388 and n, 463n; captured by naval stores, 319; armament of, 6n, 239n; commissioning of, 299n; crew of, 239; cruising orders of, 434; departure of, 239; fitting out of, 6 and n, 117n, 160, 161n, 239; manning of, 403–4; muster roll of, 233–35; sailing of, 404; size of crew of, 239n (Thomas Allon; Richard Potter)
General Scott, schooner: captured by Ariel, 450, 451n (John Cook)
General Smallwood, Maryland State trading schooner, 99–100n, 385, 396 (John Rogers)
General Sullivan, Rhode Island privateer boat, 302n (Henry Oman)
General Sullivan, New Hampshire privateer brigate, 46n (Thomas Dalling)
General Washington, Massachusetts privateer brigate: 70n, 699–700 and n; captured by Seahorse, 70n; captures: Jonathan, 471n; Sojou, 70n (William Rogers)
Genevieve, brig: captured by Phoenix, 27 and n, 859 (Pierre Tournet/Touronnet)
Genoa, Italy, 46n, 69n
George, brittigate, 523, 524n; captured by Ranger, 524n (Richard Bulfinch)
George, British Revenue Service cutter, 617
George, schooner, 795
George, British letter of marque ship, 151 and n, 699, 700n; captures: unidentified snow, 699 (James Askew)
George, British Army transport ship: captured by Defence, 18 and n, 267n (Archibald Bog)
George, sloop: captured by Suffolk (with unnamed privateer boat): 358 and n, 404 (Samuel Tobey)
George, snow, 167 and n, 343 and n
George, —— (Lt., Continental Army), 109
George (seaman), 476
George, Jesse (Lt., Virginia Navy), 250
George, Richard (Seaman, RN), 33
George, Robert (Lt., Illinois Regiment, Virginia State Troops), 11, 21 and n
George, William (Master), 35 and n (Martha & Mary)
George III, King of Great Britain and Ireland: and attack on d’Estaing’s fleet, 618–19; and capture of Miquelon and St. Pierre islands, 615; and Carlisle Commission, 552; and Franco-American treaty, 368n; instructions of, concerning letters of marque and reprisal, 613; on boasts of, 208; on destination of d’Estaing’s fleet, 617; on Hyde Parker (1), 623n; on James Gambier, 623n; on need for additional frigates and small craft, 618; and orders for John Byron, 705; and peace with United States, 499; and reinforcements for the North American station, 618, 615; ; refuses to meet Gen. John Burgoyne, 740; and reports on Whitehaven expedition, 595n; to review fleet at Spithead, 668; to: Earl of Sandwich, 617–18, 623
George and Elizabeth, New York Privateer sloop, 361 and n, 415, 416n, 445, 446n; captures: Abigail, 445, 446n; Canasta, 445, 446n (Pendock Neal)
George Kerr & Co. (Portsmouth, Va., merchant firm), 861
George’s Bank, Newfoundland, 236, 237
Georgetown, Md., 386n
Georgetown, S.C., 44, 45n, 184, 478, 833, 835
Georgia: campaign of Southern Continental Army and, 436; Henrietta and, 281; invasion of, 230, 265; and invasion of East Florida, 212–13, 363n;
letters delivered by ships from, 680; on possible expansion of, 212; outward-bound vessels, 153, 696 and n; shortages of corn in backcountry of, 231

Georgia Executive Council, 28–29, 53, 363n; Minutes, 28–29, 53

Germain, Conrad-Alexandre (French Ambassador to the United States): departs for America, 610, 611, 612n; and French Navy funds, 524–25; and French Navy operations in Canada, 517–18, 518 and n; and French sailors in America, 524–25; transportation to the United States of, 519n; travels with d'Estaing's fleet, 617, 618n; from: Gabriel de Sartine, 524–25

Gerardeau, ——, 731

Gérard, Conrad-Alexandre (French Ambassador to Georgia Executive Council, 28–29, 53, 363n; Minutes, 28–29, 53

Gerrish, William (Seaman, Continental Navy), 842, 796, 812

Gerrish, Joseph (Seaman, Continental Navy), 793, 796, 812

Gerrish, Benjamin (Continental Marines), 792, 855n

Gerry, Elbridge (Massachusetts Delegate to Continental Congress), 345, 412n, 501 and n

Gerry, Samuel Russell (merchant at Marblehead, Mass.), 70n

Gerry, Thomas (merchant at Marblehead, Mass.), 70n

Gervais, John Lewis, 242 and n

Ghorley, J. (ship owner), 660n

Gibbons, Richard (Solicitor General, Vice Admiralty Court of Nova Scotia), 237n

Gibraltar: Byron's fleet and, 746; commander at, 571–72; convos to, 572, 573, 601; Connymouth captures supplies intended for garrison at, 698; escape of American prisoners from, 699; garrisons at, 702; Hope taken to, 526n; inward-bound vessels, 682; outward-bound vessels, 55, 57, 536; Proserpine ordered to, 573; and sailing of French Navy squadron, 571–72

Gibson, Jacob, Jr. (Clerk, Maryland Navy), 165n

Gibson, John (Continental Auditor General), 488 and n

Giddings & Gilman (Portsmouth, N.H., merchant firm), 257

Gidoin, John Lewis (Capt., RN): and letter for Benjamin Caldwell, 183, 184n; commands Richmond, 329n; from: Benjamin Caldwell, 198–99, 279–80 (Richmond)

Gifford, David (Master, Rhode Island Navy), 38

Giggeon, —— (French merchant), 726

Gillard, —— (pilot), 565

Gilbert, —— (French glazier), 723

Gilbert, Jesse (seaman), 234

Gilfroy, John (Boatswain, Pennsylvania Navy): arrest of, 392; as deserter, 392; as inciter of mutiny, 391–92; assault on officer by, 392; court-martial of, 391–92; death penalty for, 392; pardon for, 393n

Gillis, William, 8n

Gill, John (newspaper publisher in Boston), 146

Gillon, Theodore, 257

Gilmour, Robert (merchant at Virginia), 394, 395n

Gineste, Félix-Magdelon de (Capitaine de vaisseau, French Navy), 569 (Sultane)

Girand, Francois (Master), 229–30

Girard, —— (pilot), 565

Gibbons Wharf, Charleston, S.C., 177

Gibbons, Richard (Solicitor General, Vice Admiralty Court of Nova Scotia), 237n

Gibbons Wharf, Charleston, S.C., 177

Gibbons Wharf, Charleston, S.C., 177

Gibbons Wharf, Charleston, S.C., 177

Glencoe, —— (French merchant), 726

Glenn, Michael (Seaman, Maryland Navy), 353

Glenn, James (Seaman, Maryland Navy), 353

Gleason, Timothy (Seward's Mate, Continental Navy; Continental Marines), 122, 802, 813

Glenluce Bay, Scotland

Gloreux, French ship of the line, 549 (Chevalier de Beausset)

Gloucester, Virginia Navy ship, 492 (Thomas Lilly)

Gloucester, Va., 450

Gloucester Co., N.J., 393n

Gloucester, Mass., 70n

Glover, Jonathan (Col., Massachusetts Militia; Member, Massachusetts Board of War), 117, 356

Goadings, —— (passenger), 415

Glanure, French ship: captured by Lizard and Persius, 248n

Glasgow, HM frigate, Journal, 21, 66; 23 and n, 67n; captures: Renaud, 21–22n; Salty (brig), 39 and n; Two Friends, 66–67n (Thomas Pasley)

Glasgow, Scotland, 369 and n, 582, 663, 672

Glasgow, Scotland, 369 and n, 582, 663, 672

Glasgow, Scotland, 369 and n, 582, 663, 672

Glanton, Robert (Merchant, Virginia), 394, 395n

Glinton, John (Continental Auditor General), 488

Gleeson, Timothy (Steward's Mate, Continental NAVY; Continental Marines), 122, 802, 813

Glenelg, (Col., Maryland Continental line), 354 and n

Givins, —— (passenger), 415

Glenlucy, Bease Luce Bay, Scotland

Glen, James (Seaman, Maryland Navy), 353

Glenn, Michael (Seaman, Maryland Navy), 353

Gordon, John (seaman), 254

Glorieux, French ship of the line, 549 (Chevalier de Beausset)

Gloucester, Virginia Navy ship, 492 (Thomas Lilly)

Gloucester, Va., 450

Gloucester Co., N.J., 393n

Gloucester Co., Va., 355n

Glover, John (Brig. Gen., Continental Army; ship owner), 67n

Glover, Jonathan (Col., Massachusetts Militia; Member, Massachusetts Board of War), 117, 356

Goadings, ——, 493

INDEX 909
INDEX

Goat Island, R. I., 381, 459 and n
God Save the King, song, 383n
Goddard, Benjamin (Seaman, RN), 434
Goddard, Ebenezer, Jr. (Captain’s Steward), 233
Goddard, Thomas (Carpenter’s Yeoman), 233
Godfrey, William (merchant at James River, Va.), 397n
Gocau, ——, See Goineau
Goff, Richard, 420
Goineau, ——, (merchant, Nantes, France), 509
Goldthwaite, Joseph (ship owner), 446n
Goldsborough, Robert, 132
Goineau, ——, (merchant, Nantes, France), 509
Goineau, ——, (merchant, Nantes, France), 509
Godfrey, William (merchant at James River, Va.), 397n
Good Friday, 578 and n
Gooch, James, Jr. (Captain’s Clerk; Steward, Continental Navy), 578, 579, 580n
Gonet, Charles Pierre (Commissaire de la Marine, L’Orient), 578, 579, 580n
Gomez, Manuel (interpreter), 513, 514
Gomera Island, Canary Islands, 817, 828n
Goldthwaite, Joseph (ship owner), 446n
Goldsborough, Robert, 132
Goineau, ——, (merchant, Nantes, France), 509
Goineau, ——, (merchant, Nantes, France), 509
Godfrey, William (merchant at James River, Va.), 397n
Gooch, James, Jr. (Captain’s Clerk; Steward, Continental Navy), 578, 579, 580n
Good Friday, 578 and n
Good Hope, ship: captured by Richmond, 27 and n, 861 (Jurgen Larsen/Lassin)
Goodrich, Bridger (Capt.): and burning of prize brigantine, 448n; and burning of Sally, 361; deception practiced by, 361; operations of, 415, 416n; reputation of, 201n; captures: unnamed sloop, 445–46, 447n (Hammond)
Goodrich, John, 201 and n
Goodson, William (Keeper of the Naval Store, Williamsburg, Va.), 474
Goodwin/Goodwine, George (Master, Continental Navy), 652, 771n, 777
Goold, Alexander (Continental Marines), 802, 814
Goosebury Neck, Mass., 403
Gowin, Gideon (seaman), 218
Gowens, John (seaman), 216
Gowdie, Thomas, 46n, 745
Goudy, William (Private, Pennsylvania Navy), 241
Gould, James (Lt.), 410–11 and n; Proclamation of: 410–11
Gould, Nathaniel, 420
Gould Island, R.I., 441 and n, 496, 497n
Gourlade & Moylan (merchants at L’Orient, France), 540n, 734
Gourlade, Bernard (merchant at L’Orient, France): 563, 566n
Gourlade & Moylan (merchants at L’Orient, France), 540n, 734
Gouverneur, ——, (French merchant), 722
Gowdie, William (seaman), 218
Gowens, John (seaman), 216
Gower, Lord [Granville Leveson-Gower, 2d Earl Gower] (British Lord President of the Council), 673
Gowin, Gideon (seaman), 218
Grace, Ireland (Master), 827
Graeme, French Navy frigate, 569 (Jean-Baptiste, ainé Vialis)
Gracieux, brig: captured by Revenge, 521 and n, 641, 642, 643n; cargo of, 641, 642; controversy involving capture of, 521 and n; damages arising from capture of, 641, 642; declared illegal prize, 641, 642; legal proceedings concerning, 711–12, 712–14 and n (Émanuell de Tournois)
Crafton, HMS, 688n (Andrew Wilkinson)
Graham, ——, (Seaman, RN), 201
Graiden, Alexander (carpenter), 324, 325n
Grapius, HM storeship, 71–72, 73, 95, 407, 674n, 740 (Ambrose Reddall)
Granclos, Bigrel de (Secretary to fleet, French Navy), 519, 519 and n
Grand, Henri-Maximilien: 834–56, 836n
Grand, Isaac-Jean-Georges-Jonas, Chevalier (banker in Netherlandis), 531, 580–81, 615; to: American Commissioners in France, 530–31
Grand, Rodolphe-Ferdinand (banker at Paris), 584 n, 665 and n, 735
Grand Banks, 674n
Grand Bay, Dominica, 16–17
Grand Dutchess of Russia, British transport, 382n
Grandy, Daniel (Seaman, Continental Navy), 794, 813
Grant, Ephraim (Seaman, Continental Navy), 702
Grant, James (Maj. Gen., British Army), 338n, 656, 657n
Grant, John (Seaman, Continental Navy), 813
Grant, Nelson (Continental Marines), 800
Grant, Thomas (ship owner), 116 and n, 410
Grantham, Lord [Thomas Robinson, 2d Baron] (British Ambassador to Spain): dispatches of, 525n; on protests lodged by, 525, 625; to: Lord Weymouth, 525, 625, 695
Granville, sloop, 69n, 739 and n, 807; captured by Raleigh and Alfred, 46n, 69 and n (Renn)
Grason, Thomas (Commo., Maryland Navy), 165n
Grasse du Bar, Francois-Joseph-Paul, comte de (Capitaine de vaisseau, French Navy) 549 (Robust)
Grasshopper, HM sloop (William Truscott), 650
Graves, Ebenezer (blacksmith at Marblehead, Mass.), 114–15 and n
Gray, James (Capt., Virginia Navy), 212; from: Thomas Smith, 211–12 (Liberty)
Gray, Robin (African king), 824
Gray, Simeon (Continental Marines), 800–800, 814
Gray, Thomas (seaman), 476
Gray, William (Capt.) 465n (Mary)
Grayling, Thomas (Seamen, Continental Navy), 788
Grayson, James (Pvt., Continental Army), 101
Grayson, William (Commissioner for Prisoner Exchange), 87 and n
Grayson, William (resident of Whitehaven, England), 595
Great Annemessex River, Md., 422n
Great Britain: and American spies, 578, 579, 580n; and French Navy frigate, 569 (Jean-Baptiste, ainé Vialis)
INDEX
911

America by, 676; detention of vessels of, 246; France, commerce of United States and, 661, 662; Franco-American alliance and, 522; invasion of, 661, 662; inward-bound vessels, 398; on attacking African trading stations of, 475; on de- generacy of, 571; on military preparations of, 231; on prospects of winning war with United States, 676; on relations with Spain, 291, 294n; on trustworthiness of, 112, 113; on view of war with United States in, 499; on war with France and, 338, 499, 600–1, 655–6, 661, 662; on war with Spain and, 112, 113–14, 317; and peace with United States, 499, 661, 662; protection of, 601, 740; relations of, with France, 246; reportedly enters into alliance, 251; response in, to White- haven raid, 683; ship built in, 283n; and war with France, 514, 555, 610, 611, 650–51; and war with Spain, 106, 107n, 288, 674
Great Captain Island, Conn., 412 and n
Great Machipongo Inlet, Va., 862, 864n
Great Island Sound, Ga., 45
Green, William (Capt.)
Green, Thomas (Seaman, Maryland Navy), 354
Green, Samuel (Master)
Green, John (Seaman, Maryland Navy), 354
Green, Paul (farmer), 733
Greyhound, William (baker), 733
Greyhound, HM frigate: Journal, 361, 370, 387, 397; at New York, 73, 74n; damage to, 73, 74n, 172, 387; forced to West Indies, 172; on prizes captured by, 151 and n; station of, 172; transports Sir Henry Clinton, 285, 286n; captures: Bettery, 361 and n, 445, 446n; Desaingueuse, 446, 447n; Dolphin, 370 and n; Fame, 397 and n, 445, 446n; Herbert, 387 and n, 445, 446n (Archibald Dickson)
Greyhound, Massachusetts privateer schooner, 389n, 495n; captures: Mary, 389 and n; unnamed sloop, 495 and n (Benjamin Hammond, Jr.)
Greyhound, sloop: captured by Loyal Subject, 445, 446n (Robert Caulfield)
Gribble, Samuel (Master), 653n (Haake)
Gridley, Joseph (American merchant in France), 510n, 511n, 737n
Griffin, Cyrus (Virginia Delegate to the Continental Congress; merchant in Virginia), 430 and n
Griffin, James N. (seaman), 234
Griffin, John (Seaman, Continental Navy), 795
Griffin, John (gunner), 216
Griffing/Griffin, Peter (Capt.), 124 and n
Griffith, Joseph (American merchant in France), 737n
Griffith, Walter (Capt., RN; senior officer commanding exchange of Convention Army, 356, 362; on conduct of, 239; on destruction of Columbia, 72, 73n, 172; and possible American attack on Newport, 444, 445n; and raid on Fall River, Mass., 497, 498n; and sending American prisoners of war to England, 95; to join Hotham's squadron, 307–8; to Philip Stephens, 71–73, 95; to Viscount Howe, 307–8; William Stacey, 335 (Nonsuch)
Grifiths, Raising (Pvt., Continental Army), 101
Grignard, John (Seaman, Continental Navy), 805
Grimaldi, François-Marie-Louis Gaëton, Comte de (Ens. de vaisseau, French Navy), 628, 635, 641n
Grimké, John Faucheraud (Maj., Continental Army): Journal, 356, 362
Groden, Charles (Virginia Marines), 66
Gromely, Jean-Baptiste (Sgt., French Army), 627, 633

...
Gromettes, 821, 824, 829n
Groton, N.H., 801, 809n
Groyne, the. See Corrana, Spain
Guadaloupe, HMS, 651–52 and n, 689n (Hugh Robinson)
Guadeloupe, French West Indies: British and water off, 364; captured crew put ashore at, 376, 377; convoy at, 55, 57; inward-bound vessels, 150; outward-bound vessels, 27n, 252, 300, 860, 862
Guegan, —— (French innkeeper), 732
Guerier, —— (French merchant), 780
Guernsey Island, Channel Islands: French Navy and privateers from, 567, 570; letter from, 729; privateers from, 554, 558, 559, 560, 607, 608, 683
Guerrier, French Navy ship of the line: in first squadron, Toulon fleet, 568; on speed of, 718–19, 720; rejoins d’Estaing’s fleet, 625, 626; sailing qualities of, 718, 719; separates from d’Estaing’s fleet, 625, 626; yards of, 621, 622 (Chevalier de Bougainville)
Guichen, Luc-Urbain du Bouexic, Comte de (Chef d’escadre, French Navy), 549 (Ville de Paris)
Guillemé, —— (French sail maker and merchant), 563, 723, 726
Guillot, Louis (Seaman, Continental Navy), 807, 805
Guillelmé, —— (French sail maker and merchant), 563, 723, 726
Guilloret, Julien (Seaman, Continental Navy), 805, 815
Guinea Coast, Africa, 294, 318, 398, 587
Guilford, Conn., 163
Guilford, Philip (Gen., British Army; Gov., Quebec), 613–14 and n; from: Philip Stephens, 613–14
Hale, Warwick (boat builder), 392
Hales, Daniel, 419
Halifax, HM armed brig, 228 and n, 269 and n (William Quarme)
Halifax, Nova Scotia: American prisoners of war at, 19n, 36n, 38n, 115n, 306, 484n; American privateers cruising off, 464; attack on proposed, 547–48; British military forces at, 338, 686; British naval reinforcements and, 618–19; British naval ships at and attack on d’Estaing’s fleet, 618–19, 654–55; British naval stores reportedly at, 548; British Navy impressment in, 339; British Navy, and defense of, 339; British warship arrives at, 305; Byron’s fleet and, 654–55, 705, 706n; cartel vessel to, 428; Comte d’Estaing’s fleet and operations against, 517, 518; defense of, 706n; Dispatch and, 273 and n; execution at, 548; frigates from Howe’s fleet said to be cruising off, 868; inward-bound vessels, 298n, 320, 334, 351n, 365, 463n, 495 and n, 603, 683; Marlborough and, 453; naval officer commanding at, 417n; outward-bound vessels, 85, 123, 131, 238, 351, 390n; prizes sent into, 36n, 67n, 68n, 186n, 196, 228, 237n, 297n, 302, 365, 389n, 409n, 466n, 471n, 495n, 699, 703n, 745n; Reasonable out of, 138n; Resistance and, 259; return of Thetis from, 522 and n; security of, 304–5; ships refit at, 73; troops sent to, 522, 605n; value of currency at, 679; victuallers sent to, 72
Hall, —— (prize agent), 182
Hall, Andrew (merchant at Norfolk, Va.), 370n
Hall, Benjamin (merchant at Medford, Mass.), 389
Hall, David, 257
Hall, Elijah (Lt., Continental Navy), 783; and command of Drake, 672–73, 678, 701; and preserving Drake as prize, 673; as prize master of Drake, 853, 856n; to support Ranger, 673; from: John Paul Jones, 672–73
Hall, George Abbott (Commissioner, South Carolina Navy Board), 177, 387
Hall, Giles (Capt., Connecticut Navy), 24 (Minerva)
Hall, James (Master), 59n, 134n, 169 (Robert)
Hall, Joseph, 257
Hall, Robert (Seaman, Virginia Navy), 469
Hall, Spence (Seaman, Virginia Navy), 469
INDEX

Hancock, Continental Navy frigate [renamed Alliance]: building at Salisbury, Mass., 41, 42n
Hancock, Continental Navy frigate: destruction of, 189, 191n; Manley as commander of, 161; on engagement involving, 358, 359n; on loss of, 500, 501n; petition of officers of, 489, 491n; renaming of, 480 and n; captures: Fox, 548n (John Manley)
Hancock, Washington’s Fleet schooner: captures (with Franklin): Lively, 116n; Triton, 116n (Samuel Tucker)
Hancock, John (Massachusetts Delegate to the Continental Congress): and actions of John Bradford, 495; carries money, 495, 496n; departure of, for Congress, 296; and dinner for French naval officers, 319n; former military rank of, 319 and n; leaving Boston, 209; and meeting Robert Morris, 209; and sale of captured goods, 495; ship belonging to, 45 and n
Hancock and Adams, American merchant ship, 653 (Samuel Smith)
Hand, Edward (Brig. Gen., Continental Army), 75, 109, 110n
Handscom, Uriah (seaman), 216
Handy, ——, 226
Handy, Joseph (Capt.), 216, 219n (Buckskin)
Hannah, British letter of marque brig: captures: Favourite, 248 and n; Mary-Anne/ Mariana, 248 and n (Thomas Venture)
Hannah, Massachusetts State trading schooner, 334 and n, 356 and n, 380, 389, 479 and n (Bartlett Holmes)
Hannah and Molly, Massachusetts privateer schooner: captures: Mayflower, 199 and n (Agreen Grabtree)
Hanover Planter, Jamaicanman: captured by Fanny, 529–30n (Thomas Luney)
Hanson, Benjamin (seaman), 216
Hanson, John (Lt., Maryland Navy), 461
Haraden, Jonathan (Capt., Massachusetts Navy): accounts of, 356, 357n; health of, 256; landing of, at Boston, 282; and prize, 261 and n; rations for, 356; and sick of
Hampden, Massachusetts privateer brigantine, 490; captured by Seafor d, 150 and n, 695, 696n (John Bartlett)
Harmony, Continental Navy ship: renamed Ranger, 425, 426n, 427n
Hampton Roads, Va., 862
Hampton Roads, Va., 183, 413, 500; British warship departs from, 183; command of British squadron off, 270–71; pilot boat Liberty and, 92; prize taken off, 860, 862; Royal Navy ships anchored in, 8, St. Albans at, 201
Harford Co., Md., 413
Harper’s Island, N.C., 225n
Harlequin, British letter of marque ship, 696 and n (Joseph Merry)
Harman, John (Seaman, Continental Navy), 815
Harmon, Thomas (Master), 218 (Friendship)
Harmon, Stephen (factor at British African trading post), 821
Harnett, Cornelius (North Carolina Delegate to the Continental Congress; member, Commerce Committee, 508; from: John Cooke, 332
Harr, Amelia (daughter of Capt. John Harris), 119 and n
Harr, Isaac (Commissary, Maryland Navy), 132, 133n
Harr, John (Capt., Pennsylvania Navy), 447n
Harrison, Richard (Commercial Agent for Maryland and Virginia at Martinique), 359–60, 385, 396; from: Maryland Council, 360, 385
Harrison, Robert (Lt., Continental Navy), 65
Harrison, Thomas (Seaman, Continental Navy), 793
Harrison, William (Seaman, Continental Navy; from: Bulloch, 654 and n (Earl of Chester)
Hartley, Samuel, 274, 356 and n, 454
Hartley, Thomas (resident of Whitehaven, England), 593
Hart, James (Master), 206 (Benjamin)
Hay, Edward (Gov., Barbados), 772–75n
Haycock, Thomas (Seaman, Maryland Navy), 354
Hayley, James (Capt., Pennsylvania Navy), 217
Hayter, Joseph (Rigger), 438
Harvey, Elizabeth, Dr. (Surgeon, Pennsylvania State Prison), 670n
Harvey, James (Seaman, Continental Navy), 788
Harvey, John (seaman), 235
Harvey, Richard (merchant at Salem, Mass.), 99–100
Harvard, William (taVERN keeper), 833
Harwich, England, 659, 660n
Harwood, John (fisherman): petition of, 301
Harwood, Thomas (Treasurer, Western Shore of Maryland), 132, 133n
Hasen, William (seaman), 235
Haskins, Jonathan, Dr. (Surgeon, Charming Sally): Journal, 448, 514, 541, 609, 614, 670, 672, 674, 683, 693, 721, 741, 745, 753, 755, 785; date sent to Mill Prison, 670n
Harvey, John (Capt.), 654 and n (Earl of Chester)
Haywood, William (American merchant in France), 616 and n
Hazard, Massachusetts Navy brigantine: arrival of, at Boston, 380; crew, prize money and, 379; crew, wages of, 379; cruise of, 357, 365, 379 and n; mutiny aboard, 379; naval stores for, 438 and n; operations, 77, 697n; provisions from, 428 and n; provisions off-loaded from, 409, 410n; refitting of, 365 and n, 454 and n; rigging of, 438 and n; rum for, 479 and n; small arms of, 479; Tyrannicide and, 77, 255, 256n, 379 and n; captures: Elizabeth, 237 and n, 380; Live Oak, 380, 380 and n, 398, 439, 440n; Polly, 380 (Simeon Samson)
Hawley, Jonathan (Lt., Marines), 217
Hayse, Jonathan (Lt., Marines), 217
Haward, Thomas (Capt., Pennsylvania Navy), 391, 395n
Head of Elk, Md., 413; Continental Army recruits and, 449, 461; guarding stores at, 413, 414n; on
danger to supplies stored at, 383 and n; and provisions for Continental Army, 468; provisions sent to, 449; supplies and, 449; supplies sent to, 65, 80, 105–6, 461; Virginia Navy galley ordered to, 80
Heath, Caleb (resident, Prince Georges Co., Md.), 19
Heart of Cedar, sloop, 152 (Richard Minors)
Heart of Oak, HMS, 647 and n, 663, 664n (Nathanial Crosby)
Heart of Oak, sloop, 530 (Joseph Sheete)
Hease, Patrick (Seaman, Continental Navy), 805, 861 (Charles Porée)
Hector, Charles-Jean, Comte d' (Capitaine de vaisseau, French Navy)
Hector, ship: captured by Lyon, 261 and n, 351, 352n (William White)
Hector, French Navy ship of the line: in first squadron, Toulon fleet, 568; rejoins d’Estaing’s fleet, 625, 626; sailing qualities of, 718, 719; separates from d’Estaing’s fleet, 625, 626 (Comte de Morières du Castellet)
Hector: captures: Thomas Kouli Kan, 578, 579, 580n, 833, 836, 836n (Sir John Hamilton)
Hector, ship: captured by Senegal (with Richmond), 27 and n, 861 (Charles Porée)
Hector, Charles-Jean, Comte d’ (Capitaine de vaisseau, French Navy), 549 (Orient)
Helfern, Stephen (seaman), 234
Hellevoestsylus, Netherlands, 660n
Helme, —— (Lt., Rhode Island Navy), 38
Hempstead, N.Y., 188 and n, 220
Hemsley, William (Col., Maryland Militia), 132, 133n
Henderson, —— (Capt.), 478
Henderson, Alexander (British merchant at Amsterdam), 688 and n
Henderson, Joseph (Massachusetts Commissary of Prisoners), 95, 273, 334, 428
Hendrick, J. (Capt.), 69, 70n (Annapolis)
Hendsdales, Daniel, 419
Henlopen, Cape, Del., 34n, 48n, 201n, 249–50, 316
Henry, schooner, 169, 170n; captured by Hornet, 169 (John Shephard)
Henry, Cape, Va., 20, 26
Henry, John (Capt., RN), 321–22 and n; and British raid up Delaware River, 331; report of, 321–22
Henry, Patrick (Gov., Virginia), 34 and n; and appointment of lieutenant in Virginia Navy, 106, 250; attends meeting of Virginia Council, 345 and n, 360, 431, 450 and n; and captured loyalist letter, 201n; and carrying ratified treaty to France, 277 and n; and case of sloop Portland, 99–100; and Caswell, 119, 120n; and coastal fortifications for Virginia, 345, 476; and construction of gunboats, 450 and n; and crew of Independence, 277 and n; and dispatches for France, 396, 397n, 475–76; and drafting of ships’ carpenters, 346; and employment of David Stoddard, 90n; on attacking British trading stations in Africa, 475; on manning Virginia Navy galleys, 421–22; on need for fort at Yorktown, 476; on reinforcement for Continental Army from Virginia, 476; on restoring public credit, 476; and packet boat to France, 270n; and promotion of Virginia Navy officer, 76; and resolution concerning using Pennsylvania Navy seamen to man armed galleys of Virginia and Maryland, 181n; and supplies for Continental Army, 66n; letters from, 652; Willis Wilson and express to, 462, 463n; to: Richard Henry Lee, 475–76; William Lee, 78–79; Virginia General Assembly, 345–46
Henmhaw, John (Seaman, Continental Navy), 805, 813
Henson, Nicholas (Master), 861 (Duke of Grafton)
Heraud, Jean (Master)
Herbert, schooner, 397 and n; captured by Greyhound, 387 and n, 445 (Thomas Herbert)
Herbert, Charles (Seaman, Massachusetts privateer brig Dalton): Journal, 448n, 541n, 548, 609n, 610, 615n, 670n, 672n, 674n, 683n, 721n
Herbert, Thomas (Capt., Virginia Navy), 99, 100n
Herbert, Thomas (Master and ship owner), 387 and n, 446n (Herbert)
Hereford, T. (factor at British African trading post), 821
Hero, Virginia Navy armed galley: cleaning of, 481; muskets for, 480; provisions for, 243; repair of, 481; station of, 481n; supplies for, 242, 475, 481 (John Barret)
Hero, ship, 683 and n (James Patrick)
Herve, —— (French baker), 728
Heslop, Robert (Quarter Gunner, Seaman, Continental Navy), 798, 812
Hessam [Heysham], William (Prize Master, Continental Navy), 798, 812
Hett, sloop: destroyed by Carysfort and Perseus, 859 (David Tims)
Hewes, Joseph (Continental Navy agent at Edenton, N.C.), 277, 277 and n; from: Continental Marine Committee, 277
Hibbert, Jeremiah (Capt.), 351n, 512, 513, 529 (Hawke)
INDEX

Hibernian Chronicle (Cork, Ireland): 1778: 4-7 May, 672
Hierlyhy, Timothy (Lt. Col., British Army), 159, 160n
Higgibottom, Joel (Seaman, Maryland Navy), 19
Hight, James (shipwright), 295
Hill, Benjamin (Volunteer Midn., Continental Navy): and conduct of Thomas Simpson, 750; in Drake's prize crew, 701, 702 and n; and raid on Whitehaven, 589, 757, 760n; and Thomas Simpson, 749
Hill, John (Continental Marines), 122, 803, 814
Hill, John (Capt.), 465n (Pluto)
Hilton, —— (Capt.)
Hilger, John (Seaman, Continental Navy), 604
Hight, James (Master)
Hilger, John (Seaman, Continental Navy), 604
Hill, James (Master)
Hodges, —— (Master), 571n (Speedwell)
Hodgson, Richard (Continental Marines), 795
Hind, —— (Lord Lieutenant of Ireland), 594, 595n
Hirondelle, French Navy corvette, 568 (Comte de Blachon)
Hispaniola: false clearance for, 430; inward-bound vessels, 182, 194, 318; outward-bound vessels, 182, 249n, 860; seamen recruited in, 182
Hocar, Benjamin (Seaman, Virginia Navy), 80
Hobart, John [2nd Earl of Buckinghamshire] (Lord Lieutenant of Ireland), 594, 595n
Hobbs, James (Master), 212 and n, 360 (Hornet)
Hodge, John, 584n
Hodge, Samuel, Jr. (Mate, Continental Navy), 791, 797
Hodge, William (American merchant in Europe): and American-born British Navy deserters, 698-99; and Conde de Xerena, 698-99; conveys orders, 526; Conygham and, 698 and n; correspondence of, with Silas Deane, 698; and Continental Navy seamen claimed by British, 698-99; and escaped American prisoners, 699; incarceration of, 578, 579, 580n; merchant representative of, 698, 699n; money spent by, 584n; and prize money for crew of Revenge, 583 and n, 584; and prizes of Revenge, 738-39; and public money, 584 and n; purchases Revenge, 660n; and sailing of Continental cutter Revenge, 580n; sale of prize by, 702; to: Benjamin Franklin, 698-99; from: American Commissioners in France, 584; Gustavus Conygham, 702
Hodges, John (Capt.), 529
Hodgson, John (resident of Whitehaven, England), 593
Hoge, Jonathan (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
Hoggard, Thurner, 75, 89 and n
Hog Island, R.I., 443, 496
Hogsdon, Richard (Continental Marines), 795
Hohn, George (Continental Marines), 801, 814
Hoit, Benjamin (Continental Marines), 794
Holderby, —— (Master), 211
Holker, Jean, 262 and n
Holland, Netherlands: John G. Frazer and, 710; letter forwarded via, 755; outward-bound vessels, 753; ships said to be bound for, 708 and n; supplies from, 615
Hollingsworth, Henry (Continental Deputy Quartermaster General; Supervisor of Purchases for Maryland Board of War): and armed naval escort, 383; and military stores, 383, 413; and provisions for Continental Army, 449 and n, 468; receipt from, 105-6; and supplies for Continental Army, 65, 66n, 80 and n; supplies to be delivered to, 80 and n, 105-6, 461 and n; and transporting supplies, 383; to: Thomas Johnson, Jr., 383; from: Maryland Council, 413
Holloway, John (Lt., RN; Agent of transports), 193
Holmes, —— (Master), 394 (Mary)
Holmes, Barllett (Master), 354 and n, 389 (Hannah)
Holt, sloop: destroyed by St. Albans, 861
Holt, —— (Master), 571n (Talper)
Holt, James (Master), 404 (Speedwell)
Holt, William (Mayor, Williamsburg, Va.; Judge, Virginia Admiralty Court; agent/contractor for Virginia Navy), 52 and n; as Virginia Navy contractor, 317 and n; draft on, 89; mill of as storage facility, 317; and provisions for Virginia Navy, 43, 44, 243; and supplies for Virginia Navy vessels, 250, 422, 475
Holt's Creek, Va., 44, 469, 492, 493n
Holt's Mill, Va., 317 and n
Holyhead, Wales, 842, 855n
Home, Lazarus (seaman), 217
Home, Robert (seaman), 217
Honduras, 144n
Honduras, Bay of, 208, 391, 398
Hongchurch, Edward (Seaman, Red), 33
Honoré, —— (French carpenter), 769 and n
Hornet, French Navy sloop: destroyed by Alfred, 206, 283n; capture of, 60, 68, 146-48, 189, 208, 246, 261, 262n, 266-67 and n; and command of Confederacy, 151, 152n, 220-21; and court of inquiry for Thomas Thompson, 299; and court-martial of Thomas Thompson, 411; escape of, 267n; from Connecticut, 267n; on prospects of, 267; on whereabouts of, 103; return of, to Boston, 411; return of, to United States, 267n; supplies delivered to, 399 and n; treatment of, as prisoner of war, 208 (Alfred)
Hornsey, William (resident of Natchez District, W. Fla.), 108, 110n
H orphanable, French Navy corvette, 568 (Comte de Blachon)
H. —— (French carpenter), 769 and n
Hooper, Edward (Master), 458 (Britania)
Hooper, John (Capt.), 529
Hope, schooner: captured by Centurion, 226 and n
Hope, schooner: captured by Antigua and Beaver, 96, 97n, 206–7 (Jacob Benton)
Hope, British letter of marque ship: armament of, 321, 325, 356 and n; captured by Revenge, 321 and n, 325, 326n; cargo of, 321 and n; crewmen of, join Revenge, 356n; Gustavus Conyngham on disposition of, 356; recaptured by Enterprise, 521n, 525, 526n, 536n; sent to Tenerife, 525, 526n; size of, 536n (Abraham Jones)
Hope, HM brig-rigged sloop-of-war: Journal, 432–33; captures: Banker Hill, 432–33 and n (William Hancock Kelly)
Hope, South Carolina privateer snow: captured by Hinchinbrook and Rebecca, 265 and n, 858 (John Hatter)
Hope, Charles (Capt., RN) 35 (Hind)
Hope Furnace, Scituate, R.I., 47, 71n, 357 and n, 357n
Hopkins, —— (merchant in Virginia), 861
Hopkins, Caleb (Capt., Continental Navy), 389; cargo of prize, 389
Hopkins, —— (merchant in Virginia), 861
Hopkins, John Burroughs (Capt., Continental Navy), 327, 328n
Hopkins, Esek, Jr. (Lt., Continental Navy), 23n, 23n
Hopkins, Esek (Commodore, Continental Navy), 23n, 327
Hopkins, Esek, Jr. (Lt., Continental Navy), 327, 328n
Hopkins, John (Seaman, Maryland Navy), 353
Hopkins, John Burroughs (Capt., Continental Navy): and appointment of purser for Warren, 130, 150 and n; and captured British merchant vessels, 238 and n; carries letter, 130; and dismissal of Continental Navy lieutenant, 71 and n; and disposition of cargo of prize, 159 and n, 210 and n; Dunham and, 104; good opinion of 18-pounders, 47, 48n; his opinion of officer, 84; home of, 146n; and libeling of Robert, 169; operational orders for, 39–40, 41n; and ordnance for Confederacy, 83, 84n; prizes of, 159 and n, 210 and n; return of, to Boston, 146; whereabouts of, 146n (Warran)
Hopkins, William (Acting Lt., Continental Navy), 83, 84n, 652, 771n
Hopkinson, Francis (Member, Continental Navy Board of Middle Dept.): and inquiry into loss of Virginia, 205n; memorial of, 222, 238 and n; named treasurer of loans, 431n; salary and expenses of, 222 and n; and scuttling of Mercury, 63; service of, on Continental Navy Board of the Middle Dept., 431 and n; and shipping at Bordentown, 63
Hops, 298
Horé, Juan Joseph de, Don (Secretary to the Governor General of San Sebastián, Spain), 512, 513, 529
Horne, Richard (resident of Tobago), 775
Hornet, Virginia State trading schooner, 212 and n, 360 (James Hobbs)
Hornet, HM ship-rigged sloop-of-war, 141, 144n (Robert Haswell)
Hornett, Massachusetts privateer schooner: size of crew of, 170n; commissioning of, 170n; ordnance of, 170n; owners of, 170n; captures: Henry, 169; recaptures: Nuestra Señora del Carmen, 169, 170n (Nathaniel Bentley)
Horses: as cargo, 186n, 446; embarkation of, on British transports, 467; expropriation of, 405; hire of, 162–63, 257; need to pay for, 162–63
Horse Shoe Shoal, Va., 26, 183, 198, 199n, 341 and n
Hort, John, Sir (British Consul at Lisbon), 530, 659, 660n; to Lord Weymouth, 530, 659
Horton, Matthew (Seaman, Continental Navy), 788
Hospital Department, Continental, 393
Hotham, HM sloop tender [Preston’s tender]: captures of, credited to Preston, 341n; carries dispatches, 354, 355n; carries orders, 131; delivers letter, 183, 184 and n, 184n; escorts prizes, 340, 341n, 346 and n; operations of, 31n; service in Caldwell’s squadron, 354, 355n; Virginia loyalist enlist in, 201; whereabouts of, 183, 184n; captures: Adventure, 31 and n; Endeavour, 31 and n; Jane, 248n; Necessity, 248n; Peggy, 31 and n; Polly, 31 and n; Sally, 248n; captures (with Sobey [Sobey’s tender]): Gascon, 339, 340n, 346 and n; Rising Sun, 339, 340n, 346 and n, 445, 446n (Christopher Hele)
Hotham, William (Commodore, RN): advancement for secretary of, 202 and n; and arrival of French fleet in North American waters, 131, 307, 308n; arrival of, at Chesapeake Bay, 280; as subordinate to Barrington, 656–57; and Chesapeake Bay squadron, 305; and command of Onslow’s Squadron, 131; and convoy from Philadelphia, 193 and n, 407; and exchange of prisoners of war, 354–55; and expedition to St. Lucia, 407, 408n, 656–57; Griffin to join, 307; and impressment, 307, 308n; instructions to, 131; on situation of, 396; and operations at New York, 131, 202, 307, 308n; and refitting vessels, 183, 184, 184n, 201–2, 307, 308n; and rendezvous with Samuel Barrington, 656–57; Viscount Howe on meeting, 396; from: Benjamin Caldwell, 135, 184, 354–55; Viscount Howe, 131, 201–2, 395–96
Hothorne, Nathaniel (Seaman, Continental Navy), 798, 808
Houghton, —— (Capt.), 695, 696n (Toms)
Hound, HM ship-rigged sloop-of-war: Journal, 423; and American raiders, 423 and n; and British demands concerning Willing Expedition, 271, 272n; and communication with British residents of Spanish Louisiana, 293; and feeding British refugees, 317; in Mississippi River, 109, 110n, 166n; and intercepting Spanish shipment of money, 371–72, 373 and n; and New Orleans, 106, 110–12, 113, 114n, 288, 290n, 371, 372,
373n; on operations of, 109, 110n; on threat represented by, 165, 166n, 288, 290n; and Pensacola, 141; and protection of West Florida, 141, 144n; provisions for, 317; relieves Sylph, 11, 13n; return of, to Pensacola, 293; state of, 317, 318n; whereabouts of, 242, 245n, 291, 317 (Joseph Nunn).

Houston, Thomas (Capt., Pennsylvania Navy), 126 and n, 381 and n, 391, 395n

Houston, William (Gov., Georgia): attends meeting with British naval forces in North America, 305, 307, 338–39, 407; and arrival of William Howe at Charleston, 280 and n; arrives in Delaware River, 168; as naval commander in North America, 5, 173, 305, 395–96; and assembling ships on North American station, 407; and assistance to Carlisle Commission, 552 and n; and British naval reinforcements, 618–19; and Byron, 65–55; and commissioner HM frigate Virginia, 201n; and condition of Onslow’s squadron, 183; and convoy from Philadelphia, 193 and n, 407; departure of, for Delaware Bay, 131; departure of, from Rhode Island, 171; and dispatch of warships to Newfoundland, 647; and dispatch to England, 305, 338–39; and evacuation of Philadelphia, 407; and expedition to St. Lucia, 407, 656, 657n; fleet of, 58; Gambier second-in-command to, 623, 624; health of, 306; and hospital ship to accompany expedition, 407; and convoy for and from Pensacola, 138, 139n; and exchange of prisoners, 192, 316n; and Isaak Robinson and Nathaniel Galt, 87 and n, 367 and n; and ordnance for East Florida, 363n; and Packet for, 552–53; and protection of East Florida, 362–63; and provisions for Convention Army, 72; and regulation of trade in America, 118; report to, on situation in East Florida, 363n; reportedly lost in gale, 266 and n; and resumption of, 338; and return of Royal Bounty, 95; return of, to England, 173, 306, 396; and security of Halifax, 305, 338–39; and ship intended for, 380 and n; and shipment of prize goods from New York, 118 and n; and the Mischianza, 382–83n; whereabouts of, 72, 173, 339; to: George Keith Elphinstone, 87; Charles Feilding, 338–39; Walter Griffith, 307–8; William Hotham, 131, 201–2, 395–96; Philip Stephens, 171–73, 304–7, 321–22, 407–8; William Tryon, 86; to: Benjamin Caldwell, 25–26, 183–84; Andrew Elliot, 118; Lords Commissioners of the Admiralty, 552

Howe, Robert (Gen., Continental Army), 45 and n, 265, 435, 456n; to: Samuel Elbert, 138

Howe, Sir William (Gen., British Army): appointed to Continental Army, 45 and n; and commissioning HM frigate Royal Bounty, 95; and report to, on situation in East Florida, 363n; on return of, to England, 305, 338–39; on situation in East Florida, 305, 338–39; ship intended for, 380 and n; and shipment of prize goods from New York, 118 and n; and the Mischianza, 382–83n; whereabouts of, 72, 173, 339; to: George Keith Elphinstone, 87; Charles Feilding, 338–39; Walter Griffith, 307–8; William Hotham, 131, 201–2, 395–96; Philip Stephens, 171–73, 304–7, 321–22, 407–8; William Tryon, 86; to: Benjamin Caldwell, 25–26, 183–84; Andrew Elliot, 118; Lords Commissioners of the Admiralty, 552

Huet/Huit, Mathurin (Seaman, Continental Navy), 38 and n

Howard, Charles Wallace (former Maryland Commissary of Stores), 386 and n; from: Maryland Council, 386

Howard, Joseph (Seaman, Continental Navy), 792

Howe, Lord [Richard Howe, 4th Viscount Howe] (Vice Adm., RN): Admiralty’s instructions to, 306; Admiralty’s opinion of, 338; appointed to Carlisle Commission, 552 and n; and arrival of French fleet in North American waters, 305–6, 307–8, 338–39, 407; and arrival of William Hotham at Chesapeake Bay, 280 and n; arrives in Delaware River, 168; as naval commander in North America, 5, 173, 305, 395–96; and assembling ships on North American station, 407; and assistance to Carlisle Commission, 552; and British naval reinforcements, 618–19; and Byron, 65–55; and commissioner HM frigate Virginia, 201n; and condition of Onslow’s squadron, 183; and convoy from Philadelphia, 193 and n, 407; departure of, for Delaware Bay, 131; departure of, from Rhode Island, 171; and dispatch of warships to Newfoundland, 647; and dispatch to England of American prisoners of war, 95; and evacuation of Philadelphia, 407; and expedition to St. Lucia, 407, 656, 657n; fleet of, 58; Gambier second-in-command to, 623, 624; health of, 306; and hospital ship to accompany expedition, 407; and convoy for and from Pensacola, 138, 139n; and exchange of prisoners, 192, 316n; and Isaak Robinson and Nathaniel Galt, 87 and n, 367 and n; and ordnance for East Florida, 363n; and Packet for, 552–53; and protection of East Florida, 362–63; and provisions for Convention Army, 72; and regulation of trade in America, 118; report to, on situation in East Florida, 363n; reportedly lost in gale, 266 and n; and resumption of, 338; and return of Royal Bounty, 95; return of, to England, 173, 306, 396; and security of Halifax, 305, 338–39; and ship intended for, 380 and n; and shipment of prize goods from New York, 118 and n; and the Mischianza, 382–83n; whereabouts of, 72, 173, 339; to: George Keith Elphinstone, 87; Charles Feilding, 338–39; Walter Griffith, 307–8; William Hotham, 131, 201–2, 395–96; Philip Stephens, 171–73, 304–7, 321–22, 407–8; William Tryon, 86; to: Benjamin Caldwell, 25–26, 183–84; Andrew Elliot, 118; Lords Commissioners of the Admiralty, 552

Howe, Thomas (Capt., RN), 126 and n, 381 and n, 391, 395n

Howell, Stephen (Long Island refugee), 352

Howell, Paul (Long Island refugee), 352

Howland, James (Master), 23n (Nancy)

Howland’s Ferry, R.I., 196, 303 and n, 445

Hubbard, Amos (ship owner), 124n

Hubbard, John (seaman), 234

Hudson, Charles (Capt., RN), 239 and n (Orpheus)

Hudson, Jonathan (merchant at Baltimore), 367

Hudson, Nathaniel Galt, 87 and n, 367 and n; 467, 468n

Hudson Highlands, N.Y., 269n, 284n

Hudson, Jonathan (merchant at Baltimore), 367

Hudson River, N.Y.: American fortifications on, 170; British naval operations in, 197; chain across, 170, 171n, 367; Continental Army on, 170, 261; Continental frigates destroyed in, 50, 189, 500, 501n; defense of, 284, 498–99n; galleys for service on, 367; gunboat flotilla on, 170, 269

Huet/Huit, Mathurin (Seaman, Continental Navy), 806, 815

Hughans, Peter (seaman), 234

Hughes, John (Seaman, Continental Navy), 803
Hyde, Jedediah (Capt. of Marines, General Putnam), 70, 71n, 214, 215n, 235
Hyde, Solomon (seaman), 235
Hyland, Lambert, 8n
Hynson, Joseph (Capt.; British spy), 578, 579, 580n, 836n
Iberville River [Bayou Manchac], W. Fla., 108, 141, 292
Île à Vache [Isle of Ash], Haiti, 143, 145n
Île de Gorée, Senegal, 818, 829n
Île de la Tortue, French Saint-Domingue, 67 and n
Îles de Los, Guinea: Marlborough and, 819, 822, 823, 825, 829n, 318, 483, 484n
Illinois, 11, 21
Illinois River, 287
Illustrous Hero, brig: access of British officials to, 659; arrival of at Lisbon, 666, 667, 668n; British attempt to reclaim, 666–67, 667, 668n; captured by Deane, 587, 659, 660n; prize crew on, 659
Immery/Imirie, John (Loyalist refugee), 363n
Impressment, 126, 143, 145n, 305–6, 307, 339, 677
Inconstante, French Navy frigate, 568 (Louis Caveller de Cuverville)
Independence, Maryland Navy armed galley: crew members take Oath of Fidelity, 19; naval stores used for, 127n; pay for crew of, 359; and transportation of Continental Army recruits, 449, 450n, 461; and transportation of supplies, 413, 449, 450n, 461; transports politician, 461 and n (Bennett Mathews)
Independence, Massachusetts privateer sloop: accounts of, 411n; armament of, 70n; commissioning of, 70n; engagement involving, 411; officers of accused of cowardice, 411; owners of, 70n; prize money of, 411n; size of, 70n; size of crew of, 70n; wages of crew of, 410–11; wounded among crew of, 411; captures: Annapolis, 69, 70n, 411 and n (Peter Pollard)
Independence, Continental Navy sloop: and shipment of supplies, 510; Beutre/Beutis and, 754; cargo of, 277, 770; in convoy of Deane, 260n; loss of, 277 and n; ordinance of, 277; stores and equipment salvaged from, 277, 277 and n (John Young)
Independent Chronicle, and the Universal Advertiser (Boston): 1778: 2 Apr., 18; 9 Apr., 69; 16 Apr., 123; 7 May, 282–83; 14 May, 351; 21 May, 411n; 4 June, 411n; from: Officers of the Raleigh, 246–47
Indian Ocean: French naval ships in, 567, 570n
Indians (Native Americans): assist British in attempt to reclaim, 666–67, 667, 668n; British attempt to reclaim, 666–67, 667, 668n; captured by Deane, 587, 659, 660n; prize crew on, 659; neutrality of, as goal of the United States, 363; on Spanish attempts to influence, 107; Pollock on precautions against, 12, 288. See also individual tribes, such as Creek Nation.
Indien, ship: construction of, 527 and n, 531 and n; crew for, 539; guards for, 531; insurance for, 531; Jacques Boux and, 531n; John Paul Jones and, 527 and n, 539, 677, 678 and n; on sailing qualities of, 527; on value of, 527 and n; Orvilliers and, 677, 678 and n; ownership of, 527 and n; paying for, 527 and n; Sartine and, 526–27 and
Huit, Oliver (Continental Marines), 806, 815
Hunt, William (Seaman, Continental Navy), 793
Hunter, James, Jr. (merchant at Fredericksburg, Va.), 423
Hunter, Robert (Capt.), 391 and n (Elizabeth)
Hunter, William, Jr. (Publisher, Virginia Gazette), 201 and n
Huntingdon Bay, Long Island, N.Y., 200
Huntington, Andrew (merchant at Norwich, Conn.), 149 and n
Huntington, Ebenezer (merchant at Norwich, Conn.), 149 and n
Huntington, Joshua (Maj., Connecticut Militia; Superintendent of construction for Continental frigate Confederacy), 361; and ammunition for Trumbull, 429; naval stores sent to, 319, 459 and n; and cannon from Salisbury Furnace, Conn., 47, 48n; supervising construction of Confederacy, 319; and wages for guards, 268; from: Ephraim Bill, 268; John Manley, 402; William Smith, 162–63
Huntington, N.J., 308
Huntress, Jonathan (Seaman, Continental Navy), 797
Husband, John (seaman), 217
Hussar, Jacques Boux and, 531n; John Paul Jones and, 411n; owners of, 70n; prize money of, 411n; size of, 70n; size of crew of, 70n; wages of crew of, 410–11; wounded among crew of, 411; from: Bennet Mathews
Hyde, Jedediah (Capt. of Marines, General Putnam), 70, 71n, 214, 215n, 235
Hyde, Solomon (seaman), 235
Hyland, Lambert, 8n
Hynson, Joseph (Capt.; British spy), 578, 579, 580n, 836n
Iberville River [Bayou Manchac], W. Fla., 108, 141, 292
Île à Vache [Isle of Ash], Haiti, 143, 145n
Île de Gorée, Senegal, 818, 829n
Île de la Tortue, French Saint-Domingue, 67 and n
Îles de Los, Guinea: Marlborough and, 819, 822, 823, 825, 829n, 318, 483, 484n
Illinois, 11, 21
Illinois River, 287
Illustrous Hero, brig: access of British officials to, 659; arrival of at Lisbon, 666, 667, 668n; British attempt to reclaim, 666–67, 667, 668n; captured by Deane, 587, 659, 660n; prize crew on, 659
Immery/Imirie, John (Loyalist refugee), 363n
Impressment, 126, 143, 145n, 305–6, 307, 339, 677
Inconstante, French Navy frigate, 568 (Louis Caveller de Cuverville)
Independence, Maryland Navy armed galley: crew members take Oath of Fidelity, 19; naval stores used for, 127n; pay for crew of, 359; and transportation of Continental Army recruits, 449, 450n, 461; and transportation of supplies, 413, 449, 450n, 461; transports politician, 461 and n (Bennett Mathews)
Independence, Massachusetts privateer sloop: accounts of, 411n; armament of, 70n; commissioning of, 70n; engagement involving, 411; officers of accused of cowardice, 411; owners of, 70n; prize money of, 411n; size of, 70n; size of crew of, 70n; wages of crew of, 410–11; wounded among crew of, 411; captures: Annapolis, 69, 70n, 411 and n (Peter Pollard)
Independence, Continental Navy sloop: and shipment of supplies, 510; Beutre/Beutis and, 754; cargo of, 277, 770; in convoy of Deane, 260n; loss of, 277 and n; ordinance of, 277; stores and equipment salvaged from, 277, 277 and n (John Young)
Independent Chronicle, and the Universal Advertiser (Boston): 1778: 2 Apr., 18; 9 Apr., 69; 16 Apr., 123; 7 May, 282–83; 14 May, 351; 21 May, 411n; 4 June, 411n; from: Officers of the Raleigh, 246–47
Indian Ocean: French naval ships in, 567, 570n
Indians (Native Americans): assist British in attempt to reclaim, 666–67, 667, 668n; British attempt to reclaim, 666–67, 667, 668n; captured by Deane, 587, 659, 660n; prize crew on, 659; neutrality of, as goal of the United States, 363; on Spanish attempts to influence, 107; Pollock on precautions against, 12, 288. See also individual tribes, such as Creek Nation.
Indien, ship: construction of, 527 and n, 531 and n; crew for, 539; guards for, 531; insurance for, 531; Jacques Boux and, 531n; John Paul Jones and, 527 and n, 539, 677, 678 and n; on sailing qualities of, 527; on value of, 527 and n; Orvilliers and, 677, 678 and n; ownership of, 527 and n; paying for, 527 and n; Sartine and, 526–27 and
n, 539, 677, 678 and n; threat of arson and, 531
Indigo: as cargo, 15n, 35n, 36n, 44, 102, 153, 184, 207, 334, 447, 548, 672, 696, 706, 721, 858; market for, 185; Pollock purchases, 287; sale of, in Martinique, 184–85; shipment of, 209
Industrious Bee, brigantine, 41
Industry, schooner: captured by Mifflin, 404 (Josiah Buffett)
Industry, sloop: captured by Trumbull, 62–63 (Casey)
Ingerson, — (Seaman, Continental Navy), 738
Inglis, John [2], (Lt., RN)
Ingram, James (merchant in Northampton Co., Va., 201 and n
Inishturath, Ireland, 848, 856n
Innes, Alexander (Col., South Carolina Loyalist Regiment), 232n
Innes, George (Master)
Innes, Alexander (Col., South Carolina Loyalist Regiment), 232n
Innes, George (Master), 439, 440n (Sally)
Insurance: Continental Congress and, 300; cost of, 287, 300, 394, 531, 585, 674; for goods shipped from France for Virginia, 79; Oliver Pollock and, 300; on chartered ship, 412
Intelligence: American: 554; from North Carolina, 551; lack of, 560; sent to Foreign Affairs Committee of Continental Congress, 535; arrival of, in Europe, 529, 535; British: concerning Brest fleet, 588–89, 600–1; concerning d’Estaing’s fleet, 567–69, 590–70 and n, 571–72, 593, 601, 617–18, 687; concerning Ranger, 582, 587, 594, 596–97, 600, 604
Intépide, French Navy ship of the line, 549 (Marquis de Beausser de Chateauneuf)
Invincible, HMS, 601, 688n (Francis Parry)
Ipare, Anthony (seaman), 826
Iphigénie, French Navy frigate, 508 (de Kersaint de Coëtminepren)
Ipswich, England, 70n
Ireland: British Channel fleet and protection of, 70n
Ipswich, England, 70n
Irish Channel: alert to cities along, 592; British warships and, 553, 582, 587, 594; French frigate accompanies Ranger to, 595, 596, 597n; Ranger in, 592, 595, 596, 600, 606 and n
Irish Sea: American cruisers in, 587; Ranger and, 574, 576
Iron: as ballast, 24, 459; as cargo, 43n, 489, 862; for Continental Navy, 472–75
Iron hoops, 375, 376, 778
Irwin, John (Maj. Gen., British Army, Commander of British forces in Ireland), 596, 597n, 705n
Isabela, Cabo, Santo Domingo, 15n, 22
Isabella, ship, 416n; captured by unnamed privateer, 408; recaptured by Bristol, 408, 409n
Isis, HM frigate; and blockade of Chesapeake Bay, 279, 280n; departure of, from Chesapeake Bay, 370; escorts convoy, 50, 72, 74n, 98n; and expedition to St. Lucia, 407; and Onslow’s squadron, 305; identification signal for, 270–71; safe channel for, 430 and n; station of, 292 (John Raynor) Island of Palma, See La Palma Island, Canary Islands
Isla de la Palma, Canary Islands
Island of Palma, See La Palma Island, Canary Islands
Island of Palma.
Isles de France (Mauritius), 549, 550
Isles de Léon. See Isles de Léon
Irons, Thomas (Cashier, Massachusetts Board of War), 282 and n
Irvins, —, 331, 332n
Ivy: as cargo, 318 and n, 822, 825; Marlborough captures, 821, 822
Jack, Robert (Master), 123 (Barbara)
Jack, Thomas (seaman), 217
Jack & Henry, schooner: captured by Maidstone, 334, 335n
Jackson, George (Second Secretary, British Admiralty), 573 and n
Jackson, John (Capt., RN), 305
Jackson, John (Surgeon, Continental Navy), 791, 811
Jackson, John (of Dorchester Co., Md.), 19
Jackson, Joseph (Cpl., Continental Marines), 803, 814
Jackson, Samuel (ship owner), 411n
Jackson, Tracy & Tracy (merchants at Newburyport, Mass.), 536, 570–71, 858; from: Gustavus Conyngham, 536
Jackson, William (Seaman, Continental Navy), 793
Jacobs, Toby (seaman), 217
Jacquets, Peter (Capt., Continental Navy), 378 and n
Jamaica, ship, 805 (David Watt)
Jamaica, British West Indies: American privateer off, 143, 145n; British naval reinforcement expected from, 271; convoy from, 143; crops good in, 195; depredations against, 195; French operations against, 518; Gayton commander at, 586n; Henry Shirley and, 433; inward-bound vessels, 121, 144n, 155, 156, 157, 409n, 428, 695, 721; Musco Livingston from, 538n; naval base at, 22; on provisions at, 195; on trading with America by residents of, 143; outward-bound vessels, 262, 320, 409n, 416n, 478, 586; prizes sent into, 35, 39, 96; proposed lifting of embargo at, 195; return of British warships to, 141; signaling system installed in, 195; Spanish operations against, 518; supplied with lumber from Manchac, 10; support
INDEX

921

for America in, 143; trade of, threatened, 195

\textit{Jamaica Gazette} \textit{1778}: 9 May, 318

Jamaica Governor’s Council, 143

James, Michael (Lt., Virginia Navy), 92 and n, 99, 106 (\textit{Northampton})

James Duncan & Co. (ship-owning firm), 134n

James River, Va., 469, 480–81, 492; Holt’s mill on,

James Duncan & Co. (ship-owning firm), 134n

Jamaica Governor’s Council, 143

Jamaica Gazette

\textit{Jervis}, Robert (Master), 453

\textit{Jean André},

Jean, Julien (Quarter Gunner, Continental Navy),

J. Baptiste Famin Devoire & Co. (merchant firm at

Jauncey, Joseph (Capt.),

Jarige, Pierre (Seaman, Continental Navy), 806,

815

Jean, Jersey Island, Channel Islands, 440n, 463n; French

Jean, Jersey Island, Channel Islands, 440n, 463n; French

Jany, Jousint (Continental Navy), 806

Janurm, Francis (ship owner, Jersey Island), 766n

Jane, Jersey,

Jenny, 360, 431, 450

862; tobacco from, 86n

ward-bound vessels, 445, 862; prize captured in,

863; prize sent into, 672, 766

Jenkins, Charles (Capt.)

Jenckes, Charles (Capt.), 85

Jemison, Hugh (Seaman, RN), 497

jenkins, Charles (Capt.), 543 (Hawk)

Jenkins, Ebenezer (Master), 859 (Polly)

Jenkins, Peter (Capt.), 237, 238n

Jennings, Justin (Ship’s Clerk, Connecticut Navy),

485 and n

Jennison, William (Lt., Continental Marines): Journal,

510, 567, 599, 604, 621, 666, 668, 690, 745, 751, 754, 772; and deserters from Boston, 599, 621n; and mutineers, 751; on planned mutiny in Boston, 754; orders uniforms, 554–55; and re- cruits for Boston, 772; and seamen for Boston, 781

\textit{jenney}, brig: captured by \textit{Hammond}, 361; burned by \textit{Hammond}, 446

jersey, HM hospital ship, 407 (David Laird; William Anthony Halstead)

Jersey Island, Channel Islands, 440n, 463n; French

Navy and privateers from, 567, 570; news from, 721; privateers from, 351, 538, 559, 560, 607, 608, 690, 755; prize sent into, 672, 766

Jervis, Robert (Master), 453

\textit{Jeune Pauline}, snow: captured by \textit{Active}, 248, 249n (Isaac Belliveau)

J. Fowler & Co. (ship owner), 537n

\textit{firs Miley}, sloop: captured by \textit{Niger and Southamp-}

ton, 22 and n

Jocelin, Amaziah (Prize Master), 233

\textit{joh}, brig: captured by \textit{Notre Dame}, 858; recaptured by \textit{Hunchinbrook}, 858

Joh, schooner: captured by \textit{Antelope and Diligence},

43 and n, 586 and n, 599; (Azairel Woodberry)

John, Scottish ship, 323, 453 and n; captured by

Marlborough, 323, 324n (James Ogilvie)

John Black & Co. (British merchant firm at Bor-

deaux, France): from: John Paul Jones, 766

John Dixon & Co. (Virginia merchant firm), 859

John Maxwell Nesbitt & Co. (merchant firm at

Philadelphia, Pa.), 386 and n, 393

John Norris & Co. (merchant firm at Salem, Mass.),

169n

\textit{johnson}, Maryland Navy armed galley, 91n, 126–27

\textit{johnson}, Maryland privateer schooner, 474 (William

Yardsley)

Johnon, Edward (Master), 858 (\textit{Nancy})

Johnon, Eleazer (Member, Massachusetts Board of

War): and alterations to \textit{Tyrrannicide}, 901 and n; attends board meetings, 117, 160, 274, 282, 301, 333, 356, 365, 380, 389, 399, 409, 428, 438, 454, 479; and disposition of prize, 380 and n; and re- fitting \textit{Hazard}, 365 and n; and repairs to Massa-

chusetts state trading schooner, 479 and n

Johnon, Eleazar, Jr. (Capt.): as pilot for d’Estaing’s

fleet, 519, 519 and n, 538 and n, 687 and n; escape of, from Mill Prison, 548 and n; travels under as-

sumed name, 519, 519 and n (Dalon)

Johnon, Henry (Capt., Continental Navy): as com-

mander of \textit{Lexington}, 721 and n; as pilot for d’Es-

taing’s fleet, 519, 519 and n, 538 and n, 687 and n; escape of, from Mill Prison, 548 and n; on number of prisoners captured by, 694 and n; travels under assumed name, 519, 519 and n (Lex-

ton)

Johnon, Henry (Master), 169 (Mary)

Johnon, J. (Master), 391n (\textit{Antigua Planter})

Johnon, Joel (seaman), 235

Johnon, John (Seaman, Continental Navy), 806, 815

Johnon, John (merchant at Berwick, Me.), 375,

376, 377n

Johnon, John (ship owner), 653n

Johnon, Joshua (American merchant in France),

509n, 510n, 511n, 737n

Johnon, Peter (seaman, \textit{Red}), 33

Johnon, Robert (Master), 439, 440n, 446n (\textit{Lay-

ton})

Johnon, Thomas, Jr. (Gov., Maryland): and armed

naval escort, 383; and captured loyalist letter,

201n; and naval stores for Maryland Navy, 164; and pilot for \textit{Virginia}, 500; and receipts for naval

stores, 126; and using Pennsylvania Navy seamen
to man armed galleys of Virginia and Maryland, 181n; to: George Ross, 468; from: George

Dashiell, 8; Henry Hollingworth, 383

Johnon, Walter (merchant at Bordeaux), 761,
John Wilkes, sloop: captured by Ariel, 861 (S. Clay)
Johnston, Miller: Protest of, 375–76, 376–77
Jonathan, ship: captured by General Washington, 471n
Jonathan, British letter of marque ship, 699–700 and n (Richard Townsend)
Jones, —— (pilot), 736
Jones, (Capt., Continental Navy)
Jones, John, 178
Jones, John (Col., Delaware Militia), 286
Jones, Cato (seaman), 234
Jones, Alexander (Cpl., Continental Marines), 794, 808
Jones, Cato (seaman), 234
Jones, Edward (merchant at Boston), 377n
Jones, James (Capt., RN), 775n (Beaver)
Jones, John (Col., Delaware Militia), 286
Jones, John, 178
Jones, John (Capt., Continental Navy), 46n; acts as Ranger’s pilot, 596; and agent for Ranger’s prizes, 689; and American Commissioners in France responding to his letters, 681; applies to Emmanuel-Yves Bersolle for assistance, 708, 709n; as commander of Ranger, 595; and attack on British Baltic fleet, 761; and British prisoners, 747; and command of Ranger, 426n; comes aboard Ranger, 837; and Congress’ resolutions concerning prizes, 748; consults d’Orvilliers, 526–27; consults de la Porte, 527; correspondence of, 314, 523, 526, 542, 689; course ordered by, questioned, 701; credit of, 760, 776; cruise of, 527; disobedience to orders of, 672; and William Dobbs, 766; and Drake as prize, 679, 709; dress of, 582; enterprise of, 538, 539n; and escort for Ranger, 531–35, 533, 573–76, 576–78; and expedition against Jersey privateers, 755; finances of, 565, 689, 700, 747–48, 780; Franklin on advancement of, 755; identified by British as captain of Ranger, 617; and Indien, 526–27 and n, 677, 678, 678 and n; instructions of, 740; instructions of, to Simpson concerning Drake, 750, 751; journey to Paris by, 776; knowledge of Solway Firth of, 596; knowledge of Whitehaven, England, 596; letter of introduction for, 542; letter of, to Countess of Selkirk, 708 and n, 755; and list of participants in Whitehaven expedition, 589–90 and n; moves ashore at Brest, 854; on ability of as an officer, 103; on actions of those in his command, 675; on battle with Drake, 675–76; on character of, 103; on criticism of, 755; on cruise of Rangers, 755–60; on detention of Ranger at Brest, France, 541; on disposition of American prisoners in France, 700; on exchange of salutes, 527; on expenses incurred by, 749n; on forced delays, 526; on gallant action of, 685; on his financial situation, 676; on his intentions to act aggressively, 526; on his motivation for fighting for United States, 676; on his motivation for Whitehaven enterprise, 708; on his plan to attack Drake, 756, 758; on his purchasing plate of Earl of Selkirk, 704 and n; on his writing Earl of Selkirk, 704 and n; on horror of war, 676; on modifying Ranger’s masts, 526; on Pierre Riou as prize agent, 693n; on plan of to send Drake to America, 747; on prisoners captured by, 755; on propriety of writing Sartine, 526–27; on raid on Whitehaven, 758; on Ranger’s cruise, 689–90, 710, 755, 787; on Ranger’s officers, 761, 776; on releasing prisoners without exchange, 681; on relieving American prisoners of war, 675; on remaining at Brest, France, 527; on reputation of, 704; on retiring from sea duty, 676; on Selkirks and ending war, 676; on taking of Selkirk’s silver, 704; on taking prisoners on cruise of Ranger, 756; on treatment of captured British fishermen by, 759; on value of Indien, 527; on William Morris as potential officer, 776; orders of, concerning Drake, 701; and pilot for dispatch boat, 743; plans of, 708, 761; plans of, to refit Drake, 685; prisoners captured by, 694; and prize crew of, 701, 702n; and prize Lord Chatham, 663n; and protection of convoy, 522, 523n; and provisions for Ranger, 748; and Queen of France, 522, 523n; and raid on Selkirk estate, 594, 595, 675–76; and raid on Whitehaven, 592, 596, 597, 600, 677, 845; and Ranger’s crew, 700, 748; and Ranger’s movements, 573–74, 576, 710; and repairs for Ranger, 748; recruiting by, for Ranger, 684; rank of, 103; relations with Thomas Simpson, 672–73, 701, 749–50, 749–51, 750, 760, 782; relationship of, with Benjamin Franklin, 749n; and report on Ranger’s cruise, 681 and n, 700, 701n, 744, 747, 749n; repurchase of Selkirk silver by, 676; and Sartine, 526–27; and secret code, 761–62n, 776; Thomas Simpson on, 678; situation of, 700, 776; solicits friendship of Lady Selkirk, 676; Jonathan Williams, Jr., purchases gin from, 563; to American Commissioners in France, 526–27, 680–81, 700, 753–59; William Morris, 753–59; Officers and crew of Ranger, 693; John Ross, 522–23, 689–90, 704, 705; Jean-Daniel Schweighauser, 689; Abraham Whipple, 787; Jonathan Williams, Jr., 523 (Ranger)
Jones, Jonas (merchant at Jamaica), 375
Jones, Lewis (Lt., Virginia Navy), 44, 461, 462n, 468, 469n (Protector)
Jones, Peter (Seaman, Continental Navy), 797, 813
Jones, William (Seaman, Continental Navy), 702
Jones, Williams (Capt., Continental Marines), 84 and n, 771n, 777, 787
Jordan, Thomas (Capt., RN); and assistance for
INDEX 923

East Florida Provincial Navy, 128; and capture of Hinchinbrook and Rebecca, 212, 213n; captures Favourite, 153 and n; commands expedition, 212, 213n; and Georgia Navy galleys, 128–29, 212, 213n; on fitting vessels as galleys, 128; receives intelligence reports, 45; retains schooner carrying dispatches, 128; to: Patrick Tony, 127–29 (Galatea)

Jordan, William (carpenter), 218
Jordan's Island, Md., 133n
Jordan, William (carpenter), 218
Joseph Gardoqui & Sons (merchant firm at Bilboa, Spain), 688n, 711–12, 712–14 and n
Jourdain dit Dufarget, Louis (Volunteer, French)

Joy, Joseph (quartermaster), 217
Joy, Joseph (Master)
Joyne/Joynes, Charles (Master)
Joy, Joseph (Master)
Joy, Joseph (seaman), 153n, 154n

Jourdain dit Dufarget, Louis (Volunteer, French)
Joseph Gardoqui & Sons (merchant firm at Bilboa, Spain), 688n, 711–12, 712–14 and n
Jourdain dit Dufarget, Louis (Volunteer, French)

Joy, Joseph (quartermaster), 217
Joy, Joseph (seaman), 217
Joyne/Joynes, Charles (Master), 361n, 446n (Betsey)
Judd, William (Capt., RN), 41 and n, 267 (Antelope)
Judith, British prison ship, 329
Judson, Joseph (pilot), 377–78, 378–79n, 378n
Jude, Robert (merchant at St. Eustatius), 859
Judith, British letter of marque brig, 695 and n (W. Beaver)

Juno, HM frigate: British prisoner of war and, 161 and n; damaged, 239, 400, 786, 787n; engagement involving, 302; engages convoy, 72 and n, 173; exchange of men from, 238; and raid on Fall River, Mass., 497; station of, 73, 253, 254n, 472 (Hugh Dalrymple)
Juno, French Navy frigate, 568 (Vicomte de Beaumont)

Jura Island, Inner Hebrides, Scotland, 643
Justices of the Peace, 405, 449 and n

Kadru, Patrick (Continental Navy), 805
Karswell, Joshua (Boatswain’s Mate, Continental Navy), 792
Katencamp, Herman (British Consul at Corunna, Spain), 682; for Lord Weymouth, 682
Katherine, sloop: captured by Mifflin, 404 (John Rutgers)
Katy, brig: captured by Lizard and Galatea, 859 (William Bunker)

Keel, Robert (merchant at St. Eustatius), 859
Keene, —— (Capt., Rhode Island Militia), 187
Keeper of the Naval Store, Williamsburg, Va., 474
Keeper of the Public Magazine, Virginia, 194, 346, 422–23, 499, 480
Keeper of the Public Store, Virginia: and supplies for Chickahominy Shipyard, 346, 468; and supplies for Virginia Navy, 270, 278–79, 422, 423, 431–32, 461, 468, 474–75
Keepports, George (Capt.; Maryland State Storekeeper, Baltimore), 91 and, 413 and n
Kelley, Charles (seaman, Reed), 33
Kelley, S. (Prize Master), 820–21, 822, 823, 829n
Kelley, William (2d Lt.), 216
Kelly, J. (served in Deane), 733
Kelsick, ——, 118 and n

Kemp, Joseph (seaman), 476
Kempthorne, —— (Capt.), 60n, 61n, 62n (Grenville)
Kempthorne, James (Lt., RN), 444n
Kendrick, John (Capt.), 57n (Fanny)
Kennebec River, Me., 377n
Kennedy, George (Master), 440 and n, 659 (Peace and Harmony)
Kenneston, Amos (Seaman, Continental Navy), 842, 855n
Kenney, Benjamin (master’s mate), 216
Kennington, Joseph (Seaman, Continental Navy), 693, 694n
Kenniston, Peter (Carpenter’s Crew, Continental Navy), 707, 812
Kent, Charles (Member, Georgia Executive Council), 53
Kent Co., Md., 133n, 413
Kent Island, Md., 354
Kenyon, —— (Capt.), 178 (Ranger)
Keppel, Hon. Augustus (Adm., RN), 476n; and Bienfaisant, 589; and John Byron, 746; and Byron’s fleet, 746–47; command of British Channel fleet, 404n, 567, 570 and n; and detaching ships from Channel fleet, 618 and n; and intelligence of d’Estaing’s fleet, 572, 573, 614, 746; on state of the Channel Fleet, 567, 570 and n; orders to, concerning d’Estaing’s fleet, 614; reports of, 602; from: Lords Commissioners of the Admiralty, 600–2; Earl of Sandwich, 614
Kerr, John (Lt., Continental Navy), 63 and n, 358 and n, 404 (Mifflin)
Kerveguen, Paul-Louis Gaultier de (mapmaker), 557, 558 and n
Kester, schooner: captured by Hinchinbrook, 858 (Alfrm. Lombard)
Ketterick, William (Seaman, RN), 33
Kettle and Co. (British merchant firm), 669
Kettles, brass, 484
Keyburn, Job (Master), 435n (Triton)
Keyler, Abraham (shipowner, St. Thomas, Danish West Indies), 451
Kickamuit River, R.I., 442, 456, 457n, 458n
Kimbal, Asa (Seaman, Continental Navy), 814
Kimbal, Asa (Seaman, Continental Navy), 814
King, George, Jr. (Seaman, Continental Navy), 792
King, Joseph (Master), 396, 397n (Hb)
King, Joseph (seaman, Reed), 33
King of Prussia, ship, 412 (W. Potts)
Kingsfisher, HM sloop-of-war: as escort, 403; boats of, and raid on Fall River, Mass., 497; damage to, 403; mast for, 72; and running ashore of American brig, 72, 73n; station of, 72, 253, 254n, 472 (Hugh C. Christian)
King’s Peace, The, 86
Kingston, Jamaica, 39, 93, 318, 375
King Tom, 820–821
Kinneston, Amos (Seaman, Continental Navy), 842, 855n
Kinsale, Ireland, 841
Kintyre, Mull of, Scotland, 553, 600 and n, 605, 617 and n, 647
Kintyre Peninsular, Scotland, 600n
Kirby, Benjamin (Seaman, Maryland Navy), 354
Kirby, Charles (Master), 62n, 745 and n (Lord Dun-gannon)
Kirby, J. (Capt.), 721 and n, 766 and n (Lively)
Kirby, Nicholas (Seaman, Maryland Navy), 354
Kirkbride, Joseph (Col. and Bucks Co. Lieutenant, Pennsylvania Militia; justice of the peace; Delegate to the Pa. General Assembly): operates ferry, 176n, 310n; property of, burned, 285, 298 and n, 308, 310n; and sunken galleys, 176; from: George Washington, 151
Kirkcudbright, Scotland, 594, 595, 595n, 643, 644n, 845, 855n
Kittery, Me., 796, 797, 798, 799, 802, 808n
Kitty, British letter of marque ship, 825, 826; captured by Marlborough, 824, 890n (John Fisher)
Kitty, British transport ship: burned, 696; captured by Continental Navy armed boats, 42n, 125, 126n, 171, 696 and n; engagement involving, 125; items purchased from, 90, 91n; paroles of officers of, 119 and n; and transport of forage to Philadelphia, 171, 173n (J. Mallet)
Kitty Delaney, brig: captured by Emerald, 859, 863n (William Yardley)
Knowles, John (Prize Master, South Carolina Navy), 858
Knowles, John (Master), 37n (Neptune)
Knox, Robert (Crown Agent in East Florida), 213
Ladonna, Michel (merchant, Corunna, Spain): and prizes of Continental cutter Revenge, 585n, 584 and n; and security deposit for Conyngham, 711, 712, 714n; letter of credit issued by, 742–43, 743; from: Gustavus Conyngham, 522
Lagrange, —— (French merchant), 728
Laherty, John (Lt., Virginia Navy), 76, 106
Laine, —— (French innkeeper), 732
Laird, David (Comdr., RN), 408n (Jersey)
Lafayette, Marie-Joseph-Paul-Yves-Roch-Gilbert du (Joseph Royal Loring)
Laffitte [Lafite], —— (Capt.), 12, 13n
La Fitte de Pelleport, Jean-Bernard-Théodore, Chevalier de (Garde de la marine, French Navy), 627, 633, 640n
La Galissonnière, Roland-Michel Barin, Marquis de, 718, 720 and n
Lagoanere, Michel (merchant, Corunna, Spain): and prizes of Continental cutter Revenge, 571, 738–39; and Revenge's prizes, 571, 738–39; from: Gustavus Conyngham, 571, 738–39
Lagoanere & Co. (merchant firm at Corunna, Spain): and prizes of Continental cutter Revenge, 585n, 584 and n; and security deposit for Conyngham, 711, 712, 714n; letter of credit issued by, 742–43, 743; from: Gustavus Conyngham, 521
La Grange, —— (French merchant), 728
Lahey, John (Lt., Virginia Navy), 76, 106
La Laurencie, François, Chevalier de (Capitaine de vaisseau, French Navy): and policy regarding protecting merchantmen, 54, 56; prefers separating from American merchantmen in daylight, 54, 56; requests clarification how far to escort American merchantmen, 54, 56; suggests moving American privateers from St. Pierre to less visible place, 55, 57; to: Gabriel de Sartine, 53–58 (Tourterelle)
La Loup/Resource, schooner: captured by Dunmore, 248 and n (Joseph Ratie)
Lamb, John (Capt.), 6, 161 and n; and command of Favourite, 178; expenses of, 60 and n; informs that cargo of Favourite was on Continental account, 59, 60n; prize shares of, 328; and sale of Irish Gimblet, 178, 179n; and Trumbull, 149; to: Nathaniel Shaw, Jr., 149, 328 (Favourite)
Lamb, William (Gunner, Pennsylvania Navy), 392
Lambeaux, ——, 549, 550
Lambert, John (Capt., Massachusetts Navy), 357 and n (Massachusetts)
Lambert, Robert (Capt., RN), 15, 22 (Niger)
Lamlash, Arran Island, Scotland, 605, 617 and n
Lambrash, Scotland, 594, 595, 643, 644n, 845, 855n
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
La Baliza.
INDEX 925

and assignment in Continental Navy, 197; and command of Alliance, 50n, 316n, 480n, 490, 491n; commissions of, 310–11 and n; Continental Congress and, 314; Continental Marine Committee meets with, 314; and construction of America, 490, 491–92 and n; and redesign of America, 480, 499–500; recommended, 197, 310–11 and n; reimbursement of, 310–11 (Alliance) Landon, Cesar (seaman), 234

Langdon, Daniel (Mdn., Continental Navy), 122, 804, 811 Langdell, William (Cpt.), 351 and n (Centrifuge) Langdon, John (Continental Agent, New Hampshire; Speaker, New Hampshire House of Representatives): accounts of, 25, 295, 333, 490, 492; as owner of privateer ship Portsmouth, 166–67 and n; and cargo of clothing, 272; and construction of America, 40, 145–46 and n, 257–58 and n, 295, 480n, 490, 491–92; and construction of Ranger, 425, 426n; and Flamand, 284; island of, 426 and n, 427n; letter from Continental Committee for Foreign Affairs to, 395n; and money from Continental Navy Board of the Eastern Dept., 272–73; money for, 39, 145, 191, 272–73, 492; owner of Portsmouth, 325n; and packet boat to France, 270n; receipt from, 272; and redesign of America, 499–500; and John Roche, 146 and n, 273 and n; shipyard of, 425–26 and n, 426–27 and n; and Thomas Simpson, 679; from: Adam Babcock and Adam Babcock and

Lanoir, —— (French grocer), 726, 728
Lapole, Peter (merchant at Amsterdam), 858
Landy, —— (Continental Navy), 97, 199
Lard, —— (merchant, New York), 190
Larralde, ——, 529
Larraby, Thomas (Seaman, Continental Navy), 806–7, 815, 816n Larchantel, Jean-François-Gilart, Comte de (Captain de vaisseau, French Navy) 549 (Zodiague) La Poyse-Vertrieux, Louis-Armand, Chevalier de (Capitaine de vaisseau, French Navy) 568, 718, 719, 720n (Marseillais) Carbonette/Salonette, Claude (Continental Marines), 806–7, 815, 816n Larchantel, Jean-François-Gilart, Comte de (Capitaine de vaisseau, French Navy) 549 (Roland) Larey, William (Seaman, Continental Navy), 814 Larbica, William (Seaman, Maryland Navy) 353 Lark, HM cutter. See Alert, HM cutter Lark, HM frigate: casualties to crew, 238, 302, 400; damage to, 238, 302, 400, 786; engagement involving, 302, 328; engages Providence, 238–39; and escape of Providence, 238–39, 328, 400, 786; station of, 72, 74n, 238, 253, 254n (Richard Smith) Lark, schooner: captured by Ariel, 323 and n (Udney Pringle) Larkin, David (Lt., Virginia Navy), 492, 493n LarAmont, France, 738 Larn, Michael (Continental Marine, Maryland Navy) 806–7, 815, 816n Laroche/LaRoche, —— (French grocer), 726, 728 La Rochelle, France, 248 La Rouge, —— (French merchant), 728 Larraby, Thomas (Seaman, Continental Navy), 814 Larralde, ——, 529 Larralde Diusteguy & Sons (merchant firm at San Sebastien, Spain), 641, 642 La Seine, France, 519 Laskey, Edward (merchant), 174, 175n Lassin, Jurgen (Master), 861 (Good Hope) Lassore Brothers & Co. (merchant firm at GADZ (Spain), 679, 680n, 742, 743 La Suss, Pierre (Master), 858 (Notre Dame des Charmes) Lathrop, Elisha (Master), 446n (Peggy) Lathrop, Joshua (seaman), 233 Latimore, William (Seaman, Continental Navy), 814 Lathrop, Elisha (Master) Lassor, ——, 529 Lavezoni, —— (Continental Navy), 97, 199
INDEX

Leach, John (Capt.), 731
Leach, J. (merchant in France), 731
Leach, J. (Lt.), 149

Law, Richard (Judge, New London Maritime Office, Connecticut), 62, 404
Lawler, Matthew (Lt., Continental Navy), 192, 193n, 785 and n

Lee, Charles (Maj. Gen., Continental Army), 192, 193n, 785 and n
Lee, D. (Seaman, Continental Navy), 788
Lee, Isaac (Master), 672n (Neptune)
Lee, James (Master), 152
Lee, John (Capt.), 670n (Fancy)
Lee, John (Capt.), 464, 465n (Tom)
Lee, N.H., 799, 803, 809n
Lee, Richard Henry (Virginia Delegate to Continental Congress; Member, Committee for Foreign Affairs, Marine): as chairman of Continental Marine Committee, 395 and n, 492 and n; and attack on British trading stations in Africa, 475; and captured loyalist letter, 201n; on British strategy in 1778 campaign, 344; on charges of Roderique Hortalez & Co., 344; on French protection of American commerce, 344; on strength and effectiveness of British Navy in North American waters, 344; and ordnance for Virginia fort, 476; and reimbursement for David Stodder, 89; to: John Adams, 344; from: Patrick Henry, 475–76; Maryland Council, 421–22

Lee, Samuel, 219

Lee, William (Continental Commercial Agent, Nantes, France; Virginia State Agent in France): and appointment of Continental Commercial agent at Nantes, France, 508 and n, 524n; chaise used by, 734; departs for Germany, 689n; and military stores, 396, 397n; and orders for Thomas Thompson, 769; and prizes captured by Ranger, 689; and Schweighauser’s authority, 708; and supervision of Continental agents in Europe, 689,

Le Couteulx, Laurent, 698
Le Couteulx and Co., 702, 703n
LeCraw, William (Capt.), 609 and n (Black Snake)
Le Deserteus, 685 and n
Le Despencer, Lord. See Dashwood, Francis [Baron Le Despencer]
Ledlar, James (Capt.), 452, 453n (Rose)
Lee, Georgia Navy galley: and capture of Hinckbridge, Rebecca, and a brig, 138, 139, 141n; attack on, feared, 356 and n; defense of, 178 and n; operations involving, 136 and n; ordered to defend Sunbury, Ga., 53 and n (John Braddock)
Lee, Washington’s Fleet schooner: captures: Elizabeth, 116n (Daniel Waters)
Lee, Arthur (American Commissioner in France): and accounts of Jonathan Williams, Jr., 767–68n; and appeal to Spanish Royal Court, 229; and discord among American Commissioners in France, 579, 580; letter for, 344; letter forwarded to, 531n; and letter to John Paul Jones, 749n; on Continental commercial agency at Nantes, France, 508, 689 and n; on control of Continental commercial matters by, 689, 690n; on purchase of Queen of France, 658n; and post of Continental agent in Europe, 689, 690n; and status of Revenge, 326; and surgeon instruments of Musquetto, 740; attacks of, on Silas Deane, 579, 580; draft of letter to Gustavus Conyngham of, 583n; friend of George Diggles, 599n; circular letter of, 688; to: Schweighauser, Jean-Daniel, 508; memorandum of, 606–7; from: John Bondfield, 566; Matthew Ridley, 739–40 and n
Lee, Charles (Maj. Gen., Continental Army), 192, 193n, 785 and n
Leclerc, Edme Quintien (Officer at Bordeaux, France), 861
Lee, John (Capt.), 169 and n (Dolphin)
LeCoutreux, Joseph-Louis, 698–99 and n; from: Gustavus Conyngham, 698
Lauren, —— (French merchant), 729
Laud, George (seaman), 217
La Russia, —— (shipbuilder at Poughkeepsie, New York), 40, 41–42
Lawrence, Augustin (shipbuilder at Poughkeepsie, N.Y.), 40; from: Continental Marine Committee, 50
Le Couteulx, Laurent, 698–99 and n; from: Gustavus Conyngham, 698
Le Couteulx, Joseph-Louis, 698–99 and n; from: Gustavus Conyngham, 698
Laun, Richard (Judge, New London Maritime Court), 62, 404
Lee, John (Capt.), 731
Lee, John (Capt.), 200 and n
Lee, John (Capt.), 609 and n (Black Snake)
LeCraw, William (Capt.)
INDEX 927

690n; and Virginia purchases in France, 78–79; letter for, 344; on control of Continental commercial matters by, 689, 690n; on shipping military stores to Virginia, 397n; proposes Franco-American attack on Halifax, 547–48; Schweighauser as representative of, 689, 689 and n, 600n; superintends Congress’s commercial affairs in Europe, 524n; to: Benjamin Franklin, 547–48; from: Patrick Henry, 78–79
Leeds, William (Lt., Continental Navy), 60, 62, 260n (Resistance)
Lee River, Mass., 228 and n, 283 and n
Leeward Islands, British West Indies, 518, 603, 648, 648, 649, 718, 720 and n (Lewis)
Le Fans, William (seaman), 164
Le Feuvre, —— (French joiner), 722
Leffingwell, Christopher (merchant at Norwich, Conn.), 268, 471n; to: John Cushing and Samuel White, 268
Le Gain, Polacre: burned by: Ariel, 341
Leghorn, Italy, 46n, 69n
Le Have, Nova Scotia, 136–37 and n
Le Havre, France: Fortune off, 576, 578; inward-bound vessels, 667, 668; outward-bound vessels, 575, 577, 578, 579
Leiden Gazette, 690 and n
Le., France, 581
Leighton [Laughton], James (Seaman, Continental Navy), 589
Leith, Scotland, 323
Le Long, Jacques (Sgt., French Army), 627, 634
Le Maire de Gimel, Jacques, 79 and n, 397n
Le Mauff, Jean-Julien, Chevalier (Lt. de vaisseau, French Navy), 628, 635, 640n
Lemec, Nicholas (Boy, Continental Navy), 806, 815
Lemoyne, —— (Comissary of French Admiralty, Brest), 752
Leominster, Massachusetts, 595, 597n
LePeau, Noël (Capt.), 833 (Thomas Kouli Kan)
Le Roy de Chaumont, Jacques-Dominique (Intendant of the Royal Hotel de Invalides): and apprehension of British spy, 578, 579; as purchaser for American Commissioners in France, 519, 519 and n; bills of exchange and, 748, 749n; French armed merchant ships and, 305, 307n; friend of, 556 and n; reportedly suggests inducing seamen in Boston to desert, 559 and n; and scheme to capture English liner ship, 556; to: Comte de Vergennes, 578–79, 579–80
Le Roy, Jean-Baptiste (French scientist), 540n; board for students charged by, 540; cares for Joseph Ratcliffe, 539–40 and n; friend of Benjamin Franklin, 540n; offers services as teacher, 540; proposes exchange involving his son, 540; to: John Paul Jones, 539–40
Leroy de La Grange, Jean-Louis (Capitaine de vaisseau, French Navy), 569, 718, 720 and n (Hault)
Les Deux Amis, brigantine: captured by Cabot and Arbuthnott, 195–96 and n (H.F. Charlemeaux)
Lestuau, Marc (Seaman, Continental Navy), 806, 815
Le Tems, Guillaume Mathew (boatswain), 836n
Le Thébautier/La Thibodiére (French merchant ship), 723, 737n
Letter of credit, 742–43, 743
Letters of marque and reprisal: capturing vessel said to lack, 692; form for issuing, 613–14; French court and, 766n; French ship said to carry, 766 and n; Governor of Quebec Province to issue, 613–14; granting of, 86 and n; Martha carries, 516. See also Privateers and Letters of Marque
Leuzière, Pierre Barre de (Sous-Lt., French Army), 628, 635, 641n
Levant, British letter of marque ship: armament of, 86n; unnamed brig, 415; cruises off South Carolina coast, 415; size of, 86n; captures: General Gates, 85; Little Ann, 248n; Magery, 415 (John Martin)
Levant, HMS, 526n (George Murray)
Levant, Pierre (Master), 858 (Reine Blanche)
Lewes, Del., 63–64
Leweson, John (seaman), 164
Lewis, Virginia Navy armed galley, 65–66 and n, 270, 461, 462n, 468 (Lewis Jones; Stafford Lightburne)
Lewis, schooner, 209 and n (Rowan)
Lewis (seaman), 476
Lewis, Benjamin (Continental Marines), 792
Lewis, Fielding (Col., Va. militia; merchant at Fredericksburg), 92, 330, 337n
Lewis, Francis (New York Delegate to the Continental Congress; Member, Commerce Committee, Marine Committee), 368n, 508
Lewis, John (Seaman, Continental Navy), 788
Lewis, John, 92
Lewis, Warner (Commissioner, Virginia Navy Board): attends board meeting, 34, 76, 79, 91, 194, 242, 250, 346, 360, 474, 480, 492
Lewis, William (Cpl., Continental Marines), 793
Lewis & Co., 571n
Lewis Islands, The Lewis, Outer Hebrides, Scotland, 617 and n
Lexington, Continental Navy brig, 693, 694n; capture of, 544n; crew demands wages and prize money, 543–44; Frenchmen in crew of, 543–44; prizes of, 543–44; captures (with Reprisal and Dolphin): Pegg, 394, 395n (Henry Johnson)
Libbey, John (Continental Marines), 801, 814
Liberty, Virginia Navy pilot boat, 92 (James Barron)
Liberty, Dominican privateer brig, 696 and n
Liberty, Virginia State trading brig (former Virginia Navy brig), 211–12 and n; captures: Jane, 212n (James Gray, Thomas Herbert)
Liberty Co., Ga., 53
Liconne, French Navy frigate, 568 (Chevalier de Gouzillon de Béizal)
Lievre, Francois (Seaman, Continental Navy), 801
Lightburne, Henry (Lt., Virginia Navy), 340
Lightburne, Stafford (Lt., Virginia Navy), 65–66 and n, 340 (Lewis)
Lilly, sloop: burned by Hammond, 446
Lilly, Thomas (Capt., Virginia Navy), 492 (Glouchester)
Limehouse, England, 683
Liverpool, England: Lively, Liverpool, Lively, Littlefield, Richard (Midn., Continental Navy), 791; Little Egg Harbor, N.J., 49, 408n, 467

Little Annemessex River, Md., 422n

Lisburne, Lord [Wilmot Vaughan, 1st Earl of Lisburne].

Lisbon, Portugal: American prize at, 659; disposition of cargo of, 380; delivery of cargo of, 386 and n; prize carried into, 667–668; prizes carried into, 548, 587, 667, 668, 779, 786, 787

Liquor: brandy, 779; gin, 779; porter, 705 and n; rum, 644n, 779; supply of, for ships, 624; wine, 644n, 648, 779, 786, 787

Livermore, John (Capt., RN), 51 and n, 51n, 52n

Lion, Massachusetts privateer brigantine: controversy involving, 697, 697 and n; captures: Prudent, 692, 697, 697 and n (Benjamin Warren), Lion, French Navy ship of the line, 549

Lioness, British armed transport, 706n

Liquor: brandy, 779; gin, 779; porter, 705 and n; rum, 644n, 779; supply of, for ships, 624; wine, 644n, 648, 779, 786, 787

Liverpool, England: active and, 683 and n; inward-bound vessels, 132, 186n, 318; letters of marque from, 465n, 822, 824, 830n; outward-bound vessels, 144n, 465n, 617, 660, 695; privateers from, 644 and n, 644n; ship from, 124n; HMS Stag to visit, 587; transport ship from, 696; vessels built in, 593n, 695n, 696n

Liverpool Bay, Nova Scotia, 179, 474n

Lively, J. (shipowner), 690n

Livestock: as cargo, 409; British capture of, 263, 283, 297, 303 and n, 304, 320 and n, 334n, 348, 366 and n, 403, 455; British purchase of, 304; British raid and, 457n; denied to British at Pensacola, 109; East Florida forces and supplies of, 231; on foraging for in Georgia, 231; theft of, 410

Livie, Titus (Secretary to Commo. William Hotham), 202 and n

Livingston, Abraham (Continental Agent, South Carolina), 858; and account of cruise of Ranger, 761, 762n; and Mellish, 273 and n, 281 and n; and shipment of Continental-owned goods, 184, 185n; and shipment of rice, 299

Livingston, John (merchant at Wethersfield, Conn.), 358n

Livingston, Musco (Lt., Continental Navy): appointment of, as officer in Boston, 620; arrives at Bordeaux, France, 616 and n; as Boston’s second lieutenant, 671 and n; as captain of state commercial vessel, 751; as first lieutenant of Boston, 557, 671n; commission for, 538; and deposits of musketry, 751; and deserters from Boston, 781, 785; health of, 785; joins Boston, 604 and n; offers services as naval officer, 538; on wealth and connections of, 619; passage to America for, 538; and plot to seize Boston, 765, 781; and recruits for Boston, 772 and n, 781, 785; and sailing of Boston, 781; and service in Continental frigate Boston, 584, 619, 620n; rank of, 619, 620, 751n; rejoins Boston, 785 and n; and sent to Bordeaux, 781; to American Commissioners in France, 538; Samuel Tucker, 781, 783–85

Livingston, Philip (New York Delegate to Continental Congress), 367, 368n, 468

Livingston, Philip, Jr. (Deputy Secretary, West Florida Council; Secretary to Gov. Peter Chester), 244 and n

Livingston, William (Gov., New Jersey), 126 and n, 151, 308

Lizard, HM frigate: cruises off Charleston, S.C., 38; damage to, 306; location of, 306; on prizes captured by, 151 and n; sails to New York, 127, 129n; service by, 306; captures: Ann, 858; Diana, 248 and n; Friendship, 858; L’Amiable Julie, 248 and n; Nancy, 858; Polly, 858; Rebecca, 858; Suey, 248 and n; unnamed ship, 858; captures (with Carrysfort): Batavern, 859; Buckskin, 858; Enterprise, 858; Flambeau, 858; Mary Ann, 858; Notre Dame des Charmes, 859; Polly, 858; Reine Blanche, 858; Santa Maria, 858; captures (with Galathea): Chance, 859; Favoriete, 859; Jolly Robin, 859; Katy, 859; Little Charles, 859; Rosiere d’Artois, 859; Speedwell, 859; St. Ann, 859; captures (with Perses): Bourbon, 248 and n; Glaneure, 248 and n; burns: Weatherall, 858

(Lloyd’s Evening Post, and British Chronicle (London): 1778: 1-4 May, 660, 8-11 May, 682–85; 11-13 May,
INDEX
929

691–92; 15-18 May, 706; 22-25 May, 699–700; 27-29 May, 772; 1-3 June, 753; 5-8 June, 654; 8-10 June, 745; 29-31 July, 189
Lloyd’s Neck, N.Y., 290, 275
Lloyd, John (American merchant at Nantes, France), 525, 539, 542, 705 and n
Lloyd, Thomas (Capt.), 141, 144n (Atalanta)
L’Montais, Francis (Lt., RN), and n
Locock, Thomas (Seaman, Continental Navy), 793
Loch, Thomas (Scaman, Continental Navy), 793
Lochwood, James (merchant at Wethersfield, Conn.) to: John Cushing and Samuel White, 472
Lockwood, Samuel, 472 and n
Lockwood, Samuel (Capt.), 200 and n
Lockwood, James (merchant at Wethersfield, Conn.): to: John Cushing and Samuel White, 472
Lockwood, James (Continental Deputy Quartermaster General), 342 and n
Lockwood, Joseph Royal (Master)
Lombard, Alfrm. (Master)
London, England, 555; cost of maritime insurance at, 674; inward-bound vessels, 356 and n, 365, 389n, 391, 555, 650, 772; Musco Livingston arrives from, 558n; news from, 740; outward-bound vessels, 9, 14, 70n, 178, 237n, 262, 297, 298n, 326, 365, 641, 642, 682, 692, 692n, 697n, 705n, 756, 788; privateer from, 691, 692n; Lord Selkirk at, 643
London Chronicle. 1778. 21-23 Apr., 586; 23-25 Apr., 593, 599, 609; 2-5 May, 664; 9-12 May, 587, 12-14 May, 603; 16-19 May, 720–21; 21-23 May, 739; 26-28 May, 766; 2-4 June, 706n; 4-6 Aug., 318
London Packet; or New Lloyd’s Evening Post
Lord Chatham, 156, 708, 709n; premium on, 705; prize crew and maintenance of, 662–63; sale of, 708; sails to be broken in, 693; security of, 662–63 (William Straughan)
Lord Dungannon, brigantine: captured by Cumberland and Fanny, 745 and n; sails in convoy, 745 (Charles Kirby)
Lord Gosnlow, brigantine: captured by Providence, 745, 786, 787 and n; instructions to prize master of, 745 (William Tyler)
Lord Howe, British transport ship: capture of, 18 and n, 267n (Robert Park)
Lord Howe, British transport ship, 193n (John Thompson)
Lord Hyde, HM packet, 168 and n (Henry Jeffrey)
Lord Sandwich, British letter of marque: captures: unidentified sloop, 518
Lord Townsend, British ordnance transport, 72
L’Orient, France, 734; Alfred and Raleigh sail from, 46n, 69, 829n; anchors brought from, 724; and merchantmen from East Indies, 601; Commission de la Marine at, 578, 579, 580n; Continental Navy squadron departs from, 260, 261n; cost of hiring barge at, 779; men from, join crew of Raleigh, 805, 806, 807; outward-bound vessels, 81, 82, 802; Queen of France departs from, 260, 261n; Ranger recruit from, 684; treatment of Continental Navy captains at, 578, 579
Loring, Joseph (Master), 62n (Lady Gage)
Loring, Joshua (British Commissary General of Prisons), 485–86, 487n
Lormont, France, 516, 537, 557 and n, 764
Loud, George (Continental Marines), 814
Louden/Lowder, Joseph (Master), 124 and n (Two Brothers)
Loughbyrnan. See Loch Ryan, Scotland
Louis XVI, King of France: attitude of, toward French Navy operations in Canada, 517–18, 518; and D’Estaing’s authority, 612n; disposition of, toward United States, 620; and independence of the United States, 612; on Franco-American alliance and, 499; on French treatment of American prizes, 646; and opportunity for French naval officer, 715; orders of, concerning treatment of Continental Navy vessels, 608–9, 612–13; and protection of American merchant vessels, 620; and punishment of royal interpreter, 684; and refitting Ranger, 692–93; and salutes for American vessels, 671; and status of Drake’s captured crew, 707; summary of instructions to: Charles-Hector, Comte de d’Estaing, 517–18, 518–19
Louisia, ship: captured by Sally, 483, 484n (Raymond Payne)
Louisa Ulrica [Louisa Udrigue], ship: captured by Senegal, 27 and n, 861 (Peter Arvidson)
Louisburg, Nova Scotia, 159
Louisiana, Spanish: British subjects seek protection in, 106; inward-bound vessels, 862; military reinforcements for, 370, 371, 372, 373; militia at, 317, 318n; on British military action against, 291, 294n, 370–72, 372–73; on military forces in, 107; on return of British subjects from, 291; row galley and, 317; strength of garrison in, 317
Louvier, —— (French merchant), 562, 724
INDEX

Lutwidge, Thomas (resident of Whitehaven, England), 592
Lux, William (Continental Agent, Maryland; merchant, Baltimore), 64, 65n, 367, 368n
Lydia, British letter of marque bark/snow, 695, 696n; captures (with Cabot): Maria, 35, 36n (James Evans)
Lydia, brig: captured by Apollo, 219 and n (Jeremiah Guild)
Lydia, Massachusetts privateer brigantine: captured by Diamond, 236, 237n; condemnation proceedings for, 236–37 (Joshua Grafton)
Lydia, Maryland State trading ship: captured by Richardson and Soledoby, 27n, 861 (Ignatius Fencedick)
Lyman, Thaddeus (Capt., West Florida Provincials), 292–93
Lynch, Massachusetts schooner packet, 59, 116 and n (John Adams)
Lynch, Washington’s Fleet schooner, 115 and n (John Ayres)
Lynch, Killikelly & Moroney, 529
Lynch, Patrick (Seaman, Continental Navy), 796, 813
Lynn, Thomas (Seaman, Maryland Navy), 354
Lynn, Massachusetts privateer brigantine, 77 and n, 464; captures: Hector, 261 and n, 531 and n; commissioning, 351n, 465n; crew, 351n; encounters British Navy frigate, 77; ordinance, 351n; owners, 465n (Benjamin Warren; John Carnes)
Lyon, French armed merchant ship: arrives at New London, Conn., 72, 74n, 262 and n; as commissioned Connecticut privateer, 124 and n; at New London, 117n; departs from New London, 124; loss of crew of, 124; sale of cargo of, 124; and size of British escort for wood-gathering convoy, 72, 74n; and voyage to Virginia, 305, 307n; (Jean Michel)
Lyons, John (Surgeon’s Mate, Virginia Navy), 279 and n
McAdam, Adam (seaman), 844
Macaroni, British letter of marque cutter: captures: French snow, 721 and n (Peter Cabot)
Macartney, Lord [George, Baron Macartney of Lisburne] (Gov., Grenada, The Grenadines, and Tobago), 156, 157n, 773–74, 775n
Macartney, John (Capt., RN), 305, 307n (Ambuscado)
MacAuther, J. (British merchant), 669
McBride, John (Capt., RN): from Lords Commissioners of the Admiralty, 588–89 (Bienfaisant)
McBride, William (steward’s mate), 233
McBride, William (Capt.), 691, 692n (Two Brothers)
McCann, Phillip (Boatswain’s Mate, Continental Navy), 122, 797, 811
McCarty, James (Seaman, Continental Navy), 788
McCarthy, Richard (Seaman, Continental Navy), 788
McCarty, Roger (Master), 569 (Fidelity)
McCary, New Hampshire privateer brigantine, 416–17 and n; captured by Unicorn, 216–17,
INDEX

219n, 417n (John Gregory)
McClelland, James, 75
McClemeny, Whitney, 8n
McClintock [MacClintock], Samuel, Jr. (Midn., Continental Navy), 791, 811
McClure, Matthew (seaman), 234
McClure, William (Capt.), 334n (Rising Empire)
McClurg, James, Dr. (Director, Virginia General Hospital), 34, 279 and n
McConnel, Samuel (Seaman, Continental Navy), 802, 813
McCoy, John (Continental Marines), 803, 815
Mc Craight, James (Master), 93, 94
McDaniel, —— (Capt.), 123
McDaniel, Robert (Seaman, Continental Navy), 122, 802, 813
McDaniel, William (Seaman, Continental Navy), 793
McDougall, Alexander (Maj. Gen., Continental Army): and construction of gunboats, 269 and n; command of, 284n; money for, 170; on security of fortifications at West Point, 170; to: Henry Laurens, 170
Mace, Ethemy (seaman), 217
McFarland, John (Capt.)...
INDEX

Mallet, J. (Master), 126n, 696 and n (Kitty)
Mallet, N. (Cpt.), 706n (Defiance)
Malloy, Hugh (Private, Pennsylvania Navy), 241
Malone, Peter (Seaman, RN), 343
Maloney, William (Seaman, Maryland Navy), 354
Malton, Jonathan (Lt., Continental Navy), 295 and n
Man/Mann, Robert (Capt., RN), 648, 650n
Man, Robert (Rear Adm., RN), 648, 650n
Man, Isle of, England, 583n, 587
Man, Calf of, England, 643
Mamon/Hamon, —— (French merchant), 723, 737n
Maltbie, Jonathan (Lt., Continental Navy), 295 and n
Manley, John (Capt., Continental Navy): at New Haven, Conn., 163; William Burke and, 229; and certificates for William Vernon, 168; charges against, 489; command for, 315; and command of Alliance, 490, 491n; court of inquiry for, 315, 316n; court-martial of, 295 and n, 489, 490, 491n, 500; exchange of, 41, 42n, 161 and n, 163, 200, 315; and loss of Hancock, 316n, 548 and n; on conduct of, 358, 359n, 500, 501n; seniority of, 423 and n; to Joshua Huntington, 492 (Hancock)
Manley/Manh. John (Boatswain/Seaman, Georgia Navy), 100, 101
Mancell, —— (merchant at Brest, France), 540
Manchac, W. Fla.: and British attack on Spanish
Manasquan River [Squan River], N.J., 49n
Manasquan Inlet [Squaman Inlet], N.J., 48–49 and n
Manley, John (Capt., Continental Navy): at New Haven, Conn., 163; William Burke and, 229; and certificates for William Vernon, 168; charges against, 489; command for, 315; and command of Alliance, 490, 491n; court of inquiry for, 315, 316n; court-martial of, 295 and n, 489, 490, 491n, 500; exchange of, 41, 42n, 161 and n, 163, 200, 315; and loss of Hancock, 316n, 548 and n; on conduct of, 358, 359n, 500, 501n; seniority of, 423 and n; to Joshua Huntington, 492 (Hancock)
Manley/Manh. John (Boatswain/Seaman, Georgia Navy), 100, 101
Manly, Joseph (seaman), 235
Manning, Thomas (Master, Continental Navy), 246–47, 791, 811
Mansfield, Amos (seaman), 234
Mansfield, John (seaman), 234
Mansfield, Richard (Seaman, Maryland Navy), 354
Marblehead, Mass.: captured cartel ship taken to, 18n; and crews of privateers, 464; General Gates sails from, 439; and sick in crew of Virginia, 819, 829n; visited Gorée, 680 and n; captures: Betsy, 820, 823; Fancy, 825, 830n; Fort Rose, 484 and n, 819, 829n; John, 323, 324n; Kitty, 824, 830n; Pearl, 318 and n, 484 and n, 822, 825, 828, 829; Sally, 819, 829n; unnamed barge, 824; un-
named droghers, 484; unnamed schooners, 823, 824; unnamed sloops, 823; unnamed sloops, 820, 823, 827–827; recaptures: Sally, 482, 483n; burns: unnamed schooner, 823 (George Waite Babcock).

Maroons, 774

Marquis de Pacy, ship: captured by Carysfort and Perseus, 859 (Jean Chamolleau)

Martelly de Chautard, Joseph-Jacques-François de

Marston, John (merchant at Boston), 296, 319 and

Marshall, William, 244, 245n

Marquis de Pezay,

Maroons, 774

Martinique, French West Indies, 9; American prize

Martinico

Martin, Samuel (resident of Whitehaven, England; martin, Joseph (Seaman, Virginia Navy), 80

Martin, John (Capt.), 391 and n, 781, 783

Martin, James (gunner), 342

Martin, Joseph (Seaman, Virginia Navy), 80

Martin, Pierre (Master), 859 (Bourbon)

Martin, Samuel (resident of Whitehaven, England; ship owner), 118 and n, 592, 700n

Martinique. Cumberland misidentified as, 745

Martinique, French West Indies, 9; American prize carried into, 692, 695; and announcement of Franco-American treaty, 437; as base for American privateers, 61–62; British intelligence from, 82; Continental Navy vessel refits at, 283; French naval ships at, 567, 570m; Hazard’s cruise and, 380; Elisha Hinman arrives in, 81–82, 82 and n; inward-bound vessels, 77, 81, 82, 96, 184, 395n, 397n, 445, 696 and n, 858, 860, 862; Massachusetts privateer at, 411 and n; on cargoes salable in, 357; on expense of mangine privateers at, 178; on sending merchant vessel to, 394; outward-bound vessels, 45, 61, 68n, 186 and n, 364, 435, 494, 862; preparations to defend, 82, 83; prizes sent to, 171, 186n, 483, 521n, 529n, 705n, 721; Resistance at, 60, 250; sale of American commodities in, 185; salt from, 396; and supplies for Continental Army, 55, 57; survivors from Randolph in, 765; Tyrannicide leaves crewmen at, 255; Virginia State trading vessel ordered to, 212n

Mary, brig: captured by Civil Usage, 297 and n; recaptured by Rainbow, 297 and n, 365 and n

Mary, brig: captured by Greyhound, 389 and n; recaptured by Ambuscade, 389 and n

Mary, Massachusetts privateer brigantine, 464, 465n (William Gray)

Mary, Jamaica letter of marque ship: burned, 303; captured by Providence, 169, 303, 357 and n; cargo of, 357; condemnation of, 465, 466n; controversy involving, 465–66 and n; disposition of cargo of, 465–66; disposition of prize money from, 40, 41n; libelling of, 169; refitting of, 537; size of, 169 (Henry Johnson)

Mary & Elizabeth, Pennsylvania privateer ship, 393, 394n (Benjamin Weeks)

Mary and Fanny, American merchant vessel, 654; captured by Earl of Chester, 654 (William Green)

Mary Ann, 606 (Robinson)

Mary Ann, schooner; captured by Revenge, 169 (Edward Dikins)

Mary Ann, schooner: captured by Carysfort and Lizard, 858 (James Hamlin)

Mary-Anne Mariana, brig captured by Hannah, 248 and n (Jesse Groves)

Maryland: British Navy and trade of, 686; and defense of Chesapeake Bay, 181n, 223n; forwarding provisions from, 359, 386; government of, and protection for boats carrying supplies via Chesapeake Bay, 357; inward bound vessels, 15 and n; on supply of provisions for army in, 337; outward-bound vessels, 860; prize from, 297; provisions forwarded to, 359; ship built in, 327n; supplies for Continental army from, 367; use of privateer commissions by ship owners in, 78

Maryland Council: Journal, 7, 19, 25, 91, 105, 126–27, 132, 164, 182, 242, 340, 359, 385, 413, 474; and assistance for Commissary General of Purchases, 359; and cargo for Martinique, 359; and cargo for state trading vessel, 385; and commissioning of Maryland Navy captain, 164; and contract with Daniel Deshon, 385; and defense of Chesapeake Bay, 223n; and defense of Head of Elk, 383n, 413; and desertion from foreign vessels in Maryland ports, 182 and n; and disposition of cargo, 386 and n; and disposition of Maryland Navy vessels, 126–27, 223; and forwarding arms, 132, 413; and forwarding forage, 413; and forwarding of supplies, 383 n, 394, 395n, 461; and forwarding provisions, 385, 386, 396, 413, 449; and forwarding recruits, 461; and impressment of wagons, 413; issues letter of marque and reprisal, 25, 242, 359, 474; loans cannon to Continental packet, 7; and manning Maryland Navy vessels, 91, 421–22; and master for state trading vessel, 385; and money for Maryland Navy galleys, 105, 132, 359; and money for state purchasing agent, 449; and naval stores, 126, 164; and oaths of allegiance, 19; and obtaining water craft, 449; on completing cargo, 385; on
Massachusetts: captured vessel from, 391n; and prison
and, 273; and payment for woodcutter, 356; and money for French Navy frigate, 274; and expenses of dinner, 428; and forage for French naval vessel, 333; and Hazard, 365, 438, 454; and loan of provisions, 389; and Massachusetts Navy provisions, 409; and Massachusetts state trading vessels, 479; money drawn on, 99–100; and money for French Navy frigate, 274; naval stores and, 273; and payment for woodcutter, 356; and pilot for French Navy vessel, 479; and prison
INDEX

935

Mathers, John (seaman), 234
Mathews, Bennett (Capt., Maryland Navy), 127n, 132, 135n, 182n, 359, 413, 414n (Independence)
Mathews, William (ship owner), 653n
Matinecock Point, Long Island, N.Y., 188 and n, 275 and n
Matlack, Timothy (Secretary of the Pennsylvania Supreme Executive Council), 249n
Matrosses, 413
Matthias, —— (Lt.), 415
Matthews, —— (Lt.), 415
Mattaponi River, Va., 212n
Matthews, William (ship owner), 653n
Mathews, Bennett (Capt., Maryland Navy), 127, 800, 812
Mathews, —— (Capt.), 124–25, 403, 404n (Nancy)
Mellish, Continental trading ship, 273 and n, 281
Melony, Daniel (Seaman, Continental Navy), 802, 812
Melvin, George (Capt., Continental Army): and capture of East Florida warships, 138; and landing on Frederica Island, Ga., 136 and n; and naval expedition to Altamaha River, 76–77; and supplies for Southern Continental Army, 76, 77n; from: Samuel Elbert, 76–77
Menden, France, 729
Mendum, William (Continental Marines), 799, 814
Menguy, Pierre (Continental Marines), 807, 815
Merce, ship, 665 (Nathaniel Dowse)
Mercer, Archibald (merchant at Boston), 296, 343 and n; to: John Langdon, 296
Mercer, Isaac (Lt., Virginia Navy): and naval stores to: Nicholson, 422, 423n; and supplies for Casswell, 250; granted leave of absence, 480, 481n; to transport military stores, 43, 44n; to transport provisions, 43, 44n, 99, 317 (Nicholson)
Merce & Schenck (Boston ship owning firm), 665
Merchants and Proprietors of Tobago, British West Indies: to: Lords Commissioners of the Admiralty, 773–75 and n
Merckle, Johannes Philip (merchant at Amsterdam), 615, 616n
Mercury, HM Post Office packet boat, 221 and n
Mercury, brig, 529, captured by Portsmouth, 529, 530n (John Pearce)
Mercury, Continental packet, 63 and n (John Ashmead)
Merick, Daniel (Seaman, Maryland Navy), 354
Mermaid, HM frigate, 72, 74n, 85 and n, 308 (James Hawker)
Mermaid, ship, 342; captured by Resistance, 343n (James Cockran)
Mermaid, British transport ship: as part of convoy, 193n; burned, 696; capture of, 42n, 125, 126n, 171, 696 and n; engagement involving, 125; items purchased from, 90, 91n; paroles of officers of, 119 and n; and transport of forage to Philadelphia, 171, 173n (Jacob Snowball)
Merrick, William Augustus (Lt., RN), 136 and n, 139n
Merritt, John (Seaman, Continental Navy; Continental Marines), 798, 813
Merry, Joseph (Capt.), 696n (Harlowg)
Meserve, Henry (Midn., Continental Navy), 791
Mesnard, —— (French attorney in Bordeaux), 791
Mesopotamia, Continental trading sloop, 184 (James Briggs)
Messuare/Messuere, Peter (Quartermaster, Continental Navy), 122, 800, 812
Metomkin Inlet, Va., 286 and n, 395n, 432 and n; inward-bound vessels, 394; outward-bound vessels, 395n; privates at, 393
Militia, Georgia: detachment of, marches from
Military stores: application for, 301–2; armed galley
Milford, Militia, Louisiana, 289
Militia, England: Cumberland Co., 699; mobiliza-
Militia, East Florida, 363
Militia, Delaware, 286, 450n
Militia, Connecticut, 24
Militia, New Jersey, 308, 310n, 331, 414n
Militia, North Carolina, 355
Militia, Pennsylvania, 414n, 447 and n
Militia, Rhode Island: and British raid on Bristol
Militia, Tobago, 774
Militia, Virginia, 346, 421, 422n
Milt, David (resident of Tobago), 775
Milt Prison, Plymouth, England: black hole in, 448,
Mills, Richard (Continental Marines), 796, 814
Mills, John (Corporal, Continental Marines), 122,
Mills, Drake (seaman), 234
Mills, Jeremiah Wadsworth, 61–62
Milligan, James (Continental Commissioner for
Milligan, James (Continent of Claims), 488 and n
Milligan, John (Capt., RN), 37, 483n (Blonde)
Mills, Drake (seaman), 234
Mills, James (Private, Pennsylvania Navy), 241
Mills, John (Corporal, Continental Marines), 122,
Mills, Richard (Continental Marines), 796, 804
Miller, Joseph (Continental express rider), 197,
Miller, David (merchant at Charleston, S.C.), 28n, 152, 153n
Miers, —— (Volunteer, Continental Navy), 589
Middle Passage, Narragansett Bay, 72
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Passage, Narragansett Bay, 72
Middletown, Conn., 31n, 491n
Middle Passage, Narragansett Bay, 72
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Middle Ground Shoal, Chesapeake Bay, 19–20 and
Miller, David (resident of Tobago), 775
Miller, David (resident of Tobago), 775
Miller, Francis (Capt., West Florida Provincial Reg-
Miller, ——, 393
Miller, Charles (merchant at Boston), 61
Miller, Francis (Capt., West Florida Provincial Reg-
Miller, Justice (seaman), 234
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
Mill, David (resident of Tobago), 775
<table>
<thead>
<tr>
<th>Page</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>937</td>
<td>Molly, British transport ship, 193n (William Robertson)</td>
</tr>
<tr>
<td></td>
<td>Montagu, John (Vice Adm., RN; Gov. and Commander-in-Chief, Newfoundland), 647–48; and capture of Miquelon and St. Pierre islands, 651; and operations of American privateers, 494n; and retention of naval reinforcements, 647–48; <strong>from:</strong> Lords Commissioners of the Admiralty, 650–51; William Saunders, 494</td>
</tr>
<tr>
<td></td>
<td>Montauk, —— (French merchant), 724</td>
</tr>
<tr>
<td></td>
<td>Monthly, W. Fla., 134; 16–17 and n (Étoilé)</td>
</tr>
<tr>
<td></td>
<td>Montbănas, Gabriel-François-Xavier Barthon, Marquis de (Lieutenant de vaisseau, French Navy), 15–16, 16–17 and n (Étoilé)</td>
</tr>
<tr>
<td></td>
<td>Montbănes, Louis Barthom, Vicomte de (Garde de la marine, French Navy), 627, 634, 640n</td>
</tr>
<tr>
<td></td>
<td>Montbănes, Thomas Santo Domingo, 22, 23n</td>
</tr>
<tr>
<td></td>
<td>Montgomery, François-Aymar, Baron de (Capitaine de vaisseau, French Navy), 519 (Conquérant)</td>
</tr>
<tr>
<td></td>
<td>Montgomery, Massachusetts privateer brigantine: armament of, 464, 465n; commissioning of, 351n, 465n; ordnance of, 351n; owners of, 465n; size of crew of, 351n, 465n; whereabouts of, 464; <strong>captures:</strong> Defiance, 440 and n; Wabourn, 351 and n (Nathan Brown)</td>
</tr>
<tr>
<td></td>
<td>Montgomery, Continental Navy frigate: destruction of, 189, 191n, 500, 501n; sails from, 40, 41–42n, 50 and n (John Hodge)</td>
</tr>
<tr>
<td></td>
<td>Montgomery, Pennsylvania Navy ship: burned, 392; capture of barge from, 392; John Gilfoy serves with, 391–92; mutiny on board, 392 (William Allen)</td>
</tr>
<tr>
<td></td>
<td>Montgomery, Massachusetts privateer sloop: captured by Cabot, 351n; <strong>captures:</strong> Polly, 350–51 (William Steward)</td>
</tr>
<tr>
<td></td>
<td>Montresor, John (Capt., British Army Corps of Engineers): Journal, 168, 285; reports arrival of convoy, 98n</td>
</tr>
<tr>
<td></td>
<td>Montserrat, British West Indies, 55, 57</td>
</tr>
<tr>
<td></td>
<td>Moor, John (Seaman, Maryland Navy), 354</td>
</tr>
<tr>
<td></td>
<td>Moor, ship, 343</td>
</tr>
<tr>
<td></td>
<td>Moor, —— (merchant at New York), 250n, 316</td>
</tr>
<tr>
<td></td>
<td>Moor, Daniel (Capt.): and engagement with Barry’s flotilla, 125, 126n (Alert)</td>
</tr>
<tr>
<td></td>
<td>Moor, Henry (Seaman, Continental Navy), 792</td>
</tr>
<tr>
<td></td>
<td>Moor, James (Pvt., Continental Army), 101</td>
</tr>
<tr>
<td></td>
<td>Moor, Patrick (officer in Massachusetts privateer brigantine Favonier), 328</td>
</tr>
<tr>
<td></td>
<td>Moore, Philip (merchant at Boston), 343 and n, 438, 439n</td>
</tr>
<tr>
<td></td>
<td>Moore, Robert (Seaman, Continental Navy), 589, 794</td>
</tr>
<tr>
<td></td>
<td>Moore, Thomas (Capt., Pennsylvania Navy), 391, 447n</td>
</tr>
<tr>
<td></td>
<td>Moore, William (Master), 819, 829n (Sally)</td>
</tr>
<tr>
<td></td>
<td>Moore, James (Pvt., Continental Army), 101</td>
</tr>
<tr>
<td></td>
<td>Morais, Jean (Master), 13n (Bernando)</td>
</tr>
<tr>
<td></td>
<td>More, John (seaman), 476</td>
</tr>
</tbody>
</table>
INDEX

Moreau, Ignace (Master), 27n (Marianne)
Moreau, Jack (Seaman, Continental Navy), 801
Morel, J.B. (Drummer, Continental Navy), 752
Morgan, George (Col. Continental Army; Deputy Commissioner General of Purchases, Western District; Agent for Indian Affairs), 75
Morgan, J. (Master), 46n, 60n (Eagle)
Morgan, James (Capt.), 248n
Morgan, John (Seaman, Continental Navy), 732, 795, 812
Moriceau, —— (French merchant), 734
Morris, Robert (Pennsylvania Delegate to the Continental Congress), 447
Morris, Mary White, 246
Morris, John, Jr. (Clerk, Pennsylvania General Assembly), 447
Morris, William (Seaman, Maryland Navy), 354
Morris, ——, 467 and n
Morris, ——, 467 and n
Morin, Guilleaume/Guillaume (Continental Marines), 806, 815
Morlais, France, 685, 708, 761
Morning Star, sloop: captured by Bravery, 358 and n, 404 (Peter Woglom)
Moroney, —— (Irish merchant at Bilbao, Spain), 529
Morrell, —— (French merchant), 725
Mortemarte, Henri de Victurnien Rochechouart, Vicomte de (Garde de la marine, French Navy), 569 (Flèche)
Morton, E. (Steward, Georgia Navy), 691
Moultrie, William (Brig. Gen., Continental Army), 265, 436; from: Charles Cotesworth Pinckney, 265, 435–36
Mount Gibraltar [Rock of Gibraltar], Spain, 714, 715
Mount Hope, R.L., 254
Mount Hope Bay, R.I., 283 and n, 443, 497
Mount of the Apes [Jebel Musa at Ceuta], 714, 715
Mowat, Henry (Comdr., RN), 137–38, 347–48; to: Andrew Barkley, 347–48; Thomas Fitzherbert, 137–38 (Albany)
Mowbray, John (Capt.): accident involving, 127–28, 129n; and advance of Georgia Navy armed gal- lies, 212, 213n; as commander of Rebecca, 230; court of inquiry for, 212; escape of, 138; escapes drowning, 81; on conduct of, and loss of Rebecca, 212; on failure of, to destroy Rebecca, 212; sends intelligence, 81 and n (Rebecca)
Moylan, James (Continental Commercial Agent, L’Orient, France): and bill from Emmanuel-Yves Bersolle, 541, 542n; and bill from Jean-Baptiste Le Roy, 541, 542n; intelligence from Lisbon and, 667, 668n; on capture of Dolphin, 688n; and pay- ment of bill of Rager, 540 and n; and report of capture of American brig, 690; to: American Commissioners in France, 613; from: John Paul Jones, 541
Muchmore/Muchamore, Joseph (Volunteer, Continental Navy), 792, 811
Moreau, Jack (Seaman, Continental Navy), 278, 290n; alcoholism of, 544n; and cork for Ranger, 562; commission paid to, 562; death of, 544n; dismissal of, as Continental agent, 508, 689n; misconduct of, 544; on performance of, as Continental agent, 689n; powers of, 508; and prize money of Lexington, 544; prize of Ranger, 523, 524n
Morris, William (Lt., Continental Marines), 710, 711n, 744, 776 and n; appointment of, 753–54 and n; service of, with Ranger, 754n; to: John Paul Jones, 753–54
Morris, William (Seaman, Maryland Navy), 354
Morrisania, N.Y., 103 and n
Morrison, Amos (seaman), 235
Mount Hope Bay, R.I., 283 and n, 443, 497
Mount of the Apes [Jebel Musa at Ceuta], 714, 715
Mortimer, Henri de Victurnien Rochechouart, Vicomte de (Garde de la marine, French Navy), 569 (Flèche)
Morton, E. (Steward, Georgia Navy), 100
Morgan, John (Seaman, Continental Navy), 732, 795, 812
Moriceau, —— (French merchant), 734
Morris of Morrisania, N.Y., 103n; and possible performance of, as Continental agent, 689n; powers of, 508; and prize money of Lexington, 544; prize of Ranger, 523, 524n
Morris, William (Lt., Continental Marines), 710, 711n, 744, 776 and n; appointment of, 753–54 and n; service of, with Ranger, 754n; to: John Paul Jones, 753–54
Morris, William (Seaman, Maryland Navy), 354
Morrisania, N.Y., 103 and n
Morrison, Amos (seaman), 235
Mount Gibraltar [Rock of Gibraltar], Spain, 714, 715
Mount Hope, R.L., 254
Mount Hope Bay, R.I., 283 and n, 443, 497
Mount of the Apes [Jebel Musa at Ceuta], 714, 715
Moutier, —— (French blacksmith), 722
Mowat, Henry (Comdr., RN), 137–38, 347–48; to: Andrew Barkley, 347–48; Thomas Fitzherbert, 137–38 (Albany)
Mowbray, John (Capt.): accident involving, 127–28, 129n; and advance of Georgia Navy armed gal- lies, 212, 213n; as commander of Rebecca, 230; court of inquiry for, 212; escape of, 138; escapes drowning, 81; on conduct of, and loss of Rebecca, 212; on failure of, to destroy Rebecca, 212; sends intelligence, 81 and n (Rebecca)
Moylan, James (Continental Commercial Agent, L’Orient, France): and bill from Emmanuel-Yves Bersolle, 541, 542n; and bill from Jean-Baptiste Le Roy, 541, 542n; intelligence from Lisbon and, 667, 668n; on capture of Dolphin, 688n; and pay- ment of bill of Rager, 540 and n; and report of capture of American brig, 690; to: American Commissioners in France, 613; from: John Paul Jones, 541
Muchmore/Muchamore, Joseph (Volunteer, Continental Navy), 792, 811
Muchmore, Benjamin (seaman), 216
Muchmore, Jacob (Quartermaster, Continental Navy), 842
Muir, John (Maryland Commissary of Stores), 91n, 385 and n
Mulgrave, Lord [Constantine John Phipps, 2d Baron Mulgrave] (Capt., RN; Lord Commis- sioner of the Admiralty), 644, 646n; See also Ad- miralty; Lords Commissioners of the Admiralty
Mull of Cantire. See Kintyre, Mull of
Mullegans, —— (served with Deane), 732
Mullock, William (Seaman, Virginia Navy), 119
Mumford, Lewis (Clerk, Georgia Navy), 100–1, 101
Mumford, William (Deputy Secretary, Rhode Is- land Senate), 302
Munchor/Muncor, Daniel (Boy, Continental Navy), 797, 814
Munro, Thomas (Master), 859 (Speedwell)
INDEX

Murphy, Daniel (Capt.), 250n (Adventu
Murphy, John (Capt.), 659 (Betsey
Murphy, Pierce/Pierce (Seaman, Continental Navy), 800, 807, 813
Murphy, Thomas (Seaman, Continental Navy; Continental Marines), 802, 815
Murray, Alexander (Master), 242 (Saratoga
Murray, Charles (British Consul, Madeira), 659
Murray, Jesse (quartermaster), 233
Murray, John (Col., British Army), 555, 554n
Murray, William (Cpl., Continental Marines), 797, 807, 808
Murray, William, 290
Murray, William, Dr., 753
Musquito, Virginia Navy brig, 740, 741n; captured by Arocho, 119 and n, 741n (John Harris
Myer [Myers], Edward (Boatswain's Mate, Continental Navy), 589, 702
Naile, James (Seaman, Continental Navy), 788
Nancy, Connecticut privateer brig; and naval stores, 319; armament of, 125n; at Stonington, Conn., 403; fitting out of, 124–25; notice concerning, 124–25; ordnance of, 125n; owner of, 125n; sailing of, 124–25; size of crew of, 125n (Michael Mellal)
Nancy, schooner: burned by Hammond, 446
Nancy, schooner: captured by Portland, 206–7 (Hugh Smith
Nancy, schooner: captured by General Mercer, 350, 351n (H. Underhill
Nancy, ship: captured by Lizard, 858 (Edward Johnson
Nancy, Scottish letter of marque ship: recaptures (with Alexander): Pearl, 318 and n (Archibald McLarty
Nancy, Jersey letter of marque ship, 771, 776, 777n, 786; recaptures: Lord Grosvenor, 786 (Philip Winter, Jr.)
Nancy, sloop: recaptured by Maidstone, 366 and n
Nancy, sloop: captured by Badger, 22, 23n (James Howland
Nancy, sloop: captured by Otter, 248 and n (Peter Mansten
Nanny, Continental trading bark, 273 and n
Nanny, snow: captured by Raleigh and Alfred, 46n (Anthony Hooper
Nansemond River, Va., 480
Nantasket Roads, Mass., 18 and n
Nautes, Massachusetts State trading brigantine, 543, 559, 559 and n (Joseph Chapman
Nantes, France: American prize to sail to, 745; American vessel captured off, 479; and ship with supplies intended for United States, 836n; Boux at, 531; charges for shipping goods to, 770; Continental Commercial agent at, 508, 524n; Continental cutter Revenge and, 583; conveys from, 585, 620; Deane fitted out at, 722; John G. Frazer and, 710–11n, 744; freight charge to ship to, 728; French naval assistance for American merchants at, 543, 585, 607–8; Henrietta and, 245; inward-bound vessels, 54, 56, 171, 323, 387, 450, 502, 548, 693, 862; memorial of American merchant captains in, 543; ordnance shipments and, 510; outward-bound vessels, 121, 122n, 179, 180, 180n, 196 and n, 260 and n, 280, 439, 479, 858, 862; port duties at, 729; Jonathan Williams, Jr., resides in, 558, 559
Nantucket, Mass., 116
Nantucket Island, Mass., 219n, 858, 860
Nantucket Shoals, 322, 323n
Naquant, Nicholas (Continental Marines), 805, 815
Narragansett Bay, R.I., 119 and n, 741n (John Harris
Narragansett Passage [Narragansett Channel; West Passage], 401n, 479; British vessels in, 72, 161, 253, 254n; Columbus runs aground in, 30, 31n; Providence escapes via, 328
Narraves, The, Delaware Bay, 51 and n
Nash, Abner (Member, North Carolina House of Commons), 224, 225n
Nashawena Island, Mass., 320n
Nason, Robert (Seaman, Continental Navy), 802, 813
Nassau-Siegen, Charles-Henri-Nicholas-Othon, Prince of, 776 and n
Natchez District [The Natchez], W. Fla.: British force in, 271; on British warships and, 112, 113; on need for United States to establish post in, 288; on political allegiance of residents of, 10, 108, 288, 292, 325; proposed British post at, 293; residents of, and cost of sending goods up Mississippi River, 288; residents of, and oath of neutrality, 292; sentiment in, for attack on Spanish Louisiana, 370–71, 372; Spanish control in, 244; Willing Expedition and, 108
Natchitoches, Spanish Louisiana, 324
Nathaniel Shaw, Jr. & Co.: to: Thomas Allon, 434
Native Americans. See Indians; see also individual tribes, such as Creek Nation
Naushon Island, Mass.: defense of, 263 and n, 348–49
Navy, American: at New York, 179; at Philadelphia, 179; at Washington, 179; at Charleston, 180; at New London, 180; at Baltimore, 180; at Norfolk, 180; at Boston, 181, 201, 280n, 297n, 334, 466n, 478, 695, 862; at Pittstown, N.J., 175; British frigate takes from prize, 335n; British raid destroys, 285; disposition of Pennsylvania Navy’s, 174–75, 175; for America, 492; for Boston, 588; for Byron’s fleet, 644; for d’Estaing’s fleet, 716, 717; for Howe’s fleet, 172; for John Paul Jones’ command, 709, 710; for Leeward Island station, 649; for Maryland Navy vessels, 127, 132; for Virginia Navy vessels, 461; for Warren, 327; French to furnish Revenge, 699–93; French, to fit out Indiaman, 526–27; from Columbus, 104; from Pennsylvania
Navarro, Don Diego Josef (Gov. and Capitán General, Cuba): allows American officers to travel to New Orleans, 201n; and Brest fleet, 661; colliers and sailors for, 688n; and Continental fleet Boston, 671; and reinforcements for Spanish New Orleans, 209n; on Americans trading via general, Cuba): allows American officers to travel to St. Lucia, 407; supply of, for Ranger, 779; surgical instruments, 215; to fit out St. Lucia, 407; supply of, for fleet going on expedition to 222; supply of, for crow's nest, 389; twine, 66, 243, 423 and n, 431, 461; salvaged from
INDEX

Ships' Condition: Seamen: desertion of, 306, 698-99; drafts of, 305–6; health of, 393; impressment of, 339; mutiny of, 649; new men for, 339; punishment of, 649; sailors on colliers as future, 688n; serve with Continental prisoners of war as, 164, 698-99; punishment of, 398, 434; recruiting of, for galley service, 305–6; replacement of disabled, 339; sailors on colliers as future, 688n; serve with Continental prisoners of war as, 164, 698-99; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster- ing of, 649; mutinous demonstrations by, 434; punishment of, 649; mutinous demonstrations by, 434; health of, 339; impressment of, 339; muster-  

Ships Building: "Hussar," 256 and n

Ships' Condition: Greyhound, 172; Juno, 239; Lark, 239; Perseus, 172; Phoenix, 172; Renown, 172; Unicorn, 172; Vulture, 172

Ships Lost: Hinchinbrook, 138, 139n, 139-41, 212, 213n; Rebecca, 138, 139-41, 139n, 212, 213n; tender of Carysfort, 138, 139-41, 139n

Ships Purchased: Virginia, 172

Ships Refitting: Carysfort, 363n; Fowey, 202; Non- such, 407; Otter, 183, 184, 184 and n; Pigot, 381; Solebay, 183, 184; Vigilant, 382n; Willing Maid [tender], 391n

Signals: of Channel fleet, 602; of Howe's fleet Station: Channel Fleet: activity of, off Nantes, 239; escorting convoys, 141, 144, 144n; reinforcements of, 602; and pursuit of Ranger, 587, 592, 594, 600, 604-5, 606, 616-17, 644, 647, 663, 668, 677; Theis and, 552, 663; treatment of escort ship of at Cadiz, 664; Station: East India Squadron, 623n

Station: Jamaica: convoys from, 501-2; disposition of vessels in, 141, 371, 372-73 and n; and escorting convoys, 141, 144, 145n; on size of area protected by, 141; operations in, 141, 144n; and protection of Jamaica, 195; purchase of vessels for use in, 141; reinforcements for, 141; state of vessels in, 317; Operations: Astolfo, 586; Active, 141, 144, 144n; Aloeus, 478 and n; and Pensacola, 371, 372-73 and n; Aloeus, 398; Frenchmen, 22, 23n, 67n; Bristol, 143, 145n, 408-9, 416; Camden, 143, 145n; Culpin, 141, 144n; Diligence, 43; Druid, 143, 145n; Florida, 141, 144n; Glasgow, 21-22n, 66-67n; Hind, 35, 272 and n; Hornet, 141, 144n; Hound, 141, 144n, 271, 272n, 288, 290n, 317, 423 and n; Lady Parker [tender], 15 and n, 318 and n; Lowestoffe, 318 and n; Niger, 15 and n, 22, 144, 145n; on Lake Pontchartrain, 371, 373 and n; Porpoise, 39 and n, 144, 145n; Racehorse, 318 and n; Southampton, 15 and n, 39 and n; Stork, 96, 141, 144n; Sylph, 141, 144n, 271, 272n, 288, 290n, 317; Vixen [tender], 15 and n; West Florida, 141, 144n, 271, 272n, 288, 290n; Winchelsea, 39 and n, 144, 145n, 501-2 and n; Nunn's/Ferguson's Squadron: and fort at Manchac, 106-7; and Gálvez, 105; on condition of warships at, 144n; operations against Spanish Louisiana, 106, 107n, 271, 272n, 288, 290n, 317, 371, 372, 73 and n; operations in Mississippi River, 106-7, 112, 113, 114n, 141, 144n, 165, 271, 291-94, 317, 371-72, 73n and n; and war with Spain, 106, 107n, and Willing Expedition, 271

Station: Leeward Islands: aggressiveness of warships in, 82; Barrington and, 649; command of, 82; condition of ships in, 649; conveying courts-martial in, 649; duties of warships in, 649; and expedition against St. Lucia, 650-57; and French naval escorts for American merchantmen, 46n; Guadeloupe, 364; inspection of Royal Navy facilities at Antigua, 649; inspection of ships in, 649; journal of proceedings in, 649; list of vessels in, 650; mustering of crews in, 649; and protection of Tobago, 773-74, 775n; provisions for, 649; purchase of ships and supplies by commander of, 649; repair of Royal Navy facilities at Antigua, 649; replacement of dead or court martialed officers in, 649; ships from to be sent to England, 657; strength of force in, 82, 650; supplying merchantmen with stores from Royal Navy's supply at, 649; time at sea in, 649; and want of provisions for British warships, 58; warships to reinforce, 650-57; wine for squadron at, 648; Operations: and French territorial waters, 364; Antigua, 96-97, 326 and n; Ariadne, 46 and n, 59 and n, 60, 61 and n, 61n, 103n, 145n, 185n, 246, 247n, 261, 262n, 267n, 300, 482 and n; Beaver, 96-97 and n, 245, 252, 774, 775n; Ceres, 46 and n, 59 and n, 60, 61 and n, 61n, 103n, 145n, 185n, 246, 247n, 261, 262n, 267n, 300, 482 and n; Cygnet, 364; Favourite, 364; Phaeton, 35, 36n, 150 and n; Pelican, 326 and n; Portland, 35 and n, 136 and n, 294 and n, 300, 300 and n, 428 and n; Prince of Wales, 751-52, 754; Renew, 424 and n; Seafor, 58, 150, 194 and n, 332-33, 333, 683 and n; Snake, 45, 102 and n; Tartar [tender], 35, 424 and n; Yardmouth, 58, 774, 775n

Station: Mediterranean: and Continental Navy cutter Revenge, 571 and n; and Toulon fleet, 571-72, 573; Operations: Prospective, 572, 573
Station: North American: and American remittances to Europe, 344 and n; and American trade, 87 and n, 118, 344 and n; and capture of French merchant vessels, 344; and coastal fortifications in Virginia, 345; collecting naval forces on, 407; command of, 395–96; condition of, 306; dispersed state of, 305; disposition of ships at, 338, 339; and expedition to St. Lucia, 407, 408n; and galleys, 304 and n, 305, 308, 310n; and lack of Continental Navy, 189, 192; on copper sheathing by, 618–19; on capturing frigates of, to bolster adequacy of, 305; on attack on d'Estaing's fleet, 654–55; defense of, 19n, 197, 412, 421; Diligence, 51–52 and n; Vulture, 51, 249–50 and n; Cornwallis, 51–52 and n; Pearl, 7, 51–52 and n; Vulture, 51; Zebra, 51, 249–50 and n;

Fanshawe's Squadron: and attack on French vessel off Beaufort, N.C., 87 and n; blockade of North Carolina coast by, 87 and n; blockades South Carolina coast, 38; and defense of East Florida, 362; departure of vessel from, 363n; state of, 306; Operations: 87 and n, 172, 173n; Carysfort, 38, 39n, 120 and n, 150, 231, 232n, 858–60; Galatea, 136 and n, 150, 153, 362, 859–60; Greyhound, 150; Lizard, 38, 39n, 150, 858–60; Perseus, 38, 39n, 87 and n, 150, 859–60;

Hamond's Squadron: protects Delaware Bay and River, 51; and raid up Delaware River, 298; and raids along Delaware shore, 97, 98n; tender from runs aground and is burned, 63–64; Operations: Brune, 28n, 51; Camilla, 51–52 and n; Cornwallis, 51–52 and n; Pearl, 7, 51–52 and n; Vulture, 51; Zebra, 51, 249–50 and n;

Hotham's Squadron: and arrival of French squadron in North American waters, 307; as target of d'Estaing's fleet, 594n; operations against Connecticut raiders, 220, 269 and n; pay of seamen in, 305–6; and saltworks at Manasquan Inlet, N.J., 48–49 and n; Operations: Cerebus, 200, 274–75 and n; Crane, 197; Dependence, 19 and n, 197, 412, 421; Diligence, 412; Diligent, 200, 229, 228, 275, 366; Falcon, 366; Fowey, 48–49 and n; Halifax, 19n; Hotham [tender], 31 and n, 248 and n, 340–41 and n, 346 and n, 445, 446n; Neptune, 274–75 and n; Raven, 200, 269 and n, 274–75, 412; Scorpion, 220, 228, 366, 412; Tartar, 197;

Howe's Fleet, 5, 6n; anticipated cruising area of, 79; and arrival of French naval squadron in North American waters, 306; attack on, 517, 518; chase signal for, 271; command of, 173; and convoy to St. Lucia, 656; danger to, 674; and defeating d'Estaing's fleet, 654–55; departure of, from Philadelphia, 236; d'Estaing reportedly to attack, 610, 611, 614, 618; and dispatch of warships to Newfoundland, 647; and embarkation of Convention army, 686; and evacuation of Philadelphia, 236, 421n, 467; and expedition to West Indies, 236 and n;
and forage for British Army, 171; galleys of, and the mischianza, 382 and n; and launch of armed galley, 256 and n; manning of, 86; and the mischianza, 382–83n; moves down Delaware River, 421n; naval stores for, 171; galleys of, 321–22; armed galleys, 321–22 and n; Cerberus, 366; Daphne, 198, 298, 316 and n, 445, 446n; Dependence, 197, 421n; D fragile, 188; Dunmore, 248 and n; Experiment, 322–23 and n, 417n, 470–71n; Greyhound, 361, 370, 387, 397, 445, 446n; Haerlem, 266 and n, 267 and n, 284, 297 and n, 334n, 390, 403, 459 and n; Hotham's tender, 248 and n, 346 and n; Juno, 259, 302; Kingsfisher, 403; Lath, 238–39, 302; Lidgard, 248 and n; Orpheus, 239, 254, 255n; Otter, 248 and n; Pembroke, 321–22; Perseus, 248n; Pigot, 496–97 and n; Philadelphia, 304 and n; Porcupine, 421n; Solebay's tender, 346 and n; Sphinx, 266 and n, 275 and n, 283, 297 and n, 334 and n; Spifire, 497 and n; Thames, 421, 421n; Unicorn, 220, 255n, 266 and n, 275 and n, 283–84, 297, 303, 390, 403, 417n; unidentified tender, 302–3; Venus, 255n, 497n; Viper, 304, 321–22; Vulture, 421n
North American Reinforcing/Byron's Fleet:
assembling of, 624; command of, 623, 624, 654; composition of, 688–89n, 706, 707n; contrary winds and, 673; and cruising of near Great Britain, 660, 661; and defeat of d'Estaing's fleet, 654; departure of, from England, 642, 646, 675, 674n; and d'Estaing's fleet, 705–6, 706, 746; destination of, 660, 661, 673, 705–6 and n; dispatch of, and ability of Britain to meet naval threats elsewhere, 644; dispatch of, and overall British naval strength, 644; dividing of, 706; and Gibraltar, 746; and Halifax, 654–55; Howe's fleet to join, 654–55; Hyde Parker's Squadron to join, 691; informing Viscount Howe of, 651; intelligence concerning, 706, 707n; and intelligence of d'Estaing's fleet, 654–55; mission of, 644; on Byron joining at Portsmouth, England, 646; on composition of, 646; on readiness to sail of, 691; on wintering abroad of, 644; orders to, 624; and protection of West Indies, 655, 706; reinforcing of, 673–74; return of, to England, 655, 706; return of, to England, 655; sailing of, delayed, 691; shortage of frigates with, 651–52; supplying of, 624, 644; to serve with Channel fleet, 746; Trident said to be joining, 660, 661; warning about dispatch of, 688
Onslow’s Squadron: accounts of ships in, 199; and capture of Virginia, 25–6, 26–7; and Chesapeake Bay, 279, 280n, 305, 370, 394; and Cape Lookout Bay, 224, 225n; command of, 131; condition of ships in, 27, 183–84, 184; disposition of, 183, 184n, 279, 280n, 305; frigates in, 280n; improvising temporary rudder for Virginia, 52 and n; location of, 370, 413, 414n; on slaves being allowed on ships of, 199; operational instructions for, 279, 280n; operations, 131, 172, 173n, 183, 198, 224, 225n, 370, 858–62; prizes taken by, 26–27 and n, 184, 199, 858–62; re-inforcement of, 305; scouting by, 413; sloops of war in, 280n; supernumeraries in, 199; water for, 183–84; operations, 131, 172, 173n, 183, 198, 224, 225n, 370, 858–62; prizes taken by, 26–27 and n, 184, 199, 858–62; re-inforcement of, 305; scouting by, 413; sloops of war in, 280n; supernumeraries in, 199; water for, 183–84; Operations: Ariel, 255n, 347, 398, 445, 446n; Dashy, 98 and n; Dunmore, 27, 98 and n; Emerald, 8, 25–26, 26–27, 134 and n; Otter, 27; Phoenix, 27 and n; Richmond, 27, 98 and n; Senegal, 27, 198; Solebay, 27, 198, 340–41 and n; Solebay’s tender, 445, 446n; St. Albans, 26–27 and n, 98 and n, 224, 225n
Transports and Victuallers: as target of d'Estaing’s fleet, 606; and British evacuation from Philadelphia, 407; collection of, in American waters, 407; convoy for, 193, 522; convoy of forage, 250n; escort for, 594; for British marines, 339; for coal, 339; from New York, 250n; on desertion of seamen from, 305; and raid on Elizabeth Islands, 304, 334 and n; Ranger as threat to, 594; and St. Lucia expedition, 407, 408n, 656; signals for, captured, 42 n; and transportation of army, 421n; unifit for duty, 72
Navy, Connecticut: and accounts, 24; and capture
of Weymouth, 41, 42n; certificate of service in, 485 and n; expenses of, 161; and former brigantine Minerva, 24; on appointment of officers for command in, 257; on conduct of officers in, 410; on value of prize captured by, 433; refitting vessels of, 162; reimbursement for clerk wounded while in, 485 and n; sale of supplies of, 161; service of Seth Harding in, 267 and n; stores of, in Massachusetts, 161; use of armed schooner in as packet boat, 270 and n; trading voyages of, 162;

Operations: Defence 267 and n, 120-21 and n, 493, 332-33, 333 and n, 401-2, 410, 484 and n; Mifflin, 358 and n; Oliver Cromwell, 120-21 and n, 145, 267 and n, 332-33, 333, 401-2, 410, 484 and n, 493, Spy, 351 and n

Scammon: recruitment of prisoners of war as, 484 Navy, Continental: accounts for Trumbull, 41; Samuel Adams; concern for, 448; advance for recruits of, 771; advances for pay and bonuses of, 748; attack on vessels of, in Delaware River, 285; Board of Treasury issues warrants on eastern Loan Offices for Navy Board of Eastern Dept., 31, 33, 39; Boston crew, 765; British call ships of privateers, 61; and coastal Massachusetts, 263; Gustavus Conyngham's commission in, 255-256; and construction of ship of the line, 39; and d'Estaing’s fleet, 618, 654, 660, 6627; disposition of cargoes carried by vessels of, 489; exchange of salutes involving ship of, 527; fitting out vessels of, 48; France and disposition of prisoners on board, 700; French salute for vessels of, 3819; hospitals for, 489; manning of vessels in, 39-40; money owed by, 333; naming of frigate of, 489; need to get ships of to sea, 261; on arming new frigates of, 489, 491n; on capturing Royal Navy frigates to bolster, 189; on composition of, 192, 499, 500; on condition of, 242; on Continental Congress resolution concerning, 410; on disposition of vessels in, 336, 400; on future operations of, 500; on leadership of, 253; on losses suffered by, 189, 400; on management of, 198, 253, 358, 484; on manning ships of, 439; on operations of, 489, 495, 707; on performance of, 208; on reputation of, 299, 490; on situation of, 253; on size of, 191, 311, 350, 499; on state of, 189, 210, 439; pursers in, 314, 315n; recruiting of Continental soldiers into, 196 and n; reduction in size of, 192; reputation of, 544; rules and regulations of, 64, 65n, 130 and n; sailing of vessels of, 489; and shipment of tobacco to France, 474n; ships of the line for, 453 and n; ships of, and transporting private property, 490; ships of, ordered out of French port, 680; signals of, 64;

Armament: as basis of economic growth, 499; charges against, 399; Continental Marine Committee and, 448 and n; country's financial situation and, 242; in ships of, 7, 47, 491n; recovered from Columbus, 24

Cannon: for Alliance, 47; for Baltimore, 7; for Confederacy, 47

Courts of Inquiry: 43 n and n, 203 and n, 299, 368; holding of, 276; into loss of Columbus, 312, 315n; and loss of ships, 276; Navy Boards empowered to convene, 315; on holding of, 299 and n, 312; procedures for, 276

Courts-martial: 295 and n, 299 and n, 368n; and loss of ships, 276; Navy Boards empowered to convene, 315; of Hoysteed Hacker, 500; of Hector McNeill, 489, 491n; of John Manley, 489, 491n, 500; of James Nicholson, 500; of Thomas Simpson, 793; of Thomas Thompson, 411, 482n, 489, 491n, 500; on holding of, 299 and n; procedures for, 276

Deserters: from Raleigh, 122-23; on harboring of, 122; reward for, 122; state government and apprehending, 122-23

Medicine: supply of, for Ranger, 779; surgical instruments for Ranger, 779

Navy Board of Eastern Dept.: and accounts, 25, 41, 90 and n, 115n, 264, 319-20, 490, 491n, 492; and accounts of Washington’s fleet, 490, 491n; and actions of John Bradford, 495; advance made to, 65; and Alliance, 41, 327, 328n; and appointment of officers, 41; and ballast, 459 and n; and John Barry, 490, 491n; and William Bingham, 411; and John Bradford, 490, 491n; and William Burke, 228; and captured enemy’s signals, 42; cash reserves of, 214; and command of Continental Navy vessels, 489, 491n; and commissions, 228, 315; Continental Congress and, 130; and Continental Navy operations, 59 and n, 83-84, 272, 273 and n, 299 and n, 314, 490-91 and n; and Continental Navy signals, 64, 282 and n, 516, 51; contracts let by, 130; and courts-martial and courts of inquiry, 315, 489; and Dean, 272, 273 and n; and Barnabas Deane, 90 and n; and death of Samuel Chew, 60, 61n; disinformation and, 104; does not understand extensive-ness of Dept., 48; and Dispatch, 273 and n; and disposition of cargoes, 210, 245, 350 and n, 489; draws on Nathaniel Shaw, Jr., 490; and expenses of Continental Navy vessels, 60 and n, 227, 315; finances of, 129-30; financial support for, 191; and fitting out Continental Navy vessels, 48, 299, 314, 315, 315n; and French merchantmen, 262; and frigate Providence, 297, 299 and n; and getting Resistance to sea, 489; issue of clothing by, 473 and n; and John Langdon, 272-73, 490, 492, 492 and n; and loan of provisions, 389; and loss of Continental Navy vessels, 246, 247n, 312; and manning Continental Navy vessels, 314, 315n; and Mermaid, 342; and money, 84, 264, 272-73, 296, 492 and n; money for, 130, 314, 327, 379, 448 and n, 460, 489-90; and Neptune, 350 and n; officer commended to, 619-20; on activities of, 130; on constitution of, 168; on functioning of, 214; on volume of business of, 214; orders of, issued to Continental Navy officers, 490, 491n, 785; and ordnance, 327, 328n, 357, 489; and packet boats, 269-70, 395 and n; and prisoner of war exchanges, 315; and prizes, 210; purchases of, 130, 162; and Queen of France, 245, 489, 490, 491n; and Raleigh, 83-84, 314; receipt for, 272; receives money, 39; requests
money, 48; and Resistance, 59 and n, 489, 491n; and revision of rules and regulations of Continental Navy, 41, 130 and n; and John Roche, 40–41, 42n, 146 and n, 273 and n; and sailing of Continental Navy vessels, 312–14, 469, 489; and Salisbury Furnace, Conn., 47; and sending dispatches to France, 37, 278; and Nathaniel Shaw, Jr., 264, 319–20; and ship-building, 48, 455n, 489, 490, 492n; and shipments of clothing to Massachusetts, 473; and sloop Providence, 315; staffing of, 7n, 84, 168, 190, 192, 214, 281, 312; supplies for, 105, 472–73; supplies received by, 50, 104; and supplies for America, 492n; support for, from Continental Congress, 314; and suspension of Continental Navy officers; 276; and transportation of private property on Continental Navy vessels, 490; and transportation of supplies, 314, 315n, 473, 489, 490, 491n, 492n; and Trombull, 312–14; and unemployed Continental Navy officers serving in privateers, 41; and vessels to transport supplies, 489, 491n; and warrants, 31, 33, 145, 146, 191, 315; and Warren, 84; and Washington’s fleet, 115n; to American Commissioners in France, 68; John Langdon, 145–46, 272–73; James Lovell, 37–38; Dudley Saltonstall, 295; William Vernon, 327, 379; Abraham Whipple, 186–87; from John Brown, 357; Continental Marine Committee, 39–41, 42, 269–70, 298–99, 312–13, 460, 488–90; John Gallard, 23; Nathaniel Shaw, Jr., 263–64; Samuel Tucker, 517, 671

Navy Board of Middle Dept.: and accounts, 64; appoints paymaster, 40; and Baltimore, 64, 222, 343 and n; and clerk for Continental Pay Office, 367; and commercial concerns of United States, 222; and Continental agents, 64; and court-martial for James Nicholson, 368 and n; extra duties of, 343 and n; and fitting out Baltimore, 368; and inquiry into loss of Continental frigate, 134 and n, 203; and loss of Virginia, 134 and n, 203, 368; memorial from members of, 222, 343 and n; and misappropriation of naval stores, 368; money for, 64, 310; John Nixon resigns from, 310, 430, 431n; notice of, 448–49; on duties of members of, 222; and prize money, 182; relocation of, 64, 222, 343 and n; and rules and regulations of Continental Navy, 64, 130 and n; salary and expenses of members of, 222–23n; and ship building, 64, 368; staffing of, 64, 222, 310, 367, 430–31 and n; and Stephen Steward, 367, 368n; and storage of stores, 64; superintendent of naval stores of, 222; and supplies for Continental Army, 65 and n, 87; and suspension of Continental Navy officers, 276; treasurer for, 64, 222, 367; and wages of crew of Virginia, 367–68; to: John Ashmead, 63; from Continental Marine Committee, 367–68; Henry Laurens, 203; George Washington, 87; Officers: advance for, 700, 771; appointment of, 40, 42, 146, 151–52 and n, 229, 261, 267, 267 and n, 315, 489, 538, 620, 781; arrest of, 672–73, 678–79, 782–83; and available commands, 50 and n, 221; William Burke as, 229; cashiering of, 276; and command of state navy armed galleys, 181; commands for, 146, 267 and n, 412, 489; commissioning of, 311, 314–15, 588; confinement of, 782–83; courts of inquiry and courts-martial of, 64, 276, 299 and n, 482n, 489, 491n; death of, 681–82; death penalty for, 276; description of petty, 791–807; description of warrant, 791–807; dignity of, 652; discharge of French, 490, 491n; dismissal of, 71, 314, 350; dress of, 652; employment for, 221, 311, 327; and expropriation of supplies, 352; for Continental frigate Boston, 516–17; French naval, serving in, 490; lack uniforms, 652; Pierre Landais as, 197; merchant ship masters as, 167; oaths of allegiance of, 449; of Ranger, 761; on abuse of French recruits by, 781; on conduct of, 60, 83, 84n, 103, 134, 146–48, 189, 198, 203 and n, 208, 246–47, 295 and n, 299 and n, 314, 350, 358, 368 and n, 481–82, 500, 501n, 782–83; on contracting French, 490; on quality of, 261, 314, 350, 500, 501n; on Ranger’s, 776; on treatment of, 314, 350, 500, 602, 678, 749–50; pay and rations of, 23 and n, 64, 221, 314, 791–807; petition of, 489, 491n; and prize money, 182 and n; promotion, 103, 260n; ranking of, 517, 671; seniority among, 229, 314–15; shortage of, 64; suspension of, 276, 411, 412, 500, 672; and transportation of private property on Continental Navy vessels, 490; treatment of, by French officials, 578, 579; unemployment among, 41, 50, 71; volunteers for service as, 710–11; wages of, 23 and n, 221, 791–807

Operations: Alfred, 59 and n, 61 and n, 62 and n, 146–48, 147–48; Baltimore, 473, 474n; Boston, 365; Columbus, 24, 25n; Continental Marine Committee and, 314; cruises of warships of, 460; Deane, 272, 273n, 587 and n; first New Providence expedition, 23 and n; ordered by Continental Marine Committee, 299; Providence [frigate], 186–87, 227 and n, 238–39, 253–54 and n, 299 and n, 302 and n, 328 and n; Providence [sloop], 302 and n, 314; Queen of France, 490; Raleigh, 59 and n, 61 and n, 62 and n, 146–48, 147–48, 314, 315n; Ranger, 46, 582–83 and n, 587, 589–90, 592–93, 594, 595–96 and n, 600, 605, 606, 613, 617, 643, 647, 663, 664n, 668, 675–76, 676–77, 677–78 and n, 680–81, 692, 699, 700n, 704, 707, 707 and n, 755–60; Resistance, 59 and n, 60–61 and n, 60 and n, 62 and n, 259, 260n, 283, 343n, 489; Revenge, 440 and n, 536; Sachem, 23 and n; Virginia, 26; Warren, 39–40, 41n, 59 and n, 104n, 115 and n, 123 and n, 130 and n, 134 and n, 314, 315n, 400, 401n, 489; with d’Estaing’s fleet, 593

Ordinance: for Alliance, 30, 31n; for packet Baltimore, 7; from Columbus, 30; salvage of, 277
INDEX

Pay: advances of, for crew of Sachem, 47; back pay for officer, 40–41; concerning back pay, 23 and n, 40–41; and Congress’ resolve concerning officers’, 40; for discharging officers, 40; for officers and crew of Virginia, 43

Prize agents, 508

Prize money: accounting of, 738–39; advance on, 700; John Bradford and, 490; and claim of John Gallard for, 23 and n; disposition of, 40; dispute concerning Revenge’s, 583, 584; distribution of, 182; division of, for Resistance, 342, 343n; on distribution of, 583, 584; owed by British, 556; and money for purchasing necessaries, 700; mutiny involving, 745, 762–64, 762–64 and n, 765, 771, 775, 771, 781, 785, 807–8; disposition of, 277, 733; exchange of, 354–55 and n; execution of, by British, 548 and n; Frenchmen as, 245, 490, 543–44; health of, 254–55 and n, 250, 540n, 542, 590, 771; liberty for, 556; and money for purchasing necessaries, 700; mutiny involving, 745, 762–64, 762–64 and n, 765, 771, 775, 771; native land of, 791–808; on need for hospitals to service, 489; pay of, 71, 167, 367, 368n, 543–44, 791–807; physical description of, 791–808; place of residence of, 791–808; and prize money, 543–44, 700, 739 and n; prize shares of, 114–15; punishment of, 585, 604; rations of, 314; recruiting of, 42, 495, 556, 684, 690, 781; return from captivity of, 283; serving on Raleigh, 791–807, 811–16; shore leave for, 659 and n; supplies for families of, 700; term of enlistment of, 815; training of, 838; transfer of, between ships, 299

Ship-of-the-line, See America, Continental Navy

Ships: Alliance, 30, 31n, 41, 42n, 50n, 83, 84n, 283 and n, 327, 328n, 480 and n, 489; America, 25 and n, 39, 145–46 and n, 191, 192–93n, 257–58 and n, 295 and n, 333 and n, 455 and n, 480, 490, 491–92 and n, 499–500; at Baltimore, 368; Baltimore, 367, 368n; Bourbon, 489, 491n; Confederacy, 18 and n, 30, 41, 47, 84n, 83, 84n, 117n, 151, 152, 163n, 221n, 263, 267 and n, 268 and n, 319, 320n, 459 and n, 489, 491n; Continental Navy Board of the Middle Dept. and, 368; frigates, 263, 455n; hull, 490, 491n; in Virginia, 191; on featuring smaller vessels, 192; progress on, 191; Raleigh, 333 and n; Range, 333 and n; sloops, 192; timber for, 368

Ships fitting out: Alfred, 399 and n; American Commissioners in France and, 748; Baltimore, 368; Boston, 574, 581, 586, 588, 590, 594, 599, 603, 613, 616 and n, 620, 671, 680, 681, 690, 765; Confederacy, 327, 328n; Deane, 615, 616n; Drake, 677; General Gates, 41; Providence (frigate), 7, 47, 48n, 104, 786; Raleigh, 83, 84n, 146, 299, 314, 315n; Range, 748, 760; Resistance, 283, 489; Revenge, 739n; sails for, 50 and n; Trumbull, 39, 39, 284 and n; Warren, 30, 83, 84n, 146, 299, 314, 315n

Ships lost: Alfred, 59 and n; and American Commissioners in France and, 191; frigates of, 245, 490, 543–44, 791–807, 811–16; galleys for, 128; in Delaware River, 64; Independence, 277 and n; Montgomery, 50n, 189, 191, 500, 501n; Randolph, 58 and n, 143–44, 145n, 189, 191, 198 and n, 242, 350 and n, 358, 359n, 400, 481–82, 763 and n, 774, 775n; Sachem, 23 and n; Virginia, 19–20 and n, 26, 27n, 32 and n, 65 and n, 172, 189, 191n, 203, 242, 354, 368 and n, 368n, 400, 50n, 501n; Washington, 191, 191n, 213n, 235, 298 and n, 308, 310n, 321, 322n, 331, 336 and n, 358, 359n, 393, 395n, 400, 500, 501n; Hancock, 189, 191n, 500, 501n; in Delaware River, 64; Independence, 277 and n; Montgomery, 50n, 189, 191n, 500, 501n; Randolph, 58 and n, 143–44, 145n, 189, 191n, 198 and n, 242, 350 and n, 358, 359n, 400, 481–82, 763 and n, 774, 775n; Sachem, 23 and n; Virginia, 19–20 and n, 26, 27n, 32 and n, 65 and n, 66 and n, 172, 189, 191n, 198 and n, 203, 242, 354, 368 and n, 368n, 400, 50n, 501n; Washington, 189, 191n, 213n, 235, 298 and n, 308, 310n, 321, 322n, 331, 336 and n, 358, 359n, 393, 395n, 400, 500, 501n; Salutes: involving Boston, 671, 705, 741, 742; involving French, 608, 609, 612, 671, 837, 855n; Ranger’s derisive, at Whitehaven, 758

Squadrons: John Barry’s flotilla, 119, 125–26 and n; Nicholas Biddle’s, 198 and n; stores of, 64; surgeons for, 97; Lambert Wickes’, 508

Trading vessels: Continental Commerce Committee and, 281; fitting out of, 281; Leonard Jarvis and, 281; Mellish, 281; Nancy, 281, 281 and n

Navy, Danish, 326

Navy, Dutch: salute to frigates of, 664; and treatment of British frigate, 664

Station: West Indies, 58

Navy, East Florida Provincial: and defense of East Florida, 212–13, 302–63 and n; galleys for, 128; and invasion of East Florida, 212–13; Tonyn and prize money from, 213; vessels purchased for, 231, 232n
Navy, French: and British attacks on French fleets: Convoys: American ships join, 82; arrival of, at land, 709, 710; xebecs of, 569; and reinforcing West Indian squadron, 569; ships of the line of, in the Mediterranean system, 684, 684 and n; ships of the line of, at sea, Indies, 82; and operations of, 549, 550; on plans of, 601; on strength of, in West Indies, 567, 569–70; on opportunities for, 306; on location of vessels of, 567–69, 569–70; on armament of vessels of, 567–69; on arrival of squadron of, in North American waters, 306; on location of vessels of, 567–69, 569–70; on operations of, 567, 569–70; on opportunities for, 549, 550; on plans of, 601; on strength of, in West Indies, 82; and operations of Ranger, 592; presence of, off French coast, 607–8; registration system of, 684, 684 and n; ships of the line of, at sea, 569; ships of the line of, in the Mediterranean Sea, 569; and reinforcing West Indian squadron, 364; and supplies for John Paul Jones’ command, 709, 710; xebecs of, 569
Convoy: American ships join, 82; arrival of, at Bordeaux, 560; for American merchant ships, 94, 180n, 344, 543, 549, 550, 585, 607–8, 620; in West Indies, 54, 56–57; of American ships, escort for, 54, 56–57, 38n, 180 and n, 245; possible British attacks on, 82; Sartine and, 620
Fleets: Brest: and British attempt to intercept d’Estaing’s fleet, 610, 611; and British Channel fleet, 601, 661, 662; composition of, 549, 567–68; and escort for Ranger, 526, 527n; and exchange of salutes with Ranger, 527; and guards for British prisoners, 709, 710; and Jersey privateers, 753; d’Orvilliers commands, 526, 527n; Fortunée part of, 526, 527n; intelligence concerning, 588–89, 614; possible junction with Toulon fleet discussed, 601; sailing of, 661, 662; sailing quality of frigates in, 718, 720; ships in, 549, 550 d’Estaing’s: American pilots for, 519, 519 and n, 538n; announcement of war with England in, 625, 626; army regiments join, 537, 558; arrival of, in American waters, 407; assistance to Americans by, 517, 518; attack on Howe’s fleet by, 517, 518; based in Toulon, 741n; believed to be carrying members of Congress, 567, 570; British attempt to intercept, 610, 611; British frigate and, 714, 715; British intelligence concerning, 617, 618, 654–55; and British water-borne commerce, 518; Byron’s fleet and, 654–55, 705–6, 74; and Cadiz, Spain, 741n 6; and Canadian, 517–18, 518; characteristics of ships in, 718–19, 719–20; composition of, 614, 618, 652 and n, 654; condition of, 716, 717; council of war of, 626; course of, 622, 623, 626; d’Estaing’s authority in, 611–12 and n; damage to, 622, 623, 716, 717; departure of, from Toulon, 567, 569, 610, 611, 618; destination of, 654, 741n, 746; detachment of vessels from, 518, 519, 715; exercises conducted by, 622, 623; French army units sail with, 618; and French sailors in the United States, 524–25; inducements given in to soldiers, 626; location of, 622, 623, 625, 626; naval stores for, 716, 717; number of frigates with, 652 and n; objectives of, 610, 611, 618, 654; on destination of, 567, 570, 606, 614, 617, 618, 652, 673, 674n, 686–87; on destruction of, 644; on prospects of, 660–61, 661–62; on strength of, 660, 661–62; operations of, 517–18, 518–19, 614, 621–22, 622, 623, 625–26, 626, 661, 662; possible Spanish reinforcement to, 673, 674; and protection of coast of United States, 518, 519n; reportedly heading to Cadiz, Spain, 673, 674n; sailing of, 668; sailing quality of frigates in, 718, 720; ships of separated, 625, 626; shortages sail, 622, 623; signals used by, 622, 625; speed of ships in, 718–19, 719–20; and Straits of Gibraltar, 625, 626, 714–15; timing of dispatch of, 660, 661–62; transports French ambassador, 519n; and the West Indies, 518 Toulon: British Channel fleet and, 601; British on whereabouts of, 740, 741n; composition of, 568–69; d’Estaing on design of ships in, 718–19, 719–20; intelligence concerning, 571–72, 573; junction with Brest fleet, 601; operations of, 571–72, 572, 573; and rendezvous with Spanish Navy fleet, 572, 573; sailing date of, 593 Officers: duties of during battle detailed, 629–32, 635–39; duty stations of, on Languedoc, 626–33, 633–40; treatment of, in Boston, 296 Operations: against British privateers, 607, 608; against Halifax, Nova Scotia proposed, 547–48; British intelligence concerning, 593, 594n; escort for Rangers, 595, 596; joint with Americans proposed, 547–48; on Toulon fleet’s, 593 Salutes: for frigate, 343 Seamen: compensation for injured, 716, 717; inducements for soldiers to function as, 626; injury to, 716, 717; recruitment of, 524–25; responsibilies for well-being of, 630, 637 Signals: used by d’Estaing’s fleet, 622, 623 Squadrons: La Motte-Picquet’s: and American waters, 307, 308n; as escort to American merchantmen, 539 and n; escorts convoy of American ships, 180n; operations, 307, 308n; and proposed operation against Halifax, 547–48 Station: West Indies: Blanche, 53, 56; Diligente, 16–17, 55, 57, 58n; Etourdie, 55, 57; Patrice, 17n, 53, 56; Tourterelle, 53–58; strength of, 549, 550 Navy, Georgia: bounties paid in, 29; Continental Congress and, 29; control of, 29; dispositions of, 45 and n; officers, 28, 29; on advantages enjoyed by, 250, 232n; and operations of Southern Con-
Navy, Maryland: command of, 164; convoy for ship
Navy, Massachusetts: and provisions, 409; frigate
Galleys: Peggy, recruitment of seamen, 29; state trading vessel
Pennsylvania Navy, 413, 414n; naval stores for, 164; on
of mothballed ships, 127; and men from Penn-
for, 164; hospital of, 354; invalids of, and upkeep
of clothing in, 164; galleys and armed boats
French vessels, 182; desertion in, 354; distribu-
tion of provisions and, 413; and deserters from
Navy board, 29
Operations:
 Officers: commissioning of, 164; pay of, 164, 340;
Ships building:
Seamen: health of, 255–56; inoculation of, 255;
Prize money: withheld, 379; and reimbursement
for, 160 and n; ship building for, 169 and n;
Ships refitting:
Trading vessels: Adams, 27–28; captured, 667,
Navy, South Carolina: Alexander Gillon as commodore of, 264n; on cleaning galley of, 177; stores belonging to, 154–55 and n

Board of Commissioners [South Carolina Navy Board]: Journal, 177, 387; and appointment of officers, 177, 387; and ordnance and stores, 154–55 and n; to: Philip Sullivan, 154–55; Rawlins Lowndes, 177

Officers: appointment of, 177, 387; resignation of, 178n

Operations: Notre Dame, 478; Revenge, 39n

Navy, Spanish: galley of, 317; intelligence concerning, 673, 674n; on British treatment of, 602 and possible junction with French fleet, 602, 673, 674n; ships of, sighted, 625, 626

Fleets: Cadiz: intelligence concerning, 572, 573, 674n; ships of, sighted, 625, 626

Fleets: Ocracoke Inlet: defense of, 154; disputes concerning rank in, 337; iron and, 99, 106 and n;/not;Rawlins Lowndes, 177

Norfolk Revenge, 39n

Ships lost: Elizabeth and Accomack, 422

Galleys: Accomack, 422; Caswall, 34, 43, 44n, 119–20, 250, 414-15, 462-63n; Diligence, 422; Henry, 52, 65, 99; Hero, 242, 243, 475, 481 and n; Lewis, 270, 462n, 468; Manley, 34, 44, 360-61; Norwich Revenge, 423, 278-79, 480; Protector, 44, 65, 66n, 250, 462n, 469; Safeguard, 80, 492; Washington, 250, 251n; command of, 65, 76, 181, 462n; and control of Virginia loyalists, 422; expenses of, 181; and forwarding of provisions, 65, 80, 221; and illegal trade with British, 422; lent to North Carolina, 414; and Loyalist raids, 422; and transportation of ordnance, 44; and transportation of stores, 181, 3; manning of, 181, 221, 359, 421-22; naval stores for, 34, 43, 44, 423, 431, 461; ordnance for, 52, 481 and n 60-61, 422

Officers: appointment of, 34, 65, 76, 106, 250, 251n; disputes involving rank and, 337; leave of absence for, 80, 194, 250, 346, 480, 492, 495n; living expenses of, 474; pay of, 340, 422; promotion of, 76; resignation of, 340; supplies for family of captured, 119

Operations: Henry, 469 and n; Hero, 481; Liberty, 212n; Manley, 44, 361; Nicholson, 43, 44, 250; Peace and Plenty, 480–81; Protector, 250, 469 and n; Tartar, 423

Scamens: blankets for, 34; discharge of, 80, 119, 469; health of, 80, 469; pay of, 154, 340, 422; recruitment of, 475

Ships building: armed galley Washington, 250, 251n; Dragon, 34; gunboats, 450 and n; Tartar, 52; Tempest, 34, 492

Ships fitting out: Caswall, 34, 43, 44n; Henry, 52; Manley, 34; Protector, 44; Safe Guard, 80

Ships lost: Norfolk Revenge, 480

Shipyards: 79–80; carpenters of, 345–46; South Quay, 250; superintendents of, and drafting of carpenters, 346; supplies for, 79, 346, 481, 468

State trading vessels: Mayflower, 476–78; Molly, 432 and n; Peace and Plenty, 203; Shore, 861

Neadham, Elias (scam) 235

Neadham, John (scam), 234

Neadham, John, Jr. (scam) 234

Neal, —— (merchant at New York), 250n, 316

Neal, Pendock (Capt.) : 415, 416n, 446n (George and Elizabeth)
INDEX

Necceity, sloop: captured by Hotham, 248 and n (Stafford Dickinson)
Necker, Jacques (French Directeur Général des Finances): and Boston and French regulations concerning vessels bringing tobacco into France, 547n, 703; and status of Boston, 703; from: Comte de Vergennes, 703
Negroes: as seamen in British merchantmen, 64 See also African Americans
Nelly Frigate, 800
Nelly, schooner: capture of, credited to Portland, 206–7 (Richard Davis)
Nelly, sloop: burned by Hammond, 446
Nelson, James (merchant at Charleston, S.C.), 859
Nelson, Jonathan, 257
Nelson, Mark (Continental Marines), 802, 814
Neptune, HM armed brig; and Connecticut privateer boats, 220, 269, 274–75 and n (William Quarme)
Neptune, brigantine: capture of, 36, 37n, 108, 110n; departure of, from New Orleans, 107; Hound escorts, 317, 318n; return of, to British owners, 107, 244 and n, 317, 318n (John Knowles)
Neptune, schooner: captured by Coochans, 672 (Isaac Lee)
Neptune, schooner: 169; captured by Dolphin and Cutter, 169 (William Wallace)
Neptune, ship: captured by Warren, 39, 41n, 59 and n, 104 and n, 134 and n, 238 and n, 254–55 and n, 350 and n, 400, 401n, 429 and n; cargo of, 350, 400; recaptured by Orpheus, 59n, 104 and n, 115 and n, 130, 134, 218, 219n, 254–55 and n, 314, 316n, 400, 429 and n; sickness among prize crew on, 254–55 and n (Joseph Smallwood)
Neptune, Roman god, 382
Nesbitt, brig: destroyed by Carysfort and Perseus, 859 (Samuel Smallcorn)
Nesbitt, Alexander (merchant at Philadelphia): 394; from: John Maxwell Nesbitt, 393–94
Nesbitt, John Maxwell (merchant at Philadelphia): 394; to: Alexander Nesbitt, 393–94
Nesbitt, Jonathan (American merchant in France), 394, 395n, 500n, 510n, 511n, 737n
Netherlands, United Provinces of: 264 and n Nevis, British West Indies, 428
New Bedford, Mass., 278, 335, 403; arrival of supplies in, 116; cargo of prize moved from, 465–66 and n; fortifications at, 335; inward-bound vessels, 150n; Marlborough sails from, 828n; privateer sailing to, 357; prizes arrives at, 123, 130 and n, 400; and prizes, 434; sale of prize ship in, 170n; situation at, 262, 263n; troops mobilized at, 335
New Bern, N.C., 448, 462, 530
New Boston, Barnstable County, Mass., 334
Newbury, N.H., 797, 809n, 238
Newburyport, Mass.: captured schooner out of, 198n; French ship lands cargo at, 859; inward-bound vessels, 68n, 320, 334 and n, 366n; prize taken to, 393n; vessels built in, 351n, 772n
New Castle, Del., 97, 173 and n, 236
Newcastle, England, 261n, 283, 445, 665
New Castle, N.H., 801, 803, 809n
Newcome, Daniel (seaman), 235
Newdigate, John (Capt., Georgia Navy), 100–1, 101, 204 and n (Congress)
New England: British naval squadron off, 305; British Navy warships’ success cruising off, 172; French ships reportedly arrive at, 394, 395n; prices in, 393; vessels built in, 351n, 772n
Newfield [Bridgeport], Conn., 366 and n
Newfoundland, Canada: Boston and British fishery at, 557; British ships to cruise coast of, 647; Viscount Howe to send warships to, 647; inward-bound vessels, 529, 683; Retribution founders off, 614; and search for enemy fleet, 647
Newhall, Henry (merchant at Boston), 199n
New Hampshire: loan office in, 191; representation of, in Continental Congress, 192; and requirements instituted by Massachusetts for privateers, 78; and sale of naval stores, 416; and Springfield convention, 458n; and troops for Sullivan’s command, 456, 458; warrant on loan office of, 145, 146
New Hampshire House of Representatives: Journal, 416; and sale of naval stores, 416 and n
Newton, N.H., 797, N17, N45n
New Jersey: Barry’s flotilla retreats to, 125; British Army destroys salt works at Manasquan Inlet and River, 49; called disaffected, 188; loan office of, 64; on British Army retreating through, 467; on establishing Continental post in, 308, 310n; ordnance and ammunition sunk in, 174
New Jersey Executive Council: 126
New-Jersey Gazette: 1778: 23 Apr., 408n; 20 May, 393n; 27 May, 408n, 467; capture of prizes announced in, 408n; condemnation proceedings advertised in, 408n
New Jersey General Assembly, 126
New Jersey State Troops, 308, 351
New London County, Conn., 352–53; arrival of Lyon at, 117n; privateers belonging to, 6; prize taken to, 429; prizes and, 434; Providence and, 328; purchases made in, 130; recuperating Continental Navy seaman at, 23 and n
New London County, Conn., 352–53; arrival of Lyon at, 262 and n; Maritime Court at, 62–63
Newman, August (ship owner): 262
Newman, Henry, 262
Newman, Thomas (Continental Navy), 807, 816
Newmarket, N.H., 809, 809n
New Orleans, La.: and American trade, 288; as base
INDEX

of operation for James Willing, 324, 325n; as haven for Americans, 106; as only Spanish frontier with Great Britain, 112, 114; battueaux recalled to, 325n; battery constructed at, 114n; British threaten, 110–14, 271, 288, 290n; British warships at, 112, 113; cost of insurance at, 300; cost of supplies at, 287; defensibility of, 112, 114; departure of British vessels from, 107; fortifications at, 165, 317, 318n, 371, 373; {\it Hound} at, 106, 291; merchants at, and supplies for United States, 300; merchants at, and supplying British warships, 317; on British residents in, 293; on cost of fitting out ship at, 288; on defense of, 110–12, 113–14, 288, 371–72, 373; on supplies shipped to United States from, 21 and n, 286; William Pickles’ voyage to, 295 and n; Point Coupée and, 290n; possible destruction of, 112, 113–14; sketch of, 317, 318n; and supplies for Americans, 291; strength of garrison at, 112, 113, 271, 371, 373; {\it Sylph} off, 36, 37n; trade of, with United States, 300.

Newport, R.I.: Isaac All’s knowledge of, 687; American prisoners of war at, 187, 216–19 and n, 238, 484n; attack on British garrison at, 444, 445n; British Army detachment marches from, 442; British expedition originates from, 441 and n; British military forces at, 686; British naval hospital at, 255; British prison ship at, 23; British prisoners of war paroled to, 417; British raid originates in, 455, 456; British ships stationed at, 253, 254n, 472, 787; captured Continental seaman from, 674n; Convention Army officers paroled to, 190; convoy arrives at, 303; convoy departs from, 85 and n; defense of, 308; {\it Dispatch} and, 273 and n; exchanged British prisoner sent to, 161 and n; fishermen displaced from, 301; fleet collecting firewood from, 124; forage sent from, 72; Viscount Howe’s fleet at, 686; inward-bound vessels, 85, 238; loyalist leaves, 190, 191n; on British naval vessels stationed at, 299; on goodness of harbor at, 686; outward-bound vessels, 85 and n, 358, 674n; and prison of war exchanges, 18n, 104, 470; prison ships at, 187, 238; prizes and, 134n, 304 and n, 320, 334, 335, 366n, 400, 417n, 862; and raid on Elizabeth Islands, 266, 267; recaptured ship sent to, 134; Henry Shirley and, 433; victuallers and, 72, 498.

Newport News, Va., 481n

New Providence Island, Bahamas Islands: American capture of, 537; first New Providence Expedition, 23 and n; inhabitants of, and American capture of, 537; news from, 231, 232n; outward-bound ships, 231, 232n; schooner carried into, 209 and n.

Newspaper(s): for American Commissioners in Newton Creek, N.J., 392

New York City [and British-held New York], 50; American prisoners of war at, 38n, 464, 485–86; American privateers cruising off, 464; and prisoner exchange, 229; arrival of prizes in, 201; as headquarters of British Army in America, 159, 160n; attack on British Navy at, 517, 518; attack on, by Continental Army as campaign option, 189n; British Army enlists and, 133; British convoy at, 390n; British forces and, 687; British frigate forced to go to, 73; British military forces at, 686; British naval hospital at, 171; British ordnance transport sent to, 72; British prison ship at, 329; British ship refitted at, 382n; British ship to be fitted out at, 73; British ships-of-the-line at, 307; British warships out of, 346; British warships sails for, 183, 184; Byron’s fleet and, 705; Carlisle Commission and, 552 and n; convoy from, 98n, 316; d’Estaing’s fleet reportedly bound for, 504n, 606, 617; {\it Dispatch} and, 273 and n; exchanged prisoners of war arrive from, 290; exposure of Loyalists in, 190; false report in newspapers of, 439 and n; David Freeman arrested on route to, 595; fleet from, 168; French prisoners of war in, 485; Gambier and, 131, 624; granting letters of marque at, 86 and n, 306; hazards to navigation at, 686; Viscount Howe and, 171; impressment by British Navy in, 307; inward-bound vessels, 14, 211, 237, 261, 262, 283, 297, 320, 326, 358, 365, 390n, 400, 434, 435n, 445, 465n, 695, 721; {\it Lizard} sails to, 127; men serving aboard {\it Raleigh} from, 805; naval facilities at, examined, 171; naval protection for, 202; news from, 231; on British establishing shipyard at, 304–5; on channel into harbor of, 686; on movement of British army to, 236; on sailing time from Delaware River, 687; on state of royal government in, 86; outward-bound vessels, 92, 231, 285, 316, 674n, 693, 695; prevailing winds and, 687; prison ship at, 202; prizes sent to, 31n, 38, 45 and n, 86, 219n, 231, 304, 323, 346n, 355n, 361n, 362n, 370n, 387n, 397n, 435 and n, 445, 451n, 464, 644, 660, 862; Sandy Hook and, 705; ship built in, 721n; shortages in, 395; {\it Somerset} ordered to, 73; {\it St. Albin’s} arrival at, 306; {\it Strombolo} and, 308; suitability of harbor of, for large warships, 686; treatment of American prisoners of war at, 464; vessel built in, 696n; Virginia sent to, 92n, 172, 500.


Nicaragua, 144n

Nicoli, Raimando, 612nn

Nicol Island, Nova Scotia, 388 and n

Nicholas, Robert Boyle (Comdr., RN), 650

Nicholas, John (Capt.), 543 (Success)

Nicholson, Virginia Navy armed boat: cleaning of, 423; mission of, 317 and n; naval stores for, 422, 423n; refitting of, 423; station of, 423; to transport provisions, 44 and n, 99 (Isaac Mercer)
Nicholson, James (Capt., Continental Navy): and capture of Virginia, 19-20 and n, 52n, 500, 859; court-martial of, 134 and n, 368 and n, 500; detached service for, 368n; escape of, from Virginia, 20 and n, 26 and n, 65, 167n, 500; and flag of truce, 20; on conduct of, 134 and n, 368; on loss of Virginia, 500; on prudence of, 400; and prisoner exchange, 20, 229; and recruiting seamen for Baltimore, 42 and n, 167 and n; reports capture of frigate Virginia, 19-20; and subrefuge concerning Virginia’s crew, 91n; to: Continental Marine Committee, 19-20; from: Benjamin Caldwell, 229; Maryland Council, 91 (Virginia)

Nicholson, John (Capt., Continental Navy): as pilot for d’Estaing’s fleet, 519, 519 and n, 555 and n; and nand,
Nicholson, Samuel (Capt., Continental Navy), 244, 245n, 732; and American convoy, 260 and n; arrives at Portsmouth, N.H., 253; as commander of Deane, 722, 768; and capture of Illustrious Hero, 659, 660n; carriage used by, 735; money for, 735; orders board paid, 735; orders for, 272, 273 and n; and shipment of goods from France to United States, 511 (Deane)

Nieul, Arnaud-Claude Poute, Marquis de (Capitaine de vaisseau, French Navy), 549 (Dauphin Royal)

Niger, HM frigate: Journal, 15, 22; as convoy escort, 144, 145n; off Old Cape Francois, 15; tender of, 318n; captures: Adventur, 15 and n; Angelina, 15; Jns Miley, 22 and n (Robert Lambert)

Niles, Robert (Capt., Connecticut Navy): as pilot for d’Estaing’s fleet, 519, 519 and n, 555 and n; and shipment of goods from France to United States, 511 (Deane)

North, Frederick, Lord (British First Lord of the Treasury): Burgoine criticizes, 741n; Chaumont on intriguing of, 579, 580; and command of North American reinforcing fleet (Byron’s fleet), 624n; conciliatory speech of, 192, 193n; and French assistance to the United States, 579, 380; and interception of ship with supplies for United States, 836n; ministry of, and defense of British coast, 740; ministry of, and John Paul Jones’ instructions, 740; ministry of, and supporters of American cause, 739; on attacking d’Estaing’s fleet, 594; on British intelligence of French naval plans, 593; on command of North American reinforcing fleet (Byron’s fleet), 624; on intentions of d’Estaing’s fleet, 595, 594n; on likelihood of war between Spain and Great Britain, 674; on operations of Toulon fleet, 593; on possible invasion of England, 673–74; on sailing date of Toulon fleet, 593; on scouting Toulon fleet, 594; petition addressed to, 539; and proposals to Continental Congress, 578, 579; residence of, 593, 594n; and sowing dissension among American Commissioners in France, 579, 580; and spies, 740; and stolen American dispatches, 578–79, 579–80; to: Earl of Sandwich, 593–94, 673–74

Northampton, Virginia Navy brigantine; and armed escort for craft carrying supplies, 383; lead for, 99; marine discharged from, 66; naval stores carried by, 492, 493n; pilot for, 92; transports supplies, 105–6 (Michael James; Francis Bright)

Northampton, Pa., 174–75

Northampton County, Pa., 174, 175

Northampton County, Va., 44

North Carolina: agreement of, with Virginia, concerning Casswell, 463n; and agreement to protect Ocracoke Inlet, 154; British cruisers and inlets of, 79; and expenses of Casswell, 414–15; frigates from Howe’s fleet said to be cruising off, 686; government of, and invasion of East Florida, 362; Hammond burns vessels at, 446; inward-bound vessels, 248n, 329 and n, 355, 445, 858, 860, 862; money from Continental Congress for, 462; on supply of provisions for army in, 337; on threat to, from British army, 362, outward bound vessels, 245, 316, 446, 752; and protection for Fendlund, 223–25 and ; provisions of, 435; Royal Navy and blockading of coast of, 87; service of Cottineau de Kerloguen to, 223–25 and n; and supplies for Washington’s army, 336; support of two Virginia armed galleys by, 120; and tender for Casswell, 154; and trade from Virginia, 345; trade of, 80, 154

North Carolina Executive Council: prisoner of war petitions, 153n; and wages of crew of Casswell, 414–15

North-Carolina Gazette (New Bern), 448n; 1778: 15 May, 361

North Carolina General Assembly: and Continental commission for Cottineau de Kerloguen, 225 and n; and defenses for Cape Lookout Bay, 223–25 and n; on entering Casswell into North Carolina Navy, 462, 463n; and pay for crew of Casswell, 119, 120n; and reimbursement for Cottineau de Kerloguen, 224–25 and n; and reim-
INDEX 953

bursement for Willis Wilson, 463n; and tender for Casswell, 119, 120n, 462 and n; and wages of crew of Casswell, 414–15 and n; from: Richard Casswell, 119–20; Denis-Nicolas Coutinnoe de Kerloguen, 223–25

North Carolina Senate, 120n; Minutes, 154

North Carolina State troops, 341, 342n

North Kingston, R.I., 190, 191n

Norton, Elinathan (seaman), 234

Norton, Melatiah (sail maker), 234

North Carolina State troops, 341, 342n

North Ministry, 668, 673–74 and n

North Kingston, R.I., 190, 191n

North Carolina State troops, 341, 342n

North Carolina Senate, 120n; Minutes, 154

North Carolina State troops, 341, 342n

North Kingston, R.I., 190, 191n

Norton, Elinathan (seaman), 234

Norton, Melatiah (sail maker), 234

Norwalk, Conn., 421

Norwalk Island, Conn., 421

Norway, 617, 759

Norwich, Conn., 459; ammunition received at, 429; captured captain formerly from, 692n; Confederacy at, 30, 41, 83, 84n, 117n, 151, 152n, 163n, 221n, 263; Continental Navy frigate building at, 30, 41, 47, 48n, 83, 84n, 117n, 151, 152n, 163n, 221n, 263, 489, 491n; on sending naval stores to, 83; privateer owners from, 149; privateer ship fitting out at, 160; supplies forwarded to, 160, 214

Norwood, Edward (Capt., Continental Army), 33, 34n

Notre Dame, South Carolina Navy brig: and British Jamaica fleet, 478; chased by British Navy frigate, 478 and n; escorts prizes, 478; treatment received by, in Santo Domingo, 478; captures: John, 858; unnamed brigs, 478; unnamed letter of marque ship, 478; unnamed sloop, 478; captures (with Polly): three unnamed shallops, 478; unnamed snow, 478; recaptures (with Polly): Swift, 478 (William Hall)

Notre Dame des Charmes, sloop: captured by Carysfort and Lizard, 859 (Pierre La Suss)

Nottingham, British ordnance storeship, 265n (L. Bowden)

Nottingham, N.H., 802, 803, 809n

Nourse, Joseph (Secretary, Continental Board of War), 68, 69n

Nouvelles Extraordinaires de Divers Endroits, See Leiden Gazette

Nova Scotia, Canada: American designs on, 347; as destination of British forces, 687; and clandestine trade with Massachusetts, 5; coal mining operations in, 159; d’Estaing’s raid reportedly to attack, 614; dispatch of American prisoners of war from, 95; inward-bound vessels, 351; on American control of, 499; outward-bound vessels, 375, 376; privateer captured off, 351n; protection of, 347–48; rebellion in, 347–48; and small Massachusetts privateers, 5

Nowell, Mark (Continental Marines), 794

Nuestra Señora del Carmen, ship, 169, 170n; captured by Carysfort, 169; recaptured by Hornett, 169 (Francisco Bruna/Pruna)

Nuestra Señora del Carmen, Spanish Navy sloop, 371, 372, 373n (Miguel Sapiain)

Nunn, Joseph (Comdr.: RN): characterized, 112, 113; correspondence of, 317, 318n; delivers letter, 243; and Gálvez-Fergusson correspondence, 291; letter of, 144n; on British naval presence in the Mississippi River, 165, 317; on initiating hostilities with Spain, 106, 107n, 317; on negotiating with Gálvez, 107; on situation of Hound, 317; on warlike preparations at New Orleans, 165; on West Florida residents taking oath of allegiance to Spain, 165; and proposed British post at Manchac, 292; and protection for British subjects, 291, 317; and restoration of Neptune, 317, 318n; station of, 106; threatens New Orleans, 288, 290n; to: Peter Chester, 106–7; Sir Peter Parker, 317; from: Bernardo de Gálvez, 165 (Hound)

Nuton, John (fisherman): petition from: 301

Nutter, Henry (Midn., Continental Navy), 791, 808n

Nyc, Thomas (Master), 63 (Dory)

Nymph, French naval frigate: armament of, 335; arrival of, at Boston, 266, 282, 283n, 296 and n, 335; Herman Courter and, 122n; departure of, from Boston, 335; dinner for officers of, 319; forage provided for, 333; money for, 274; passage of, from Spain to America, 266; pilot for, 479 and n; provisions provided to, 333; refitting of, 335, 350n; salute for, 343 and n; size of crew of, 335 and supplies for, 479 (Chevalier de Beaudot de Sainville)

Oakerson, Thomas (pilot), 74

Oaths of allegiance, 449

Oats, 843

O’Brien, Michael (seaman), 235

O’Bryen, John (Lt., RN), 322n (Ferret)

Oconee Tribe [Seminoles], Creek Nation, 363 and n

Occoee Bar and Inlet, N.C., 361, 432; American commerce and, 87; and ordnance for Ft. Hancock, 342; British cruisers and, 79 and n; British warship stationed off, 305; Casswell stationed at, 35n, 414; Casswell to proceed to, 120 and n; Continental Navy sloop lost at, 277 and n; defense of, 231; French vessels said to frequent, 231; North Carolina, Virginia, and defense of, 154; on British cruisers near, 414; on British Navy ability to patrol off, 231; on defenseless condition of, 120; on need to protect, 80; outward-bound vessels, 198, 300 and n; pilot helps Loyalist privateer into, 153; privateer raid on shipping in, 80; privateer sloop at, 153; prizes captured off, 445, 446n

Odia, —— (merchant at Paimboeuf, France), 563, 779

O’Dohrne, Samuel (Seaman, Continental Navy), 589, 702, 795

Odam, Love (resident, Natchez District), 325

Ogeechee River, Ga., 45 and n, 81

Ogilvie, James (Master), 453n (John)

Oharrow, George (Seaman, Maryland Navy), 354

Ohio River, 11, 287, 324

Old Head of Kinsale, Ireland, 841

Old Topsail Inlet, N.C., 361

Oats, 843

O’Brien, Michael (seaman), 235

O’Bryen, John (Lt., RN), 322n (Ferret)

Oconee Tribe [Seminoles], Creek Nation, 363 and n

Ocracoke Bar and Inlet, N.C., 361, 432; American commerce and, 87; and ordnance for Ft. Hancock, 342; British cruisers and, 79 and n; British warship stationed off, 305; Casswell stationed at, 35n, 414; Casswell to proceed to, 120 and n; Continental Navy sloop lost at, 277 and n; defense of, 231; French vessels said to frequent, 231; North Carolina, Virginia, and defense of, 154; on British cruisers near, 414; on British Navy ability to patrol off, 231; on defenseless condition of, 120; on need to protect, 80; outward-bound vessels, 198, 300 and n; pilot helps Loyalist privateer into, 153; privateer raid on shipping in, 80; privateer sloop at, 153; prizes captured off, 445, 446n

Odea, —— (merchant at Paimboeuf, France), 563, 779

O’Dohrne, Samuel (Seaman, Continental Navy), 589, 702, 795

Odam, Love (resident, Natchez District), 325

Ogeechee River, Ga., 45 and n, 81

Ogilvie, James (Master), 453n (John)

Oharrow, George (Seaman, Maryland Navy), 354

Ohio River, 11, 287, 324

Old Head of Kinsale, Ireland, 841

Old Topsail Inlet, N.C., 361

Oliver, brigantine: captured by Blaze Castle, 483, 484n (John McNeal)

Oliver, Isaac (seaman), 234
Oliver, James (Boy), 218
Oliver Cromwell, Massachusetts privateer brigantine, 133 and n (Richardson)
Oliver Cromwell, Pennsylvania privateer ship: captured by Beaver, 774, 775n (Harmon Courter)
Oliver Cromwell, Connecticut Navy ship: arrives at Charleston, S.C., 493; casualties among crew of, 121, 155, 401; chased by British Navy frigate, 332–33, 333 and n; crossing-the-line ceremony aboard, 102 and n; cruising of, 155; damage to, 121, 155, 156, 157, 159n, 401–2 and n, 410 and n; in company with Defence, 493; on bravery of crew of, 155; on quality of crew of, 155; prizes of, 166; captures: Weymouth, 41, 42n, 267; captures (with Defence): Admiral Keppel, 120–21 and n, 155, 156 and n, 156n, 401–2 and n, 410 and n, 428, 469–70 and n, 484 and n; Cyrus, 121 and n, 155, 156 and n, 156n, 401–2 and n, 410 and n, 428, 469–70 and n (Timothy Parker; Seth Harding)
Olmstead, Ichabod (merchant), 418
Onslow, Richard (Capt., RN)
O’Neille, Don Felix (Commandant General of)
O’Neal, Bernard (Maryland State Agent), 468
Onancock, Va., 423
Oman, Henry (fisherman), 302n; Petition of, 301, 302n
Ordnance: as cargo, 862; cannon recovered from admiral Keppel, 120, 121; cannon, shipping of, 770, 787; cannon, value of, 327, 328n; for floating batteries, 757; for frigate Ranger, 394, 395n (Harmon Courter); for John Paul Jones’ command, 709, 710; for refitted ships, 363; for ship Rebecca, 287–88, 290n; for Virginia batteries, 345; for Virginia from France, 396–97 and n; held by Pierre Penet, 559; in forts at Whitehaven, 757; inspection of supplies of, in Languedoc, 630, 637; ladders for, 440; manufacture of, 357, 489; minute guns, firing of, 666 and n; officers commanding, in Languedoc, 626–33, 633–40; in Continental Navy ship, 480; patterns for manufacture of, 357; Pollock obtains from Havana, Cuba, 287–88, 290n; price of, 357; purchase of, 396–97 and n; sale of, 296; salute fired by, 319; shipment of, 327; shipment of, from France to the United States, 510; shot supply for Ranger, 779; spiking of, 757–58; sponges for, 440; supplies for, shipped from France to United States, 510; tackles for, 440; transportation of, 413 and n; unspiking of, 769n; value of, shipped in Duchesse de Grammont, 767; value of, shipped in Duc de Choiseul, 767; Viscount Howe and supply of for East Florida, 363 and n; American: as cargo, 180, 180n; how guns, 121; brass cannon, 180, 180n; bursting of, 510; cannon, bursting of, 770; cannon, proving of, 770; cannon, shipping of, 770; cannon, value of, 770; cannon: for frigate Confédération, 83, 84n; carriage guns, 180, 180n; carriages for, 172; contract for, 130; and defense of Connecticut shore, 421; forwarding of, from Rhode Island, 130; from Connecticut, 71; from Hope Furnace, 71 and n; from Virginia, 180, 180n; musket balls: imported from West Indies in Favourite, 60 and n; on Connecticut coast, 421; protection of, 263; proving of, 510; return of, 68; sinking of, 174; stern chasers, 121; swivels, 137 and n; transfer of, 544; unloading of, 154–55 and n; with Elbert’s detachment, 81; British: and protection of Jamaican ports, 143; broadsides, 121; size of, for galleys discussed, 128; stern chasers, 121
Types of: eighteen pounders, 442, 444n, 480, 489, 491n, 499; four pounders, 287–88, 290n, 448n, 483n, 854; nine pounders, 442n; six pounders, 444n, 483n, 498n; swivel guns, 137 and n, 440, 442, 444n, 615; three pounders, 440, 481 and n, 483n, 494, 826; twelve pounders, 357, 442, 444n, 483n; twenty-four pounders, 421, 442, 444n, 480, 499; wooden, 323
O'Reilly, Alexander (Commandant General of Cadiz Province, Spain), 698
Oriental, French Navy ship of the line, 549 (Comte d'Hector)
Ornands, Ambrose (Gunner, Virginia Navy), 474
Orne, Massachusetts State schooner, 117 (Dennis)
Orne, William (merchant at Salem, Mass.), 463n
Orpheus, HM frigate: boats of, 497; and escape of Providence, 239; and raid on Elizabeth Islands, 267; and raid on Fall River, Mass., 497; station of, 253, 254n, 472; captures (with Blonde): brig Friendship, 67; recaptures: Neptune, 104 and n, 115n, 130 and n, 134, 218, 219n, 254–55 and n, 400, 429 and n (Charles Hudson)
Ortegal, Cape, Spain, 535, 672, 683
Orvilliers, Louis Guillouet, Comte d' (Lt. Gén. des Armées Navales, French Navy): and British prisoners, 709–10; commands Brest squadron, 526, 527n; and correspondence of John Paul Jones to Sartine, 527; in Brest fleet, 549; and dispatch of John Paul Jones to Sartine, 539; and escort for Ranger, 526, 527n, 531, 533, 538, 542; forwards John Paul Jones’ letter to Sartine, 527; in Brest fleet, 549; and Indien, 677, 678 and n; and John Paul Jones, 709–10; John Paul Jones consults, 526, 527n, 533, 538, 542 and n; and John Paul Jones’ cruise, 761; letter of, to Sartine, 760; and letters for John Paul Jones, 776; and naval stores for John Paul Jones’ command, 709, 710; and operations report for Ranger, 681; orders issued by, 575, 577; and ordnance for John Paul Jones’ command, 709, 710; and prisoners cap-
INDEX

955

tured by *Ranger*, 677–78; and punishment of royal interpreter, 684; and *Ranger* anchoring at Brest, 542; and *Ranger*’s prisoners, 681, 692; and refitting *Ranger*, 692, 693; and salute for *Ranger*, 837, 855n; and Thomas Simpson’s confinement, 750, 751n; to *Gabriel de Sartine*, 676–77, 677–78, 709–10; *from*: Gabriel de Sartine, 684.

Osborn, John (Lt., RN), 144n, 317, 318n (Florida). Osborne, George (Capt., East Florida privateer sloop *Ranger*), 80, 81n.

Osborne, George Jerry Y. (Capt., Continental Marines), 791 and n, 811, 816n.

Osmon, John (Capt.), 209, 210n.

Osborne, George (Capt., East Florida privateer sloop *Ranger*), 80, 81n.

Osborne, George Jerry Y. (Capt., Continental Marines), 791 and n, 811, 816n.

Otis, Joseph (Brig. Gen., Massachusetts Militia): and British raid on Elizabeth Islands, 348–49; on situation in Barnstable Co., 263 and n; to Massachusetts Council, 262–63; *for*; Joseph Caldwell, 183; refitting *Squadron*, 8; lacks anchors, 183–84, 184 and n; *and* letter for Benjamin Caldwell, 183; mission to Bermuda, 183, 184 and n; station of, 183, 184n; tender of, 27 and n, 248, 354, 355n; to sail to New York, 184; *captures*: *Nancy*, 248 and n; *Rebecca*, 861; *captures* (with *St. Albans*): *Fortune*, 861; *re-captures* (with *St. Albans*): *Fortune*, 27 and n (Matthew Squire).

Oxen, Samuel A. (merchant at Boston), 296 and n.

Otis & Andrews (Boston merchant firm), 296.

Otis, Samuel A. (merchant at Boston), 296 and n.

Otis & Andrews (Boston merchant firm), 296.

Otter, HM ship-rigged sloop-or-war: in Onslow’s Squadron, 8; lacks anchors, 183–84, 184 and n; *and* letter for Benjamin Caldwell, 183; refitting *of*, 183, 184 and n; *station* of, 183, 184n; tender of, 27 and n, 248, 354, 355n; to sail to New York, 184; *captures*: *Nancy*, 248 and n; *Rebecca*, 861; *captures* (with *St. Albans*): *Fortune*, 861; *re-captures* (with *St. Albans*): *Fortune*, 27 and n (Matthew Squire).

Otis, Samuel A. (merchant at Boston), 296 and n.

Osman, John (Capt.), 209, 210n.

Ossahaw, Ga., 45.

Ottende, Belgium, 756, 840, 855n.

Otis, Joseph (Brig. Gen., Massachusetts Militia): and British raid on Elizabeth Islands, 348–49; on situation in Barnstable Co., 263 and n; to Massachusetts Council, 262–63; *for*; Joseph Caldwell, 183; refitting *Squadron*, 8; lacks anchors, 183–84, 184 and n; *and* letter for Benjamin Caldwell, 183; mission to Bermuda, 183, 184 and n; station of, 183, 184n; tender of, 27 and n, 248, 354, 355n; to sail to New York, 184; *captures*: *Nancy*, 248 and n; *Rebecca*, 861; *captures* (with *St. Albans*): *Fortune*, 861; *re-captures* (with *St. Albans*): *Fortune*, 27 and n (Matthew Squire).

Owlet’s Head, Nova Scotia, 388n.


*Oxford*, British Army transport: capture of, 267n (Stewart).


Oyster Bay, N.Y., 268, 269, 275.

Oysters, 358.

Oianne, Pierre (Sous-ingénier constructeur, French Navy), 537, 558 and n, 628, 635, 640n.

Pacific, ship: former name of *Thomas Kouli Kan*, 578, 579, 580n, 834, 836n (Joseph Hynson).

*Packets, British*: *Diligence*, 141; escort for post office, 305; *Grenville*, 59 and n, 60–61 and n, 60 and n, 84n, 194, 195n, 210 and n, 283 and n, 291, 315n; *Lord Hyde*, 168 and n; *Mercury*, 221 and n; *Prince of Orange*, 659, 660n; to be sent to Viscount Howe, 651; *Weymouth*, 41, 42n, 267.

*Packets, Continental*: *Baltimore*, 7, 42, 43n, 50n, 51, 167, 368 and n, 473; *Dispatch* (brigantine), 59, 116, 273 and n; *Lynch*, 59; *Mercury*, 63 and n; use of Connecticut Navy armed schooner *Spy* as, 270 and n, 351, 479; use of Massachusetts Navy sloop *Dispatch* as, 270n, 395n; use of schooner *Fly* as, 396, 397n.

Padlocks, 468.

Page, Virginia Navy armed galley, 423 and n (James Markham).


Page, Benjamin (Lt., Continental Navy), 71 and n, 84 and n.

Page, Edward (Continental Marines), 708, 808.

Page, John (Member, Virginia Council), 345, 360, 450.

Page, Mann (merchant at Virginia), 461, 462n.

Page, Samuel (merchant at Salem, Mass.), 70n, 237n.

Pagy, Thomas (seaman), 234.

Pahdrick, Joseph (pilot, Ocracoke, N.C.), 462n.

Paimboeuf, France, 681n, 729, 785.

Pain & Co. (Providence, R.I., merchant firm), 859.

Paine, Joseph (Master), 861 (Betsy).

Paint, 121.

Pakenham, Edward (Lt., RN), 322n (*Viper*).

*Pallas*, French Navy frigate, 568 (Le Breton de Ransanne).

*Pallas*, HM frigate, 595n (Richard King).

Palliser, Sir Hugh (Rear Adm., RN; Lord Commissioner of the Admiralty), 644, 646n. *See also* Admiralty, British: Lords Commissioners of the Admiralty.

Palmer, Moses (master of arms), 233.

Palmer, Thomas (Gunner’s Mate, Continental Navy), 589.

Palmes, Richard (Capt., Continental Marines): arrives at Bordeaux, 616 and n; as messenger, 604 and n, 619, 620; and *Boston* mutineers, 751; carries letters and papers, 516, 517, 554; carries orders for Samuel Tucker, 560; and forcible detention of recruits, 752; return of, to *Boston*, 604 and n; visits American Commissioners in France, 554, 556.

*Palmer*, French Navy ship of the line, 549 (Comte de Reals).

Paper, 34, 419, 474.

Paradis, Alexandre-Davis-Armeny de (Gov., Senegal), 680 and n.

*Paradise Lost*, 539n.

Parcher/Parcher, George (Continental Marines), 797, 814.

Parcher/Parcher, Samuel (Steward; Seaman, Continental Navy), 793, 796–97, 811.

Paris, France: John Adams and, 590; John Adams’ journey to, 527 and n; John G. Frazer and, 710, 744; Henri-Maximilien Grand and, 835; intelligence from, 673; John Paul Jones and, 776; Musco Livingston arrives in, 538n; and prime merit, 623n; Jonathan Williams, Jr., to visit, 581.

Parker, Daniel (auctioneer at Boston, Mass.), 17.

Parker, Hyde (1), (Rear Adm., RN), 154, 625 and n, 688n.

Parker, Hyde, Jr. (Capt., RN), 27n, 58n (*Phoenix*).

Parker, James (Capt., British Army), 382, Journal, 256, 380.

Parker, James (Cpl., Continental Marines), 794.

Parker, James (merchant originally from Norfolk, Va.): *from*: John Lancaster, 201.

Parker, John (Seaman, Continental Navy), 796, 812.

Parker, Sir Peter (Rear Adm., RN): and American privateer attacks on Jamaica, 195; and defense of Manchac, W. Fla., 141; and defense of Pensacola,
INDEX

Patience, 126–27, 368
Passmore, Thomas (Quartermaster; Seaman, Continental Navy), 348 and n
Passamaquoddy Bay, Me., 348 and n
Passamaquoddy, Me., 138 and n
Passage Du Four, Brest, France, 853, 856n
Parks, Thomas (Capt.), 218, 237–38, 254, 351n
Parsons, John (Seaman, Continental Navy), 793, 796, 812
Parsons, James (seaman), 235
Parsons, Edward (Seaman, Continental Navy), 812
Parry, William (Vice Adm., RN), 648, 650n
Parrot/Pirrett, Nickles (Seaman, Georgia Navy), 393
Parr, ——, 393
Parquete, France, 532, 534
Parliament, British: act of, concerning America, 118 and n; and authority to issue letters of marque and reprisal, 613; and British conciliatory proposal, 192, 193n; and Carlisle Commission, 552; friends of America in, 439; on John Burgoyne’s activities in, 741n
Parquete, France, 532, 534
Parr, ——, 393
Parrot/Pirrett, Nickles (Seaman, Georgia Navy), 393
Parker, Richard (resident of Whitehaven, England), 118 and n (Oliver Cromwell), 157, 159n, 469–70; cargo of, 435 and n; and family of Henry Shirley, 156; on conduct of, 410 and n; on family of Henry Shirley, 156; on character of, 195; on dis- position of ships under command of, 141, 142; on sheathing British warships with copper, 143; and protection of the Bahamas, 143, 144n; to: Philip Stephens, 141–44; from: Joseph Nunn, 317
Parker, William (Capt., RN), 650 (Deal Castle)
Parks, Thomas (Capt.), 70 (Swift)
Parliament, British: act of, concerning America, 118 and n; and authority to issue letters of marque and reprisal, 613; and British conciliatory proposal, 192, 193n; and Carlisle Commission, 552; friends of America in, 439; on John Burgoyne’s activities in, 741n
Paraty and Mary,
Payton, Henry (Seaman, Continental Navy), 671
Peace and Harmony, brigantine: captured by Revenge, 440 and n, 521 and n, 525, 526n; cargo of, 525, 526n, 536 and n; Gustavus Conyngham on disposition of, 536 and n; sent as prize to Boston, 521 and n, 525, 526n (George Kennedy)
Peace and Plenty, British privateer, 668n: captures: Dolphin, 667, 668n
Peace and Plenty, Virginia Navy schooner: command of, 203; and crew of Norfolk Revenge, 480; service of, as state trading vessel, 203; supplies for, 243; and supplies salvaged from Norfolk Revenge, 480; and transporting tobacco, 203; to transport supplies, 243 (John Dames)
Peace of Paris (1763), 648
Pearce, —— (Capt.; of Kingston, Jamaica), 39
Pearse, Timothy (Master), 858 (Enterprize)
Pearson, George (Continental Asst. Deputy Quartermaster), 126 and n
Payne, Benjamin (Clerk, Connecticut Lower House), 351
Payne, Arthur, 669
Payne, Benjamin (Clerk, Connecticut Lower House), 351
Paynter, Ephraim (Master), 859 (Recovery)
Payson, Jonathan (merchant at Portsmouth, N.H.), 375, 376, 377n
Payton, Henry (Seaman, Continental Navy), 671
Peace and Harmony, brigantine: captured by Revenge, 440 and n, 521 and n, 525, 526n; cargo of, 525, 526n, 536 and n; Gustavus Conyngham on disposition of, 536 and n; sent as prize to Boston, 521 and n, 525, 526n (George Kennedy)
Peace and Plenty, British privateer, 668n: captures: Dolphin, 667, 668n
Peace and Plenty, Virginia Navy schooner: command of, 203; and crew of Norfolk Revenge, 480; service of, as state trading vessel, 203; supplies for, 243; and supplies salvaged from Norfolk Revenge, 480; and transporting tobacco, 203; to transport supplies, 243 (John Dames)
Peace of Paris (1763), 648
Pearce, —— (Capt.; of Kingston, Jamaica), 39
Pearse, Timothy (Master), 858 (Enterprize)
Pearson, George (Continental Asst. Deputy Quartermaster), 126 and n
Pease, Joseph (Lt., Connecticut Navy), 155, 156 and n, 156n
Peck, Amaziah (seaman), 217
Peck, Benjamin (master’s mate), 218, 237–38, 254, 255n
Peck, John (seaman), 235
Peck, Joseph (shipbuilder at Boston), 490
Peck, Joseph (seaman), 234
Peckham, John (Lt., Maryland Navy), 353
Peel, Benjamin (Prize Master, Continental Navy), 521 and n, 571 and n, 788 and n
Peele, Jonathan, Jr. (merchant at Salem, Mass.; ship owner), 351n, 465n, 697n
Pegg, brig, 394, 395n: captured by Reprisal, Lexington, and Dolphin, 395n (Thomas Attridge)
Pegg, brigantine, captured by General Mercer and Hawke, 350, 351n (Jackson)
Pegg, schooner: captured by Suffolk (with unnamed privateer boat), 358 and n, 404 (Charles Cameron)
Pegg, schooner: captured by Favorite, 206–7 (Aaron Purbeck)
Pegg, British transport ship, 193n (Robert Ball)
Pegg, British transport ship, 193n (Hamilton Foster)
Pegg, ship, 314, 410 (James Kennedy)
INDEX 957

Peggy, ship: captured by Daphne, 316 (Elisha Lathrop)
Peggy, sloop: captured by Hotham (Preston’s tender), 81 and n (Jean Forest)
Peggy, sloop: captured by Hinchinbrook, 858 (John Ninneman)
Peggy & Katey [Peggy & Kitty], brig: captured by Tartar (Portland’s tender), 35 and n (William Roundtree)
Peirce, Isaac, 438
Peirson, Samuel, 302n
Pelican, ——— (French merchant), 316
Pellet, ——— (French merchant), 726
Pectoralis, ——— (French merchant), 727
Pelletier, ——— (French merchant), 726
Pelican, ——— (French merchant), 316
Peirson, Samuel, 302n
Pennsylvania Farmer, Pennsylvania Ledger or the Philadelphia Market-Day Advertiser: 188; Delaware as “three lower counties” of, 7 and n; prize from, 329n
Pennsylvania Evening Post: 788: 6 Aug., 375
Pennsylvania Farmer, sloop: captured by Loyal Subject, 150 (Benjamin Allen)
Pennsylvania General Assembly, 447 and n; Minutes, 447
Pennsylvania Ledger or the Philadelphia Market-Day Advertiser: 1778: 18 April, 241n; 9 May, 316; 16 May, 369; and account of British raid up Delaware River, 310n, 332n
Pennsylvania Packet, or the General Advertiser (Lancaster): 1778: 8 Apr., 34n, 63–64; 15 Apr., 20
Pennsylvania State Prison, 380
Pennsylvania Supreme Executive Council, 174; Minutes, 105, 151–32, 174–75, 181; and delegation of Pennsylvania Navy officers, 381; and direction of Pennsylvania Navy, 175, 447; and discharge of Pennsylvania Navy officers, 175, 381; and discharge of Pennsylvania Navy petty officers, 381; and disposition of Pennsylvania Navy naval stores, 174, 175; and disposition of Pennsylvania Navy ordnance, 174, 175–76; and disposition of Pennsylvania Navy vessels, 175–76; and manning armed gallies in Chesapeake Bay, 221, 249 and n, 337 and n; and payment for disabled seaman, 105; and payment for provisions for Pennsylvania Navy, 174; Pennsylvania Navy officer’s opinion of, 175; and rations for John Hazelwood, 181; and reimbursement for impressed rum, 132; and relocation of Pennsylvania Navy men, 174–75, 175, 381; and resolution concerning using Pennsylvania Navy seamen to man armed gallies of Virginia and Maryland, 181n; to: Bartrem Galbraith, 447; Henry Laurens, 249; Pennsylvania Navy Board, 175–76; from: Continental Board of War, 221; Penobscot, Me., 802
Penrose Point, N.J., 75
Pennsacola, W. Fla.: American access to, 141; as British naval base, 10; detachment of British troops from, 271, 291–92; French Navy operations against, 518; Hound and Syphat, 317; meeting with Indian leaders at, 363; naval protection for, 141; on American capture of, 288; outward-bound vessels, 93; packet boat from Jamaica and, 141; said to lack provisions, 109; sentiment in, for attack on Spanish Louisiana, 370–71, 372; Spain and operations against, 518; supplied with provisions from Manchac, 10; West Florida at, 109
Percy, Charles (Capt., West Florida Provincials), 292
Perdido Bay, W. Fla., 423 and n
Pereira, John Ignatius de Oliveria (ship owner), 329, 330n
Pereres, Maturant (Continental Navy), 590
Perkins, Ezekiel (seaman), 217
Perkins, Nathaniel (Private, Continental Marines), 805
Perkins [Pirkins], William, 702
Perle, French Navy corvette, 568
Persano, Francesco (Seaman, Continental Navy), 788
Perserverance, schooner: captured by Defiance, 706
Perseus, HM frigate: cruises off South Carolina, 38; damage to, 172; on prizes captured by, 151 and n; captures: Réfléchi, 859; Sachem, 23, 48n; captures (with Carysfort): Bourbon, 859; Hetty, 859; Marquis de Pezay, 859; Nesbit, 859; Thomas, 859; Woodcock, 859; captures (with Lizard): Bourbon, 248n; Glanmore, 248n; captures (with Roebuck): Defense, 232n (George Keith Elphinstone)
Peters, J. (Master), 821, 822, 829n
Peters, Richard (Secretary, Continental Board of War), 221, 357n; to: George Washington, 356–37
Petersburg, Va., 699
Petit Caramarre, brig: burned by St. Albans, 861; captured by St. Albans, 27 and n (M. Sylverieux)
Petitgoutier, 129 and n
Pettit, Bernard (Lt., Continental Army), 136 and n, 138
Pewter, 767
Philadelphia, HM armed galley: on building of, 305, 307n; on mission of, 305, 307n; and raid up
Delaware River, 321–22; runs aground, 321 and n (Robert Aitchinson)

Philadelphia, Pa.: as destination for d’Estaing’s fleet, 594n, 606, 617, 686–87; as residence of Continental Navy seaman, 698; British Army enlistees and, 133; British army reportedly blocked up in, 521; British convoy at, 390n; British defenses at, 168; British evacuation of, 236 and n, 383n, 407, 460, 461n, 467, 495; British forces and, 686–87; British military forces at, 685–86; British raiders return to, 322; capture of, by British, 222; Sir Henry Clinton arrives at, 316; Continental Army raid near, 168; Continental Navy Board of the Middle Dept. at, 222; Continental Navy ships fitting out at, 23; crews of captured British transports escape to, 690n; defenses up river from, 176; family of Patrick Brown at, 260; forage ships go to, 72; George Forten and, 398–9; Nathaniel Galt’s desire to visit acquaintances in, 3679; John Gilfroy deserts to, 392; in voyage of, to New Orleans, 12, 13n; on Rebecca as potential warship, 9; set ashore by mutinous crew, 12, 13n; voyage of, to New Orleans, 209 (Norton; Rebecca; Morris) Pickman, Elizabeth (Betsey) Leavitt, 464

Pickman, William (merchant at Salem, Mass.), 463–64, 465n; to: Timothy Pickering, Jr., 463–64

Picot, Charles, Chevalier de Dampierre (Capitaine de Vaisseau, French Navy): and American ships joining French convoys, 82; to: Gabriel de Sar-tine, 81–83

Pierce, Richard (Pvt., Continental Army), 33

Pierre (Agent for Contractor General of France), 544, 546

Pierre Pere & fils (Bordeaux merchant firm), 861

Pigot, HM armed galley: assists Haerlem, 459 and n; and British raid on Bristol and Warren, R.I., 455, 456n; and British raid on Fall River, Mass., 496–97, 497; covers embarkation of British troops, 443; on damage done to, 498; reportedly sunk, 496 and n; station of, 381 and n, 472; and Taunton River, 443; captures: Spitfire, 457 and n (Henry Edwyn Stanhope)

Pigot, Robert (Maj. Gen., British Army): and act of reconciliation, 786; and American attack on Newport, 417 and n; and defense of Newport, 308; and destruction of American boats, 417 and n; and raid on Elizabeth Islands, 220; and raid on Fall River, Mass., 497, 498n; and raid on Warren and Bristol, R.I., 444, 445n; and supplies for American prisoners of war, 187 and n

Pihans, —— (French locksmith), 722

Pike’s Bluff, Ga., 135

Pilman, Nathaniel (shipwright), 295

Pilot(s): and Annisquam harbor, 255; bill for, 769; from: Mansel Alcock, 5; from: Continental Marine Committee, 76

Pilpin, Charles, Chevalier de Dampierre (Capitaine de Vaisseau, French Navy): and American ships joining French convoys, 82; to: Gabriel de Sar-tine, 81–83

Pilman, Nathaniel (shipwright), 295

Pilot: and Annisquam harbor, 255; bill for, 769; bonus for Virginian, 345; and British raid on Warren and Bristol, R.I., 411n; and Continental frigate Boston, 653, 705; at Ocracoke Inlet, 80, 414–15 and n, 462; deceiving of, 361; and exchange of, 354; for d’Estaing’s fleet, 519, 519 and n, 687; for dispatch boat, 743, 744n; hire of, 780; in Connecticut Navy, 24 and n; Marblehead and, 680; on credulity of, 361; on fidelity of, to American cause, 361; Ranger and, 582, 596, 605; reimbursement for, 479; secrecy concerning, 519, 519 and n; HM frigate Stag and, 587; Theris utilizes, 617; want of, and loss of Virginia, 368, 500

Pilot boats: 185, 247

Pilote, French merchant ship, 719, 720

Pimentel, 490n

Pinckney, Charles Cotesworth (Col., Continental Army): and supply wagons, 265; on planned in-
INDEX

Plymouth, Mass.: Admiralty Court session at, 169, 466n; Continental agent at, 76n; Simeon Deane reportedly arrives at, 266 and n; outward-bound vessels, 409n; pig iron from, 83; James Warren to return to, 130
Plymouth Sound, England: Byron’s fleet at, 740, 741n; Byron’s fleet to remain at, 691; Channel fleet to visit, 746; ships to rendezvous if, 624
P. Lys & Co. (British merchant firm), 440n
Pocasset River, R.I., 196 and n
Poitras, —— (Capt.), 509 (Duchesse de Grammont)
Poitras, —— (French merchant), 728
Point Coupée, W. Fla., 12, 290n
Pointe-à-Pitre, Guadeloupe, French West Indies, 696
Pointe de Prêcher, Martinique, French West Indies, 16-17
Pointe des Salines, St. Lucia [Ste.-Lucie], French West Indies, 466n
Point Judith, R.I.: 754 and n
Point Judith, R.I.: Becca / Rebecca
Point Judith, R.I.: Continental Marine
Point Judith, R.I.: Syren
Pole, Peter (Capt.), 69, 70n, 410–11 and n (Independence)
Pollock, Oliver (Continental Commercial Agent, New Orleans): accounts of, 286–90; and American trade with Cuba, 288; arrest of, urged, 94, 271; bill of sale involving, 251–52; and captured cargo, 93; credit of, 11–12; debts of, 502; estimate provided by, 287–88; financial situation of, 288; and Don Bernardo de Gálvez, 9–13; Gálvez and funds for, 10; Gálvez and surrender of officers of, to British, 370, 372, 373n; and goods and property seized by Willing Expedition, 108, 110n, 272n, 324, 493; insurance for cargo and, 287; and legitimacy of prize, 290; money for, 287–90; on activity of British warships in Mississippi River, 11; on British military activities, 12; on Cape Francois as storage place for goods enroute to New Orleans, 12; on Don Bernardo de Gálvez and British threats, 288; on James Willing’s charges against, 502; on money expended by, for bateaumen, 502; on need for United States to send troops to West Florida, 288; on shipments down Mississippi, 12; on United States support for Bernardo de Gálvez, 288; on value of goods captured by Willing Expedition, 9; proceeds from sale of captured property and, 493; purchase of vessels by, 287; purchases of goods by, 12, 13n, 287; recommends future expeditions stop at Point Coupée for intelligence, 12; and sailing of bateau, 286–87, 290n; and sale of prizes, 10; and sale of seized slaves, 93; sells slaves seized by Willing Expedition, 10; and ship Rebecca/Morris, 287–88, 290n, 318n; and shipment
Plymouth, Mass.: Massachusetts State trading ship: captured by Brune and Galatea, 28 and n (Samuel Green)
INDEX

of Continental goods, 11–12, 21, 286–90 and n; situation of, 286–90; and Spanish protection, 287, 288; and supplies for United States, 306; and support of Willing Expedition, 502; to: Continental Commerce Committee, 9–13, 20–21, 300; Continental Marine Committee, 286–90; James Willing, 502; from: James Willing, 493
Polly, brig: captured by Hazard, 380
Polly, brig: captured by Lizard, 858 (Clement Colony)
Polly, brig: destroyed by Phoenix, 859 (Ebenzer Jenkins)
Polly, South Carolina letter of marque brigantine: captures (with Notre Dame): three unnamed sloops, 478; unnamed snow, 478; recaptures (with Notre Dame): Swifly, 478
Polly, schooner: burned by Hammond, 446
Polly, schooner: captured by Hinchinbrook, 858 (John Adams)
Polly, schooner: captured by Montgomery, 350–51 (Andrew Arthur)
Polly, schooner: captured by Hotham, 31n (Augustin Blanchard)
Polly, schooner: captured by Hinchinbrook, 858 (Thomas Dickson)
Polly, schooner: captured by Carysfort and Lizard, 858 (Baxter Downs)
Polly, schooner: captured by Suffolk (with unnamed privateer boat), 358 and n, 404 (George Hallock)
Polly, schooner: captured by Rainbow, 302 and n; recaptured by Rainbow, 365 and n (Ignatius Webber)
Polly, sloop, 180: captured by Blonde, 180
Polly, sloop, 860: captured by Emerald, 860 (Thomas Bell)
Polly, sloop: captured by Fy, 150 and n (Eleany Cobb)
Polly, sloop: captured by Unicorn, 218–19 and n (Eleany Cobb)
Polly and Hannah, sloop: captured by Miffin, 404 (David Shadder)
Ponsar, —— (notary public, St. Pierre, Martinique), 375, 376, 377
Pontaniou Prison, Brest, 750
Pontchartrain, Lake, La.: American operations
Pontchartrain, Lake, La.: Grotto, 144n; garrison for post at, 141; 144n; raids across, 291
Ponte, Leonard (Seaman, Continental Navy), 806, 815
Pont’s-Abbe, France, 541
Pool, David (boatswain), 233
Pool, England, 351n
Popasquash Point, R.I., 441, 441 and n, 442, 456, 457n, 472 and n, 496–97
Popes Charles, (Lt. Col., Continental Army), 378, 379n, 460
Porcupine, Pennsylvania Navy Guard Boat, 241
(continued)
Porcupine, HM frigate: arrival of, at Chester, Pa., 285, 286n; arrival of, in Delaware River, 306; detention of, 307; fires at American cavalry, 421; return of, to England, 338 and n; voyage of, 285 (William Clement Finch)
Porée, Charles (Master), 861 (Hector)
Porpoise, HM ship-rigged sloop-of-war, 144, 145n (Thomas Haynes)
Port Antonio, British naval storehouse, 58 (William McCulloch)
Port Antonio, Jamaica, 195, 375
Port-au-Prince, St. Domingue, 398, 860
Porter, 259n, 292, 325, 756
Porter, Alexander (Del. farmer), 97, 98n
Porter, David (Capt.), 105
Porter, David (Master), 242 (Delight)
Porterfield, Boyd (Capt., British Army), 48–49 and n; to: Sir Henry Clinton, 48–49
Port L’Abbe, France. See Pont-l’Abbe, France, 541
Portland, HMS: Journal, 35, 46n, 136, 294, 300, 424; assigned to Leeward Island station, 650; at English Harbour, Antigua, 35; captures of Tartar credited to, 136n; crew receives prize money, 35 and n; encounters Deligente, 16–17; prize money for crew of, 424; rate of, 650; tender of, 294 and n; captures: Ark, 206–7 and n; Maria, 35 and n; Nancy, 206–7 and n; Nelly, 206–7 and n; Success, 35 and n; Swallow, 424 and n; Victory, 424 and n; William, 206–7 and n; and n (Thomas Dumasresq)
Portland, sloop, 99–100 and n (T. Bayley)
Portland, England, 575, 577
Portland, Me., 97 and n, 123
Portland, England, 575, 577
Portsmouth, New Hampshire privateer ship, 529; armament of, 166, 296, 297n, 322, 427n; bond for, 166–67; captured by Experiment, 167n, 322–23 and n, 417n; commission for, 166; construction of, 426–27; launch of, 427n; outfitting of, 296; release of crew of, 416–17 and n; size of crew of, 166, 322, 427n; captures: Mercury, 529, 530n (John Hart; Thomas Roach)
Portsmouth, England: British fleet off, 706; British naval force fitting out in, 610, 611; Adm. John Byng executed at, 69n; deposition taken in, 833; dockyards at, 624n and escape of American prisoners, 745; fleet at, 624n; fleet sails from, 646; Forton prison at, 119 and n; George III and, 618, 624 and n; Gibraltar convoy and, 601; Monarch arrives at, 664; prize brought into, 833; victualler from, 434, 435n; Virginia surgeon’s instruments pawned in, 740
Portsmouth, N.H., 795: arrival of Done at, 260 and n, 261 and n, 262 and n, 266 and n, 273 and n; Continental Navy ship building at, 25 and n, 39, 41n, 145, 146n, 295 and n, 425–26 and n, 455
Index—pp. 865-995_Layout 1 5/23/13 9:26 AM Page 960
INDEX

and n; *Flamand* and, 191, 285, 311n; Eleazar Johnson’s knowledge of harbor at, 687; Henry Johnson’s knowledge of harbor at, 687; John Langdon from, 679; master of Continental packet arrives at, 59; men serving with *Raleigh* from, 798, 799–801, 802, 805–36; merchant at, 193n; on harbor at, 686; outbound-bounded vessels, 862; privateers belonging to, 46; privateers constructed at, 426–27 and n; prize at, 261; *Raleigh* at, 59, 61, 62, 83; Thomas Simpson from, 679

Portsmouth, Va., 481; crew of *Independence* and, 201n, 277; flag of truce from, 8; fort at, 92 and n; John Goodrich from, 201n; James Nicholson obtains flag of truce at, 20 and n

Portugal, 330, 587, 626, 666–67

Poullin, —— (merchant, Saint-Brieuc, France), 244, 245n

Poughkeepsie, N.Y., 40

Potts, William (Capt., Pennsylvania Navy), 447n

Potts, Jonathan, Dr. (Deputy Director-General of Hospitals for the Middle Department), 393, 394n

Potter, Samuel (resident of Whitehaven, England), 589

Potter, John (merchant at South Kingston, R.I.): to: William Vernon, 459

Potter, Richard (Capt.), 117 and n (General Putnam)

Potter, Richard (Master), 233

Potter, Samuel (resident of Whitehaven, England), 593

Potts, Jonathan, Dr. (Deputy Director-General of Hospitals for the Middle Department), 393, 394n

Potts, William (Capt., Pennsylvania Navy), 447n

Poughkeepsie, N.Y., 40

Poullin, —— (merchant, Saint-Brieuc, France), 509

Pouére, Eugene, 21 and n

Pousett, Francis, 244, 245n

Powell, John (Seaman, Continental Navy), 800, 813

Powell, Jeremiah (President, Massachusetts Council), 458n: to: Joseph Otis, 348–49

Powell, John (Capt.), 683n (Active)

Powell, Thomas, 454

Powell, William (merchant at Boston), 859

Powers, Ichabod, Jr., 420

Powers, Pierce (Midn., Continental Navy), 759, 761n, 846

Pownalborough, Me., 199n, 800, 809n

P. Paynter & Son (Bermuda merchant firm), 589

Pry, Ebenezer (Carpenter’s Yeoman; Carpenter’s Mate, Continental Navy), 793, 796, 812

Précheur, Le, Martinique, 16–17

Prescott, James (Member, Massachusetts Board of War), 274, 282, 356, 365, 478

Prescott, Richard (Maj. Gen., British Army), 192, 193n, 455, 456n, 785 and n

Presher, William, 419

Proctor, R. (Capt.), 682 and n (Maria)

Prevost, Salomon (Capt.), 822, 823, 829n

Prevost, Augustine (Brig. Gen., Br. Army; Military Commander, E. Fla.): and defense of East Florida, 213, 230, 363 and n; and loyalist refugees, 213, 230, 365; on American naval advantages, 230, 232n; on invasion of Georgia by, 265; from: Thomas Brown, 81

Prevost, James Mark (Maj., British Army), 231, 232n, 363 and n

Price, John (Seaman, Maryland Navy), 354

Pritchard/Pritchard, Peter (Lt., Continental Marines), 736

Priest, John, 244 and n

Priest, William (boatswain’s mate), 216

Prime meridian, 623n

Prince, —— (merchant at Annapolis Royal, Nova Scotia, 495n

Prince, Benjamin (Seaman, Continental Navy), 122, 805, 814

Prince, Job, Jr. (Capt.; merchant at Boston, Mass.; ship owner): as owner of privateers, 438, 439n, 808n; carries letter, 30, 31n and commission for privateer, 148–49; to store naval stores, 334 and n; to: Massachusetts Council, 148–49

Prince and Liberty, brig, 644: captured by Pole, 644

Prince Edward Island [St. John’s I.], Nova Scotia, 160 and n

Prince of Orange, British packet boat: captured by Revenge, 659, 660n (William Story)

Prince of Wales, HMS, 648; prize crew from, 752; captures: *Duc de Choiseul*, 751–52 and n; *Gardoqui*, 754; *Lord Camden*, 412 (Benjamin Hill)

*Princess Royal*, HMS, 688 and n (William Blair)

Pringle, J., 710–11n, 744

Pringle, Thomas (Capt., RN), 208, 650 (Ariadne)

Prisoner Exchanges: American prisoners request, 485–86; Connecticut and Massachusetts dispute over, 484 and n; Lord North urges, 674; negotiations for, 87 and n, 161, 254–55, 354-55, 416-17; of British sailors captured by John Paul Jones, 676-78, 694, 709, 747, 753; of John Brown for Peter Jenkins, 237; of Paul Flynn and William Judd, 267 and n; of Tobias Furneaux for John Manley, 161, 315; of Charles Lee for Richard Prescott, 192; of Continental Navy officers, 161, 200; of Virginia’s crew, 229, 354; prisoners taken by Continental Navy frigate *Boston* to be held for, 557; proposed, 104, 237-38, 460, 694; and *Royal Bounty* cartel vessel, 18n, 95; mentioned, 674n

Prisoners, of Americans: abuse of, charged, 309; *Boston* and, 557; British army sergeant, 358 and n; captured in *Cyrus*, 433; capture of, 124, 367n; capture of, from Long Island, 163; captured by *Ranger*, 599, 600, 677, 707, 758, 681 and n, 708, 709n, 599, 709-10, 756; captured in European waters, 694; cartel vessels and, 18n, 428; confined to guard ship, 123; Convention army, 686; crewmen of *Admiral Keppel* as, 470; dispute over, between Connecticut and Massachusetts; disposition of, 152, 153n, 700, 786, 681 and n; escape of, 380, 738 and n; French guards for, 709, 710; French neutrality and, 692; from *Albany*, 123; guards for,
Privateers and Letters of Marque, American: activities of, 369; on suffering of, 355; parole of, 119, 417, 453; prize used to confuse Ranger's, 855; recruitment of, into Connecticut Navy, 484; release of, 398, 470; Report's, 694 and n; Royal Navy seamen, 63–64; sent to England from Rhode Island, 95; and service in Royal Navy, 163–64; escape attempts by, 448 and n, 449; disposition of, 163, 164; escape attempts by, 448 and n, 755, 782, 785; escape of, 241, 588, 680n, 745; forced into British service, 698–99; former, as crew of French warship, 375; French, 77, 329, 485; from Revenge, 674 and n; from Virginia, 229; half-rations and, 782, 785; held at Newport, R.I., 12 and n, 95, 429 in Forton and Mill prisons, 448 and n, 669–70, 693, 745; John Paul Jones and, 708–9; lack of money of, 486, 669–70; list of, 216 and n; paroles for, 238; Pennsylvania Navy personnel as, 241 and n; and prison ships, 202; quality of, 95; and raid on Selkirk's estate, 675–76; rations for, 163, 448 and n, 669; release of, 416–17; relief fund for, 669–70; removal of, 306; security of, taken by privateers, 86; sent to England from Rhode Island, 95; and service in Royal Navy, 163–64, 698–99; situation of, 238; and subscription for, 666; former British ships as, 700; French ship reportedly, 171 and n; Frenchmen serve with, 195; from French West Indies, 195; from Martinique, 376, 377; and Jamaican vessels, 195; list of crew of, 233–35; manning, 268, 335; military stores for, 440; mulattoes serve with, 195; and neutral shipping, 311–12; numbers of British warships said to thwart, 82; off mouth of Mississippi River, 291; on British humanitarian assistance to, 530; on cruise of, 283; on effect of, on Continental Navy, 253; on exchange of captain of, 315; on French treatment of prizes of, 646–47; on investing in, 393; on misconduct of, 311–12 and n; on state of, 261; on suppressing, 305; on treatment of ships of allies by, 311–12; operations of, in Newfound-land waters, 494; operations of, off Jamaica, 143, 144–45; ordnance for, 440; ordnance supplies for, 449; polyglot nature of crews in, 195; prize of, retaken, 208; prizes of, 375; prizes of, at New Bedford, Mass., 335; reparations for misconduct by, 312; reported capture of collier by, 688 and n; reportedly operating near the Texel, 688; reportedly sunk, 369 and n; rules and procedures to be followed by, 311–12; sailing of, 247; shortage of seamen for, 439; signaling system as defense against, 195; sinking of, 660; sinking of, alleged, 311–12 and n; on state of, 393; on misconduct of, 311–12 and n; on state of, 261; on suppressing, 305; on treatment of ships of allies by, 311–12; operations of, in Newfound-land waters, 494; operations of, off Jamaica, 143, 144–45; ordnance for, 440; ordnance supplies for, 449; polyglot nature of crews in, 195; prize of, retaken, 208; prizes of, 375; prizes of, at New Bedford, Mass., 335; reparations for misconduct by, 312; reported capture of collier by, 688 and n; reportedly operating near the Texel, 688; reportedly sunk, 369 and n; rules and procedures to be followed by, 311–12; sailing of, 247; shortage of seamen for, 439; signaling system as defense against, 195; sinking of, 660; sinking of, alleged, 311–12 and n; and Spanish serve with, 195; stifled by presence of British fleet, 5, 6n; strips prize, 753; threat of, to Jamaican station, 144n; vessel captured by, retaken, 203 and n, 366 and n

Vessels: Lion, 692

Privateers and Letters of Marque, Connecticut: capture of, 275, 471 and n; vessel referred to, 200, 275, 445

Vessels: Adams, 169, 170n; American Revenge, 14, 351 and n, 297, 179n, 226, 227n; Beaver, 337–38, 357–58, and n, 283, 485; Chatham, 438; Fessey, 390 and n; General McDougal, 471; and General Putnam, 6 and n, 403–4, 434 and n, 233–35, 239 and n, 117n, 159, 214–15 and n; and General Washington, 471n; Lyon, 124 and n; Nancy, 242, and n, 230, 403; Ranger, 179n; Retaliation, 390 and n; Revenge, 14 and n, 351 and n, 297, 179n, 226, 227n; Suffolks, 358 and n; and Trumbull, 149, 149–50, 179n, 215n

Privateers and Letters of Marque, Delaware: Adventure, 250n

Privateers and Letters of Marque, Georgia: General Gates, 143, 145n; Revenge, 696 and n

Privateers and Letters of Marque, Maryland: commissions for, 78

Vessels: Buckskin, 216, 219n; Johnson, 474; Molly, 359, 359–60; Rising Sun, 29; Savatoga, 474n; Wey- ley & Minta, 474

Privateers and Letters of Marque, Massachusetts:
Index--pp. 865-995_Layout 1 5/23/13 9:26 AM Page 963

INDEX
and altering old commission, 454; at Boston,
335; at New Bedford, 335; bond required of, 77,
78; and coal mining operations at Nova Scotia,
159, 160n; commissioning of, 77, 78; controversy
involving, 696–97, 697 and n; prisoners captured
by, 47, 78; crew abandons, 388; cruising ground
of, 464; engagement of, with British Navy armed
brig, 387–88 and n; illegal seizures by, 696–97,
697 and n; manning of, 77, 78, 464; prisoners
captured by, 78; prizes of, at Boston, 335; sale of
share of, 328; size of crew of a, 453; state bonds
for, 47; suing owners of, 330; threaten Nova Scotia, 159, 160n
Vessels: America, 411 and n; Angelica, 247 and n;
Black Prince, 464, 465n; Black Snake, 123 and n,
351 and n; Bunker Hill, schooner, 432–33 and
n; Bunker Hill, ship, 464, 465n; Cente-Pea/Centipede, 351 and n; Civil Usage, brigantine, 297
and n; Civil Usage, schooner, 297 and n; Congress, 199 and n; Cumberland, 37n, 61-62 and n,
283 and n, 335, 439, 440n, 746n; Cutter, 169
and n; Dolphin (Fettyplace), 70 and n; Dolphin
(Leach), 169 and n, 350; Eagle, brigantine, 424
and n; Eagle, schooner, 116n; Fair Play, 683 and
n; Fancy, 670 and n; Fanny, 37n, 527, 529–30n,
746n; Favourite, 328 and n, 149 and n, 161 and
n, 178, 179n; Franklin, 148-49, 464, 465n; General Arnold, brigantine, 6 and n; General Arnold,
schooner, 262 and n, 391 and n; General Hancock, 268 and n, 472; General Lincoln, 62 and n;
General Mercer, 350, 351n, 527, 529–30n; General
Mifflin, 438, 439n; General Montgomery, 350–51
and n, 387–88 and n, 409 and n, 463 and n;
General Washington, 69-70 and n, 699–700 and
n; Greyhound, 389 and n, 495 and n; Hammond,
136-37 and n; Hampden, 150 and n, 490, 695,
696n; Hannah and Molly, 199 and n; Hawke,
350, 351n, 512, 513, 529; Hornett, 169, 170n;
Independence, 69, 70n, 410–11 and n; Lion, 692,
696–97 and n; Lively, 70 and n, 123, 124n;
Lydia, 236-37 and n; Lyon, 77 and n, 261 and
n, 351 and n, 464, 465n; Mars, 6 and n; Mary,
464, 465n; Minerva, 176-77 and n; Montgomery,
brigantine, 350–51 and n, 439, 440n, 464,
465n; Montgomery, sloop, 350-51 and n; Oliver
Cromwell, 133 and n; Phoenix, 329, 330n; Pluto,
464, 465n; Rattle Snake, 123 and n; Reprisal,
217-18, 219n, 237, 238n, 255n, 808n; Revenge,
169, 170n; Rival, 465n; Rover, 464, 465n; Satisfaction, 798, 809n; Spring Bird, 124n; Success, 70
and n; Terrible, 70 and n; Terrible Creature, 439,
440n, 464, 465n; True Blue, 216, 218, 219n, 238
and n, 255n; Warren, 464; Washington, 453–54
and n, 483 and n; Wexford, 439, 440n, 470–71n
Privateers and Letters of Marque, New Hampshire:
General Sullivan, 46 and n, 301-2 and n; McClary,
216-17, 219n, 416–17 and n; Portsmouth, 416–17
and n, 426–27 and n, 296, 297n, 322-23 and n,
166-67 and n
Privateers and Letters of Marque, New Jersey: stifled by presence of British fleet, 5, 6n
Vessels: Chance, 408n
Privateers and Letters of Marque, Pennsylvania: de-

963

stroyed in British raid up Delaware River, 331; engagements involving, 774, 775n; prizes of, and
French ports, 555; rules concerning salutes involving, 608, 609, 612, 613
Vessels: Mary & Elizabeth, 393, 394n; Oliver
Cromwell, 774, 775n; Rattlesnake, 143, 145n; Retaliation, 395n
Privateers and Letters of Marque, Rhode Island:
burned, 442; commission for, 402–3; and engagement with British armed galley, 442, 444n; whaleboats as, 442
Vessels: Blaze Castle, 483; Congress, 268 and n; Diamond,
700n; Fairfield, 123, 124n; General Arnold, 402–3;
General Sullivan, 302n; Greenwich, 150 and n, 304
and n; Marlborough, 318 and n, 323 and n, 453, 482,
483n, 483–84 and n, 817-28, 828-31n; Sally, 483
Privateers and Letters of Marque, South Carolina:
Defiance, 603; Enterprize, 603; Fair American, 155n;
General Moultrie, 154–55 and n, 177, 232n; Hope,
265 and n, 858; Polly, 478 and n
Privateers and Letters of Marque, British and Loyalist: capture French privateer, 766 and n; capture of, 536n, 667; capture three vessels, 690;
captures made by, 248 and n, 447, 721 and n;
cruising in North Carolina waters, 361, 435; desertion of Royal Navy seamen to, 306; expedition
against Jersey, 755; fitted out at Barbadoes, 447;
French Navy and, 567, 570; from Dominica, 695;
from Jersey, 690; Viscount Howe and commissioning, 86; in North American waters, 35, 329;
operate off Spain, 690; operations of, off Jamaica, 141, 144n; and Spanish neutrality, 690;
William Tryon and commissioning, 86 and n;
value of cargoes captured by a, 447
Vessels: Active, sloop, 248, 249n, 683 and n; Admiral Keppel, 120–21 and n, 155, 156n, 157, 159
and n, 166 and n, 401–2 and n, 410 and n, 428,
469–70, 484 and n; Ann, 695, 696n; Antigua
Planter, 391 and n; Barbary Packet, 691, 692n;
Britannia, 536, 537n; Cochrane, 672 and n;
Cyrus, 121, 145 and n, 155, 156, 166 and n,
401-2 and n, 410 and n, 428, 433, 469–70 and
n, 484; Delight, 94; Elizabeth, 391 and n; Ellis,
644, 696 and n Friendship, 143, 144–45n;
George, 151 and n, 699, 700n; Hannah, 248 and
n; Harlequin, 696 and n; Hawke, 652, 653n;
Hope, 521 and n, 525, 526n, 536 and n;
Jonathan, 699–700 and n; Juno, 693 and n; Kitty,
824, 825, 826, 830n; Levant, 85, 86n, 248n, 415;
Lord Sandwich, 318; Loyal Subject, 150, 329 and
n, 445, 446n; Lydia, 35, 36n, 695, 696n; Macaroni, 721 and n; Martha, 326, 327n, 516, 517,
556, 670n, 710 and n, 762, 764n; Nancy, 771
and n, 776, 777n Peace and Plenty, 667, 668n;
Pearl, 318 and n, 484 and n, 822, 823, 829n; Rebecca, 9, 13n,107, 108, 109, 110n, 244, 287–88,
289, 290n, 317, 318n, 502; Rose, 134 and n, 329
and n, 391 and n, 171 and n, 502; Sally, ship,
660 and n; Sally, sloop, 644; Thomas, 143, 14445n; Tom, 464, 465n; Toms, 695, 696n; True
Briton, 391 and n; Union, 447, 652, 653n
Privateers and Letters of Marque, Antiguan: Fansey,
294 and n; Harlequin, 696 and n; Surprize, 294 and n


Privateers and Letters of Marque, Bermudian: Hammond, 435 and n, 415, 416n, 361 and n, 446, 447n

Privateers and Letters of Marque, East Florida: and defense of East Florida, 363; and river navigation, 363

Vessels: Ranger, 80, 81n, 153 and n; Tonyus’s Revenge, 415, 416n

Privateers and Letters of Marque, Guernsey, 721; Lagoanere, 571; Lagoanere & Cie., 571; Tracy and Tracy, 570–71; Lacoute & Co., 570–71; Silas Deane as, 583n; William Hodge as, 583 and n, 584; Joseph Gardoqui & Sons as, 583; John Ross as, 583n, 584

Privateers and Letters of Marque, Jamaica: Gayton, 318 and n, 536–37 and n

Privateers and Letters of Marque, Jersey, 721, 755; Bazeley Brigg, 497n; Defiance, 706 and n; Nancy, 771, 776, 777n, 780; Vulture, 786 and n

Privateers and Letters of Marque, New York Loyalists: commissions for, 415–16; crews of, reportedly impressed, 415–16; cruising off South Carolina coast, 415, 416n

Vessels: General House, 171 and n; George and Elizabeth, 361 and n, 415, 416n, 445, 446n; Loyal Subject, 150, 329 and n, 445, 446n; Tryon, 415, 416n, 445, 446n

Privateers and Letters of Marque, Scotland: Alexan- der, 318 and n; Nancy, 318 and n

Privateers and Letters of Marque, Tortola: at St. Thomas, 451; on misconduct of, 452; Rose, 152, 452, 453n

Privateers and Letters of Marque, French: arrival of, in Boston, 282; British capture, 766 and n; and Grenada, 94; ordnance of, 282; Vengeance, 559 and n

Prize Agents, American, at Nantes, France, 508; appointed by George Washington, 75, 76 and n; Silas Deane as, 583n; Joseph Gardoqui & Sons as, 583; William Hodge as, 583 and n, 584; Jackson, Tracy and Tracy, 570–71; Lacoutre & Co., 570–71; Michel Lagoanere, 571; Lagoanere & Cie., 571; John Ross as, 583, 584n

Prosperine, HMS: carries dispatches to Gibraltar, 572 and n; and intelligence concerning French fleet, 575; orders for, from Lords Commissioners of the Admiralty, 573 (Evelyn Sutton)

Protector, French Navy ship of the line: armament of, 100; building of, 169 and n; construction of, 160 and n, 259

Protector, Virginia Navy galley: and defense of Mobjack Bay, 250; cleaning of, 469; officer transfers from, 462n; operations of, 469; repair of, 469; station of, 250, 469; supplies for, 44, 250, 431; transports supplies, 66n, 6565 (John Thomas)

Prote, French Navy ship of the line: armament of, 549, 567; captain of, 567; cruising off Martinique, 55, 56; escorts British warships, 364; escorts convoy, 94 and n; and French territorial waters, 364; in Brest fleet, 549, 568; location of, 567; station of, 549 (Chevalier de Dampierre; Comte de Cherisey)

Provence, French Navy ship of the line: in first squadron, Toulon fleet, 568; sailing qualities of, 718, 719 (Chevalier de Champourcin)

Providance, La, Continental bateau, 12, 15n

Providence, Continental Navy frigate: advances for crew of, 71; armament of, 786; blankets for crew of, 104 and n; blockaded, 68 and n; carries newspapers to France, 68; and celebration of Franco-American alliance, 187; clothing for officers of, 652; crew of, complimented, 239; damage to, 239, 328, 786, 787; damage to, in chase, 786; dignity of officers of, 652; discipline in, 186; encounters Duchesse de Grammont, 786, 787n; engagement involving, 302–3, 328; escape of, 238–39, 253–54 and n, 299 and n, 302–3 and n, 328, 400, 480; escapes from Narragansett Bay, 7n; fitting out of, 47, 48n, 71, 104n; in France, 495, 496n; manning, 7, 71, 196, 786; Marine Committee wants it to get to sea, 39; naval stores from, 327; on survivability of, 189–90; ordered by Marine Committee to break out of Narragansett Bay, 42 and n; orders to, 186–87, 312, 400; ordnance manufactured for, 357 and n; prize crew from captured, 786, 787n; prize vessel to keep company with, 745; prizes captured by, 186–87; pursuit of by HMS Experiment, 786, 787n; refitting of, 786, 787; rigging of, 786; sailing of, 71, 83, 130 and n, 227; sailing speed of, 786; sinks unidentified tender, 302–3; size of crew of, 786; transfer of crew of, 299; whereabouts of, 328 and n; Whipple detailed in, 84; captures: Lord Grosvenor, 745, 786, 787 and n; recaptures: Lord Grosvenor, 786 (Abraham Whipple)

Officers of: to Abraham Whipple, 652, 776–77; from: Abraham Whipple, 771

Providence, Continental Navy sloop: armament of, 537; clothing furnished to, 315; controversy involving prize of, 465–66 and n; disbursements for, 315; and dispatches for France, 269, 270n, 278, 314; in second New Providence Expedition, 537 and n; whereabouts of, 314, 315n; captures: Mary, 169, 303, 465, 466n, 537 and n; recaptures: Tryall, 167 (John Peck Rathbun)

Providence, R.I.: blockaded, 786; brig built in, 692n; and celebration of Franco-American alliance, 187; Columbus sails from, 172, 312; Continental Navy ship at, 308; Continental Navy to procure cannon from, 47; escape of Warren from, 399; fireships at, 30; John Burroughs Hopkins in, 238–39, 253–54 and n, 299 and n; and pig iron, 83, 129–30; prize from, 297; resident of, dies, 239; road leading to, 314; ship brought into, 85; ship re-fitted at, 700; signal guns fired in, 444; troops dispatched from, 456

Providence Co., R.I., 429

Providence Gazette; and Country Journal 1778: 11 Apr., 85; 18 Apr., 41n, 154; 25 Apr., 187; 9 May, 302–3; 23 May, 429, 30 May, 483–84; on British raid on Bristol and Warren, R.I., 457n

Providence River, R.I.: British blockade of, 68n, 104, 787; Continental Navy ships in, 39, 41n, 400;
frigate *Provident* and, 68, 186; frigate *Provident* escapes from, 785, 787

Provisions: abundance of at Jamaica, 195; as cargo, 20, 22h, 49, 131, 144n, 178, 196, 207, 236, 248, 268, 289, 298, 323, 358, 362, 375, 389, 409, 446, 467, 478, 488, 521n, 697n, 702, 858, 860; bill for, 418; British army reportedly lack, 521; British operation to collect, 97; captured from Admiral *Kepel*, 159; *Caswell* lacks, 414; collection of, 97–98; Connecticut Navy borrows, 162; Continental Navy officers’ ration allowance of, 200; convoy brings to Philadelphia, 316; cost of, 419, 730; delay in schooner carrying, 435; destruction of, 49, 49n, 322, 331; disposal of, 327; distribution of, 303, 326, 327; due to war, 486; for army in Southern states, 337; for Boston, 500, 588, 663, 671, 690; for British Army enlistees, 133; for British naval squadron, 128; for Byron’s fleet, 644; for *Caswell*, 250, 414; for Continental Army, 359, 413; for Continental, 413; for Continental Navy, 427–73; for cruiser of privateer, 483n; for d’E斯塔ing’s fleet, 687; for *Deane*, 728–29, 735; for fleet going on expedition to St. Lucia, 407; for force of Carolina loyalist refugees, 213; for garrison at Ft. Tonyn and, 230; for armed galley of, in Maryland Navy, 164; for armed galley of, in Virginia Navy, 84; for retainers of squadron, 183; for *Leeward Island* station, 649; for French to furnish, 692–93; for British naval squadron, 128; transfer of, from victualler, 354; transpor-
INDEX

Rackley, Joseph.

Rainbow, —— (French merchant), 722

Radé, —— (French merchant), 722

Quebec, Canada, 122 and n, 453, 440n, 614n

Queen Anne’s Co., Md., 133n, 413, 450n

Queen’s Creek, Va., 423; and provisioning

Queenstown, Md., 132

Queen’s land, 255–56 and n; hospital on, 454

Quebec, Canada, 122 and n, 453, 440n, 614n

Quebec, Canada, 122 and n, 453, 440n, 614n

Quebec, Canada, 122 and n, 453, 440n, 614n

Quebec, Canada, 122 and n, 453, 440n, 614n

Quebec, Canada, 122 and n, 453, 440n, 614n

Queen of France, Continental Navy frigate [formerly

Quick’s Hole, Mass., 263, 303, 320 and n, 334 and

Quiberon Bay, France: American convoy and, 245,

Quiberon, France, 522, 779

Queesnoy de Saint Sauveur, Jean-Henri, Chevalier

Quelee, Henry (Continental Marines), 807, 815

Quick, John (Surgeon’s Mate, Continental Navy),

Queenstown, Md., 132

Queen’s land, 255–56 and n; hospital on, 454

Tyrannicide, —— (Captain John Adams)

Seal, —— (Continental Navy frigate)

Sally, 46n; and, 734; bottom of, 582; boy returns to,

Sally, 46n; and, 734; bottom of, 582; boy returns to,

Sally, 46n; and, 734; bottom of, 582; boy returns to,

Sally, 46n; and, 734; bottom of, 582; boy returns to,

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Sally, 46n; and, 734; bottom of, 582; boy returns to,

Sally, 46n; and, 734; bottom of, 582; boy returns to,
INDEX 967

594, 600, 605, 616–17, 643, 644, 647, 663, 664n, 677; capture of, in 1780, 754n; casualties aboard, 605, 759, 846, 852; combustibles used by, 597–99; construction of, 25 and n, 40, 41n, 425, 426n, 427n; and Cumbrae, 600, 604–5, 756; cutter of, 582, d’Orvilliers and, 527, 531, 533, 538–39, 542, 837, 855n; damage to, 847, 848; deception involving, 582; demonstrates vulnerability of English coastal towns, 758; description of, 582, 592; detains British fishing boat, 756; engagement with Drake, 600, 606, 617, 675–76, 747, 756, 758–60, 846–847, 848, 856n; flies British flags, 582, 839; flies Dutch flag, 839; flies French flag, 839; French assistance to, 592, 692–93; French naval escort for, 531–33, 533–34; John G. Frazer and Sinking, 575, 577; official account of cruise of, 747, 749n, 755–60; on probable course of, 605; on sailing qualities of, 575, 577; ordnance of, 427n, 582, 592, 605; and Patience, 708, 709m; position of, 587; prisoners captured by, 599, 677–78, 678, 707, 709–10, 738, 847, 855; prize agent for, 523, 524n, 689, 693 and n; prizes of, 523, 524n, 600, 605–6, 606, 665, 673, 678, 689, 701, 707, 709 and n, 747, 749n, 776, 782, 847, 849, 850, 851, 852, 853, 854, 855; provisioning of, 563–64, 748, 760, 854, 855; and raid on estate of Earl of Selkirk, 594, 595, 643, 644n, 704, 846, 855n; and raid on St. Mary’s, 758; John Roche relieved of command of, 40, 42n; and salute from d’Orvilliers, 527, 837; and Whitehaven raid, 589–90, 592, 595, 596, 597–99, 600, 643, 668, 677, 699, 700n, 757–58, 761n, 845, 854, 855n; reaction to cruize of, 707; refitting of, 692–93, 760, 837–838, 840, 855n; repair of, 748; report on cruise of, 700, 701n, 744, 755–60; rescue of crewman of, 837; sailing of, 787; Schweighauser and, 760, 761n; ships destroyed by, 677; supplying of: 541, 562–66; towing of, 532, 534; tops Drake, 678, 852; training of Continental Marines aboard, 838; unable to pass Ushant Island, 541, 542 and n; volunteers for service in, 710–11n; ward room, 837; David Wentworth Wendell serves with, 103n; Jonathan Williams, Jr., and prizes of, 523, 524n, 709 and n; captures: a brig, 600; Dolphin, 596, 756, 760n, 840, 855n; Drake, 600, 605, 606 and n, 668, 677, 680, 692, 707, 747, 758–59, 846–847; George, 523, 524n; Lord Chatham, 506, 597n, 613, 707, 756, 760n, 842; Patience, 605, 677, 678n, 759, 761n, 847, 856n; sinks: Dolphin, 677, 840, 855n; unnamed schooner, 677, 756, 843; unnamed sloop, 677, 756, 844 (John Paul Jones)

Alternations to: adjusting trim, 840; altering, mending, and replacing sails, 538, 837, 838, 840, 841, 848, 849, 856; ballast added, 538; careened, 526, 539, 837, 838; masts, 526; steward room added, 837; yards reduced, 538

Crew: advance of money for, 700, 748; advancement of, 755; clothing for, 562, 748, 760; com- position of, 582; heath of, 542, 838, 855n; morale of, 542; prize money for, 523, 748, 749n; recruitment of, 684; size of, 427n, 592, 600, 605; training of, 838

Movements: at Camaret, France, 538, 677; cruise of, 574, 576, 605, 617, 704, 747, 755–60, 839–53; cruise to France, 46; departs Brest, 573–74, 576, 596, 755; departs Camaret Bay, 532, 533–34, 538, 541, 542, 574, 576; location of, 526, 592, 672, 673; return to Brest of, 692–93, 853–54; runs aground, 532, 534; to Brest, France, 538, 542, 678, 707; to Camaret Bay, 526, 531, 533, 538, 542, 837

Officers: advancement of, 755; on officers of, 761, 776; shortage of, 678; and Thomas Simpson’s conduct, 750; tutoring for children of, 540; petition of, 782–83

Officers and crew: to John Paul Jones, 693

Supplies for; ammunition, 564; candles, 515; firewood, 515; lampblack, 515; military stores, 563, 854; musical instruments, 515; naval stores, 562–63; planks, 515; provisions, 515, 565–64

Ranger, E. Fla. privateer sloop: armament of, 80; forced service aboard, 153 and n; raid on Ocracoke Inlet by, 80, 81n; size of crew of, 80; captures: Bermudian sloop, 80; French brig, 80; unidentified brig, 231, 232n; unidentified schooner, 153 and n; burns; unidentified sloop, 153 (George Osborne)

Rankin, Andrew (Continental Marines), 804, 814

Ranson, Henry (seaman), 235

Rappahanock River, Va., 423, 860, 862

Ranson, Henry (Continental Marines), 804, 814

Rathe, John Peck (Capt., Continental Navy); and capture of New Providence, 537n; and capture of ship Mary, 40, 41n, 41n; and cargo of Mary, 465–66; delivers money, 214; and dispatches for France, 278; and libeling of Mary, 109; from: John Bradford, 465–66 (Providence)

Rathlin Island, Northern Ireland, 847, 856n

Rations: allowed Commodore of Pennsylvania Navy, 181 and n; candles as, 204; drawing of, 356; for Georgia Navy armed galley Congress, 100–1 and n, 101–2 and n; provisions as, 204; soap as, 204

Rattle Snake, South Carolina Navy armed schooner, 154–55 and n, 387 (John Drew; James Woodhouse)

Rattle Snake, Massachusetts privateer sloop, 123 (Joshua Stone)

Rattle Snake, Pennsylvania privateer ship, 143; captures: tender of HMS Bristol, 143, 145n (David McCulloch)

Raven, HM ship-rigged sloop-of-war: Journal, 200, 269, 274–75; attempt by boats of, to capture American armed galley, 200n; capture of tender of, 268; engages American armed boats, 200; and Connecticut privateer boats, 274–75; location of, 268; ordnance of tender of, 268; repairs to, 200; station of, 412 and n (John Stanhope)
INDEX

Raynor, John (Capt., RN), 51; from: Benjamin Caldwell, 270–71, 430 (Issis)
Read, George (Speaker, Delaware Council), 407
Read, James (Paymaster, Continental Navy Board of Middle Dept.): appointed, 40, 64, 65n
Read, Thomas (Capt., Continental Navy): command of, 473; and hemp for rigging, 368; receives cannon for Baltimore, 7; and tobacco for France, 473; from: Continental Marine Committee, 167 (Baltimore)
Read, William (seaman), 217
Reading, Pa., 175
Reals, César-Henri de Boscal, Comte de (Capitaine de vaisseau, French Navy), 549 (Palmier)
Reaston, Thomas (merchant at Kingston upon Hull, England), 409n
Rebecca, brigantine: captured by Ottey, 861
Rebecca [Morris], British letter of marque ship, 9, 13n; armament of, 108; arming of, 287–88, 290n; captured by Willing expedition, 107, 108, 110n, 244; Gálvez and, 107, 109; held at New Orleans, 107; negotiations concerning status of, 107; renamed Morris, 289; restoration of, to British own, 289; 564, 723, 725, 727
Rebecca, sloop: captured by Lizard, 858 (John Forbes)
Rebecca, East Florida Provincial armed sloop: abandoned, 290; and advance of Georgia galleys, 128, 136, 212, 213n; armament of, 250; capture of, 138, 139, 139n, 212, 213n, 230, 265, 362 and n, 363n, 456; crew of, return to St. John’s River, 139; location of, 128; on Americans manning, 251; part of Jordan’s flotilla, 127–29, 250; and planned attack on Sunbury, Ga., 265; and protection of East Florida, 362–63; provisions for, 127; captures (with Hinchinbrook): Betsy, 858; Hope, 265n, 858 (John Mowbray)
Reconciliation, Act of, 786
Recottillon/Recottillon, —— (French merchant), 564, 725, 725, 727
Recovery, sloop: captured by Phoenix, 859 (Ephraim Paynter)
Red Bank, N.J., 222, 223n, 392, 393n
Reddoll, Ambrose (Capt., RN), 71, 73n, 95 (Grambus)
Redeaux, Charles (Seaman, Continental Navy), 802
Redfield, Frederick (surgeon’s mate), 234
Red Lion Creek, Del., 51, 52n
Redman, Benjamin (Seaman, Continental Navy; Continental Marines), 798, 813
Red River, 324
Reed, schooner, 33, 64 (James Donavan)
Reed, Benjamin (Lt., Continental Navy), 50; John Adams on, 619, 620n; as Boston’s first lieutenant, 671 and n; and burial of Peter Cavey, 690, 691n; health of, 670 and n; and plot to seize Boston, 764 and n; rank of, 619; sends regards, 670 and n
Reed, Charles, 419
Reed, Richard (attorney), 115 and n
Reedy Island, Del., 397–8, 369 and n
Reedy Point, Del., 51
Réfléchi, brig: captured by Perseus, 859, 863n (François Coitard)
Réfléchi, French Navy ship of the line: armament of, 549; part of the Brest fleet, 549 (Comte de Cillart de Souville)
Register, Ship’s, 512, 513
Reid’s Bluff, Ga., 435
Reine Blanche, brig: captured by Carysfort and Lizard, 858 (Pierre Levant)
Reis, Jacob, 8n
Renard, French Navy xebec, 569
Renaud, snow: captured by Glasgow, 21–22n
Renik, ——, 565
Renoûmé, French Navy frigate, 568 (Marquis de Verdun de la Grenne)
Rentout, Francis (merchant at Caracao), 859
Renown, HM frigate, 172, 202, 424 and n (John Botham; George Dawson)
Reo, François (Continental Navy), 805
Reprisal, Massachusetts privateer brigantine, 237, 238 and n, 808n; captured by Unicorn, 217–18, 219n, 255n (James Brown)
Reprisal, American privateer schooner: captures: Dispatch, 20, 21n, 93, 94n, 244, 245n (Joseph Calvert)
Reprisal, Continental Navy ship, 65 and n, 614, 615n; captures (with Lexington and Dolphin): Peggy, 394, 395n (Lambert Wickes)
Requin, French Navy xebec, 569 (Baron de Barbazon)
Resistance, Continental Navy brigantine: armament of, 186, 210; arrives at Martinique, 59, 60, 62; and Boston, 259, 261 and n, 283 and n; command of, 315, 489; engagement of, with Gironville, 60–61 and n, 60 and n, 62 and n, 210 and n, 283, 291, 294n, 314, 315n; escapes capture, 250; letters carried in, 411; smallpox among crew of, 259; transports crewmen from Alfred, 350; voyage of, 259; captures: Mermaid, 343n; Sally, 186 and n; unidentified schooner, 60; unidentified sloop, 60 (William Leeds; Samuel Chew)
Résolution, French Navy frigate, 568 (Chevalier de Pontevès Gien)
Retaliation, Pennsylvania privateer brig, 395n (George Ord)
Retaliation, Connecticut privateer schooner: captures (with Fissey): Liverpool, 390 and n; True Love, 390 and n (Asa Fuller)
Revell/Ravell, John (Capt.), 465n (Warren)
Revenge, Continental Navy cutter: as Continental Navy vessel, 536; as target of British Navy, 571 and n; and Cadiz, Spain, 682 and n; and Corrana, Spain, 682, 698, 743n; captured crewmen enroll in, 659; Continental Congress and encouragement for crew of, 536; crew and officers of, and disposition of Henrica Sophia, 788; crew of, and prize money, 702; crewmen from taken prisoner, 674 and n; cruise of, 583; disposition of prizes of, 525, 526n; ethnicity of officers of, 659, 660n; expelled from Spain, 525, 743n; fitting out of, 521; fraudulent sailing of, 580n; French marines said to be onboard, 659; jailing of prize crew from, 641, 642, 711, 712; location of, 571; manning of, 521, 536,
Rhode Island State Troops: at Bristol, R.I., 444, Rhode Island State Artillery, 187, 188n
Rhode Island Militia: and British raid on Warren Rhode Island General Assembly, 301
Rhode Island Council of War: and exchange of Rhode Island (state): American prisoners of war Rhode Island (island) [now Aquidneck Island], 59, Rhode, Stephen (Private, Willing Expedition), 325
Reynolds, John (Seaman, RN), 92
Reward,
Revere, Paul (Lt. Col., Massachusetts State troops), 446n
Revenge,
Revenge,
Revenge,
Revis, 456; Regiments: Second, 283n, 444, 445n,
Rhode, Stephen (Private, Willing Expedition), 325
Reynolds, John (Seaman, RN), 92
Reward,
Revere, Paul (Lt. Col., Massachusetts State troops), 446n
Revenge,
Revenge,
Revenge, 178; captures: Betsey, 521 and n, 525, 526n, 659; Black Prince, 521 and n; Carbonera, 702, 703n; Countess of Morton, 702, 703n; Fancy, 521 and n, 525, 526n, 659; Gracieus, 521 and n, 641, 642, 643n; Henrica Sophia, 788 and n; Hope, 521 and n, 525, 526n, 536; Maria, 682, 702, 703n; Peace & Harmony, 410 and n, 521 and n, 525, 526n, 659; Prince of Orange, 659, 660n; Tidley, 625 and n, 702, 703n; burns: Enterprise’s tender, 521 and n, 525, 526n, 536 and n (Gustavus Conyngham)
Revenge, South Carolina Navy galley: captures: Glasgow Packet, 39n (Thomas Pickering)
Revenge, Connecticut privateer sloop: departure of, from Massachusetts, 178; refitting of, 178; captures (with American Revenue): Lovely Lass, 14 and n, 178, 179n, 283; Elenor, 184; Sir Harry, 184; Central squadron at, in 1776, 23; convoy from, 228; prize sent into, 150n; Viscount Howe and, 171; Viscount Howe on relocating from, 171 Rhode Island (state): American prisoners of war and, 306; and Springfield convention, 438n; command of Continental troops in, 188n; confiscation of loyalist property in, 190, 191n; loss of military stores of, 458; on neglect of, 190; on situation of, and appointment of John Sullivan, 190; outward-bound vessels, 125, 207, 696, 699; prizes sent into, 328; support of, 458 Rhode Island Council of War: and exchange of prisoners of war, 161, 315; and supplying American prisoners of war, 187; and transfer of armed galleys to Continental service, 254; examination of loyalist by, 191n; Resolves, 161; to: Charles Waller, 104 Rhode Island General Assembly, 301 Rhode Island Militia: and British raid on Warren and Bristol, R.I., 442–44; and celebration of Franco-American alliance, 187 Rhode Island State Artillery, 187, 188n Rhode Island State Troops: at Bristol, R.I., 444, 445n; and British raid on Bristol and Warren, R.I., 456; Regiments: Second, 283n, 444, 445n, 456; Stanton’s, 187n Ribiers, Louis-Joseph, Chevalier de (Lt. de vaisseau, French Navy), 626, 633, 640n Rice: as cargo, 15n, 35n, 36n, 44, 102, 153, 171, 184, 207, 231, 232n, 394, 409, 447, 484, 666, 667, 668n, 672, 679, 690 and n, 696, 706, 721, 822, 825, 858; as trading commodity, 28; destruction of, 537; for Samuel Elbert’s command, 178; Georgia Navy galley and, 178; Providence captures, 537; sale of, in Martinique, 184; shipment of, to West Indies, 209; supply of, and Continental Army, 65 Rice, John (Capt., Pennsylvania Navy), 447n Richards, ———, 827 Richards, George (Clerk, Continental Navy), 771n, 777 Richards, John: appointment of, as lieutenant, Virginia Navy, 106 Richards, John (seaman, Reed), 33 Richards, Peter (Prize Master), 217 Richardson, ——— (Capt.), 133 (Oliver Cromwell) Richardson, Archibald (Asst. Virginia State Agent), 203 and n Richardson, James (Seaman, Continental Navy), 122, 795, 812 Richardson, Robert (Master), 31n (Adventure) Richardson, Robert (Capt.), 439, 440n, 464, 465n (Terrible Creature) Richardson, Thomas (Capt., Continental Commissary): from: Maryland Council, 386 Richardson, William (Master), 700n (Woodcock) Richie, schooner: captured by Hind, 272 (Adams) Richmond, HM frigate: and blockade of Chesapeake Bay, 279, 280n; and capture of Virginia, 202n; departure of, from Chesapeake Bay, 370; joins Emerald, 98; operational instructions for, 279, 280n; protects British victualler, 183; pursues ships, 98; station of, 198, 199n; to lay in Hampton Road, 183; captures: Alexandrine, 861; Besquease, 329 and n; Good Hope, 27 and n, 861; unidentified sloop, 329n; unnamed sloop, 861; captures (with Senegal): Hecto, 27 and n; captures (with Solebay): Lydia, 27 and n, 861; burns: Moresby, 861; destroys: unnamed sloops and schooners, 861 (John Lewis Gidion) Ridley, James (Capt.), 446n (George and Elizabeth) Ridley, Matthew (British merchant), 739–40 and n to: Arthur Lee, 739–40 and n Riga, Latvia, 617 Riley, Eliphalet (Master), 446n (Litchfield) Rims of Galloway, Scotland, 600n Riou, Pierre (Royal Interpreter at Brest): as prize agent, 602–63 and n, 693 and n; John Paul Jones on, 693n and prize ship Lord Chatham, 662–63; punishment of, 684; recruiting by, for Ranger, 684; reprimand of, 684; supplies prize crew, 663 Ripley, John (seaman), 234 Risdon, G. (British merchant), 669 Rising Empire, Massachusetts State prison ship: boat for, 380 and n; naval stores for, 273, 274n, 334; whereabouts of, 274n (William McClure) Rising Sun, sloop captured by Hotham and Solebay’s tender, 341n, 340 and n, 445, 446n (George Rowan/Roan)
Ritchie, Robert (merchant at Philadelphia), 523
Rival, Massachusetts privateer snow, 465n (William Ross)
Riviereau, —— (French merchant), 723
Rivett, Captain— (British naval officer), 275
Rivett, John (Lieut., British Navy), 460n, 569
Rivett, William (captain, British Navy), 460n
Rivett, —— (master, British Navy), 460n
Roberts, William (merchant at Nansimond, Va.), 276
Roberts, Timothy (boy), 216
Roberts, John Carr (Carpenter’s Crew, Continental Navy)
Roberts, James (ship owner at Liverpool, England), 358
Roberts, George (Private, Continental Marines), 389
Roberts, James (ship owner at Liverpool, England), 144n
Roberts, John Carr (Carpenter’s Crew, Continental Navy), 500
Roberts, John (ship owner at Liverpool, England), 144n
Roberts, Richard (Master), 822, 829n
Roberts, Timothy (boy), 216
Roberts, William (merchant at Nansimond, Va.), 861
Robertson, Alexander (Capt., British Army), 49
Robertson, Robert (Seaman, Continental Navy), 799
Robien, —— (ship owner), 463n
Robien, —— (ship owner), 463n
Robin Gray (African king), 824
Robien, —— (ship owner), 463n
Robert, —— (French blacksmith), 563
Roche, J. (served with Deane), 733
Roche [Roach], John (Capt., Continental Navy): command for, 146 and n; 489; lieutenant for, 489; money paid to, 426n; on situation of, 489; paying off of, 40–41, 41–42n, 146 and n; wages of, 40–41, 41–42n, 273 and n
Rochebernard, France, 834
Rochecourault, Etienne-Pierre, Vicomte de (Chef d’escadre, French Navy), 549 (Duc-de-Bourgogne)
Rochefort, France, 342, 398, 475, 476n
Rochel, John (Master Joiner, South Quay Shipyard), 80
Rock of Elser. See Ailsa Craig, Scotland
Rock of Eliza. See Ailsa Craig, Scotland
Roderique Hortalez & Co. (French firm), 198n, 310, 311n, 344 and n
Rodier, Sieur (Brest wigmaker), 684
Rodeney, Caesar (Gov., Delaware): and captured seamen, 34n, 135; and dispersal of Loyalist force, 379n; and disposition of prize and its cargo, 34n, 286; on value of prize, 250n; to: John Dagworthy, 286; from: John Dagworthy, 135
Roebuck, HMS: and flag of Viscount Howe, 382n; crewmen of, captured, 33, 34n; and themiscaniza, 389n; and disposition of prize and its cargo, 34n, 286; on value of prize, 250n
Rochefort, France, 40–41, 41–42n, 146 and n; on abilities of, 337; on British defense, 33, 34n, 63–64 and n; captures (with Perseus): Defense, 232n (Andrew Snape Hamond)
Rogers & Co. (Bristol, Eng., merchant firm), 354–55 and n, 861 (Shore)
Rogers, John (Master): from: Maryland Council, 396 (General Smallwood)
Rogers, Matthew (Seaman, RN), 179
Rogers, Thomas (seaman), 233
Rogers, William (Capt.), 471n, 700 and n (General Washington)
Rogers & Allen (Cape Ann, Mass., merchant firm), 859
Rogers & Co. (Bristol, Eng., merchant firm), 354–55 and n, 861 (Shore)
Rogers, James (merchant at Charleston, S.C.), 134n, 391n; encounters Winchelsea, 502; size of crew of, 391n; tonnage of, 391n; captures: Dolphin, 134, 171 and n; Friendship, 391 and n; Patriarch Jacob, 329 and n; Speedwell, 329 and n (James Duncan)
Rose, Abraham (Sailing Master, RN), 15n, 22n (Lady Parker)
Rose, Alexander (merchant at Boston), 262n, 391n
Rose, Alexander (merchant at Charleston, S.C.), 404 and n
Ropewalk, 80
Rose, Tortola privateer sloop, 452, 453n; captures: Splatt, 152 (John Adams; James Ledlar)
Rose, British letter of marque ship: armament of, 134n, 391n; encounters Winchelsea, 502; size of crew of, 391n; tonnage of, 391n; captures: Dolphin, 134, 171 and n; Friendship, 391 and n; Patriarch Jacob, 329 and n; Speedwell, 329 and n (James Duncan)
Rose, John (Capt.)
Chesapeake Bay, 183; leaves Hampton, Va., 201; prisoners of war transported by, 229, 354–55 and n; pursues French ship, 224, 225n; pursues ships, 98; sails for New York, 183, 229; station of, 201n; tender of, and capture of unidentified polacca, 98, 99n; whereabouts of, 306; captures: Adventure, 861; Arc en Ciel, 27 and n; Defiance, 355n; Duke of Grafton, 861; Hauke, 861; Holt, 861; Jean André, 27 and n, 861; Shore, 355n; Virginia, 91n; captures (with Emerald): Alexandre, 296; captures (with Otter): Fortune, 861; captures (with Solebay): Vicomte de Veaux, 27 and n, 861; recaptures (with Otter): Fortune, 27 and n; burns: Defiance, 861; Petit Camarade, 861; Shore, 861; unnamed schooner, 861; destroys: Arc en Ciel, 861 (Richard Onslow)

St. Ann, schooner: captured by Lizard and Galatas, 859 (Frederick Dewitt)

St. Augustine, E. Fla.: fort at, 363; inward-bound vessels, 35n; French snow: captured by Chimère, 207 and n; French snow: burned by Ariel, 398 and n

St. John, New Brunswick, 137–38 and n, 160, 347–48 and n

St. John’s, Antigua, 35n, 136, 424

St. John’s, Newfoundland, 409, 494, 512, 513, 517, 518

St. John’s Island, Nova Scotia. See Prince Edward Island, Nova Scotia

St. John’s River, E. Fla.: British force advances as far as, 230; fortification on, 232n; prize sent to, 858; settlements on, 212; South Carolina Loyalist regiment and, 231, 232n

St. Kitts. See St. Christopher

St. Lawrence, Newfoundland, 494 and n

St. Louis, schooner, 468 and n (George Ross)

St. Lucia, Jamaica, 143

St. Malo, France, 510, 575, 577, 697n, 769, 770, 834, 862

St. Martin [Sint Maarten], Dutch/French West Indies, 207, 248n, 603

St. Mary, Scotland, 594, 675, 758

St. Mary’s Co., Md., 468, 862

St. Mary’s River, E. Fla., 81n, 230, 232n, 265, 435

St. Mathieu, France, 839

St. Mathieu Point, France, 574, 576

Saint-Michel, French Navy ship of the line, 549 (Comte de Mihon de Genouilly)

St. Peter, American privateer ship, 775n (Samuel Chace, Jr.)

St. Pierre, Martinique, 40, 375, 376, 696; American merchantmen protected in convoys from, 54, 56, 58n; American privateers ordered to anchor in galleys roadstead of harbor of, 15–16; American warships at, 60; convoy, 53, 54, 56, 94; harbor full of American privateers, 55, 57; inward-bound vessels, 359, 360n; Lion at, 697n

St. Pierre and Miquelon Is., French North America, 409 and n, 651, 862

Saint-Sauveur, Grégorie Le Henault de (Lieutenant de vaisseau, French Navy), 558n

St. Simons Island, Ga., 467, 862

St. Simons Sound, Ga., 363n

St. Thomas, Danish West Indies, 58n; court session held at, 451; custom house at, 451; inward-bound vessels, 862; outward-bound vessels, 858, 860; privateering and, 451

St. Vincent, British West Indies, 648, 774

St. Vincent, Cape [São Vicente, Cabo de], Portugal, 572, 573

Saintes, Îles de, French West Indies, 364

Sakonnet Passage [Eastern Passage], R.I, 304 and n, 334n, 366 and n, 444, 445n, 459 and n, 472 and n; American brig run ashore in, 72, 73n;
British expedition and, 403; British ships stationed in, 72, 253, 254n; Pigot stationed in, 381 and n
Sakonnet Point, R.I., 334 and n
Sakonnet River, 200
Saltmander, Pennsylvania Navy Guard Boat, 241 (Charles Lawrence)
Salem, Mass.: crewman In Raleigh from, 803; and crews of privateers, 464; inward-bound vessels, 236, 237n; prisoners of war bring seized cartel ship to, 95; privateer at, 261; privateer captain from, 246n; privateers from, 5, 123, 133, 137n, 180, 208, 297n, 351n, 453, 695; prizes arrive at, 123
Salem, N.H., 798, 809n
Salem Furnace, Salisbury, Conn., 47, 48n
Sally, brig: captured by Glasgow, 39 and n
Sally, brig: captured by Raisonable and Diamond, 466 and n, 482; recaptured by Marlborough, 482, 483n (Thomas Clouston)
Sally, brigantine: captured by Wesford, 439, 440n (George LINUS)
Sally, brigantine: burned by Hammond, 361, 448n; captured by Raleigh and Alfred, 46n, 361, 448 and n (Edward Marshall)
Sally, schooner: captured by Resistance, 186 and n; in company with Cabot, 196; recaptured by Cabot and Arbuthnot, 186 and n
Sally, schooner: as prize vessel, 819–21, 822, 829n; captured by Marlborough, 819, 829n; returned to master, 821, 823, 829n (William Moore)
Sally, British transport ship, 193n
Sally, ship: captured by Bristol, 218, 219n (James JefFerys)
Sally, British letter of marque ship, 660 and n (Samuel Smith)
Sally, Rhode Island privateer sloop, 127 and n; captures: Louisia, 483, 484n (Lemuel Bishop)
Sally, sloop: captured by Phoenix, 859 (Luther Burges)
Sally, sloop: captured by Hotham, 248n (Jeremiah Hagerty)
Sally, sloop: captured by Phoenix, 859 (John Patterson)
Sally, British letter of marque sloop, 644 and n; captures: unnamed vessel, 644; destroys: unnamed privateer, 644 (Wilkinson)
Salmon, John (seaman), 234
Salt: as ballast, 385; as cargo, 21n, 27, 69, 80, 99n, 116, 120n, 123, 151, 152, 186n, 196n, 219n, 226n, 248, 248n, 261, 280n, 302, 341, 341n, 346n, 355, 361, 365n, 377n, 385, 391, 396, 400, 415, 429, 445, 446, 448n, 463n, 467, 698, 699, 702, 721, 808, 822; John Bradford and sale of, 410; cargo of, saved, 448n; destroyed by British at Squam [Manasquan] Inlet, 48–49, 49, 49n, 49n, 74; for Samuel Elbert’s command, 178; for Virginia Navy, 44; Georgia Navy galley and, 178; needed for Continental Army, 62n; purchase of, 448; storage of, 448; use of, as preservative, 448
Salt works: destruction of, 48–49, 49, 49n, 74, 303
Saltonstall, Dudley (Capt., Continental Navy); and capture of: Industry, 62–63; two-mast boat (Fordham), 62–63; two-mast boat (Joseph Vail), 62–63; cash paid to, 418, 420n; Continental Navy appointment of, 151–52 and n; and courts-martial, 295; and getting Trumbull over sandbar, 31n; ordered to Boston, 295; and return of chartered sloop, 284; and returns, 295; to Barnabas Deane, 284; from: Continental Navy Board of the Eastern Dept., 295 (Trumbull)
Saltonstall, Joseph L. (seaman), 235
Saltonstall, Nathaniel (First Lt.), 233
Saltonstall, Winthrop (Register, New London Co. Maritime Court), 62–63, 404
Salutes: American warships and exchange of, 527, 555; on rules concerning, 612–13
Salvett, Louis-Alexis Perier, Comte de (Capitaine de vaisseau, French Navy), 557, 558 and n, 640n
Salvert, Louis-Alexis Perier, Comte de (Capitaine de vaisseau, French Navy), 557, 558 and n, 640n
Sampson, —— (Capt.)
Sampson, —— (Capt., Massachusetts Navy); action at: Sandy Hook, 179; New York, 180, 208, 297n, 351n, 453, 695; prizes arrive at, 123
Samson, Simeon (Capt., Massachusetts Navy): action at: Sandy Hook, 179; New York, 180, 208, 297n, 351n, 453, 695; prizes arrive at, 123
Sanborn, Abraham, 257
Sands, Ray (Lt. Col., Rhode Island Militia), 327, 328n, 459 and n
Sanders, —— (served with Deane), 732
Sands, Ray (Lt. Col., Rhode Island Militia), 327, 328n, 459 and n
Sandwich, Lord [John Montagu, 4th Earl of Sandwich] (First Lord of the Admiralty): as Lord Commissioner of the Admiralty, 572; and British Navy attack on d’Estaing’s fleet, 594, 618, 646; and Byron’s fleet wintering abroad, 624, 644; and command of reinforcements sailing to North America, 623, 624; and defense of English home waters, 593–94, 614, 618, 652; and destination of d’Estaing’s fleet, 593, 624, 644; and efforts of, fitting out Channel fleet, 623, 624; and intelligence concerning d’Estaing’s fleet, 593, 614, 617–18, 652; and intercepting ship with supplies for United States, 836n; on lack of available frigates, 651–52; and sailing of Byron’s fleet, 623, 624 and n, 644–46, 651–52 and n, 674n; and getting ships from Portsmouth, 624 and n, 646; to Lord George Germain, 651–52; Augustus Keppel, 614; Philip Stephens, 644–46; from: George III, 617–18, 623; Lord North, 593–94, 624, 673–74; Philip Stephens, 624
Sandy Hook, N.J.: bar at, 171; British expedition and, 48–49 and n; Byron’s fleet and, 705, 706n; Eagle departs from, 131; outward-bound vessels, 85; Viscount Howe at, 173, 305; Viscount Howe’s departure from, 306
INDEX

Sano, Peter (Seaman, Continental Navy), 807, 816
San Sebastián, Spain: prize brought into, 512, 513, 529, 641, 642, 714n
Sansum, Philip (Virginia Recruiting Officer), 361 and n
Santa Maria, sloop: captured by Carysfort and Lizard, 838 (James Spencer)
Santa Teresa, Spanish packet, 12, 13n
Santander, Spain, 512, 513–14
Santé River, S.C., 858
Santo Domingo (Spanish West Indies), 478
São Miguel Island, 659, 660n
Santoña, Spain, 512, 513–14, 717–19, 719–20; Chevalier de Bernard de Comte d'Estaing, 557–58, 558, 714–15, 715, 716, 717; and treatment of injured workman, 716, 717; and British prisoners
Saratoga, Maryland privateer brig, 242, 474n (Alexander Murray)
Sardine, French Navy corvette, 569 (Chevalier de Villages)
Sargent, Paul Dudley (resident of Whitehaven, England), 37n, 61–62, 424n
Sargent, John (resident, Placentia, Newfoundland), 34, 44, 360–61 and n (Manley)
Sargent, William (Capt., Virginia Navy), 34, 44, 478; to: American Commissioners in France, 349; William and Godfrey Hutchinson, 356–57; from: Thomas Smith, 99–100
Savage, Thomas (Capt.; Member, South Carolina Navy Board), 230, 232n
Savannah, Ga.: arrival of South Carolina Navy armed galley at, 265; Elbert's detachment marches from, 81; fire at, 45 and n; galley stationed at, 43; outward-bound vessels, 679; pilot boat based in, 858; prize captured off, 858; provisions reportedly sent to Georgia backcountry from, 231; transporting supplies to, 265
Savory, —— (Master), 153
Saybrook, Conn., 200, 352
Saybrook Bar, Conn., 31n
Scallon, W. (Seaman, Continental Navy), 788
Scoring, HM frigate, 347, 348n; Journal, 36; captures: Abigail, 36 and n (Andrew Barkley)
Scates, John (Seaman, Continental Navy; Cpl., Continental Marines), 799, 813, 814
Scates, Joshua (Continental Marines), 799
Schoultz, John (merchant at Lunenburg, Germany), 186n
Schuyler, Philip (New York Delegate to Continental Congress; Maj. Gen., Continental Army), 192, 193n, 368n
Schuykill River, Pa., 189 and n, 249, 460, 467
Schweighauser, Jean-Daniel (Continental Commercial Agent, Brittany Region, France): appointment of, as commercial agent, 524n, 689, 699 and n, 690n; as William Lee's representative, 689 and n; authority of, 708, 709n; and blankets for Deane, 726; and cargo of lead, 479n; John Paul Jones and, 748; on character of, 689; and prizes, 689, 708; and Ranger, 562, 689, 708, 748, 760, 761n; shipment of tobacco and, 473, 474n; and Jonathan Williams, Jr., 524n, 708, 709n; to: John Paul Jones, 689; from: Arthur Lee, 508
Scilly Islands, England, 756
Scollay, John, 479
Scorpio, HM ship-rigged sloop-of-war: Journal, 220, 228, 366; assists plundered vessel, 366; operations involving, 220, 228, 366 and n; repairs to, 366; station of, 412 and n (Philip Browne)
Scotland: men from, aboard Raleigh, 805; outward-bound vessels, 483; reports in, concerning cruise of Ranger, 744; ship built in, 440n; Thetis sails along coast of, 617, 663
Scott, —— (Capt.), 720–21
Scott, Charles (Continental Marines), 732
Scott, George (Seaman, Georgia Navy), 100, 101
Scott, Michael (Seaman, Maryland Navy), 354
Scott, William (Master), 695, 696n (Widdel)
Scranton, Noah (captain of the hold), 233
Screven, James (Brig. Gen., Georgia Militia), 45 and n, 102n
INDEX

INDEX 975

Senegal, William (seaman), 216
Scudder, Nathaniel (New Jersey Delegate to the Continental Congress), 220
Scull, William (Capt., Continental Army), 337, 338n
Sea Flower, schooner: captured by Unicorn, 219 and n (Joseph Joy)
Seafarer, schooner: captured by Congress, 199 (Joseph Wheeler)
Sea-Flower, schooner: captured by Mifflin, 404 (Isaac Seidmore)
Sea-Flower, sloop: captured by Beaver, 358 and n, 404 (George Webster)
Seaford, HM frigate, 58; Journal, 194, 333; assigned to Leeward Island station, 650; chases Defence, 333 and n; chases Oliver Cromwell, 332–33, 333 and n; operations of, 194, 333; pursues American privateer, 683; rate of, 650; captures: Betsey, 194 and n; General Washington, 70n; Hampden, 150 and n, 695, 696n; recaptures: Free Briton, 683 and n (John Colpoys)
Seamen: American: difficulty in finding, 439; exercising of, 183, 184n; guarding Cape Charles, 183; to join Howe’s army, 133 and n; station of, 183, 198; to from Chesapeake Bay, 370; and recruits for of as prisoners of war, 543; on wages of, 439; change of, 543; on capture of, 543; on treatment of as prisoners of war, 543; on wages of, 439; French: return of, from United States, 324–25
Searle, James (merchant at Philadelphia), 430–31
Scull, William (Capt., Continental Army), 337, 338n
Sheftall, Mordecai (Georgia Assistant Deputy Commissary General of Issues), 100, 102n, 204
Shelton, Alexander (seaman), 217, 237, 254, 255n
Sheffield, John (Carpenter’s Mate), 234
Sheffall, Mordecai (Georgia Assistant Deputy Commissary General of Issues), 100, 102n, 204
Sealers, Tobias (Continental Marines), 792
Sellman, J. (Lt.), 149
Senegal, HM ship-rigged sloop-of-war: and capture of Virginia, 20n; command of, 552; departure of, from Chesapeake Bay, 370; and recruits for Howe’s army, 133 and n; station of, 183, 198; to guard Cape Charles, 183; to join Otter, 183; watering of, 183, 184n; captures: Louisa Ulrica [Louisa Udrique], 27 and n, 861; captures (with Richmond): Hector, 27 and n, 861; burns: Tonnerre, 27 and n, 861 (Anthony James Pye Molloy)
Senegal, Africa, 46n, 69, 680n, 682 and n
Sensible, French Navy frigate: armament of, 568; arrival of, in America, 266 and n; carries Simeon Deane to America, 131, 200 and n; departure of, from Casco Bay, 121; in Brest fleet, 568; intelligence sent via, 121; location of, 568 (Chevalier de Marigny)
Sensible, ship, 287 (Jean Vincent)
Sein, French Navy corvette, 568
Serle, Ambrose (Private Secretary to Vice Adm. Howe), 49–50, 338; Journal, 49–50, 338
Serringer, Joseph (Drummer, Continental Navy), 793
Sestora, —— (Capt.), 149
Seth Jenkins & Co. (Nantucket merchant firm), 859
Seye, Aaron (seaman), 216
Setchel/Setchels, Jonathan (boatswain’s mate), 234, 419
Shaw, George (Seaman, Continental Navy; Continental Marines), 122, 803, 813
Shaw, Nathaniel, Jr. (Continental Agent, Connecticut): accounts of, 60, 61, 319–20, 418–20; ammunition for, 429; and American Revenue, 14; and ammunition for Trumbull, 402; as ship owner, 14, 125n, 149, 161, 178, 179n, 239n, 328; and General Putnam, 117 and n, 160, 239n; and goods imported on Continental account, 59–60 and n, 149; and John Lamb, 59–60 and n, 61; Marine Committee sends funds to, 39; money drawn on or by, 6, 490; money owed to, 179 and n, 226–27; on debts owed to, 226–27; on debts owing to, 179 and n, 226–27; on debts owed to, 14, 226, 227; purchases of, or made for, 6, 117, 160, 263, 402; and receipt, 402; and Trumbull, 149, 263, 402; to: Continental Navy Board of the Eastern Dept., 263–64; Andrew Perkins, 117; Jonathan Trumbull, 124; from: Thomas Allon, 403–4; John Bradford, 59–60; Samuel Cardoll, 259; Samuel Champlin, Jr., 14; John Lamb, 149, 328; Patrick Moore, 178–79; Isaac Sears, 6; Josiah Waters, 60–61, 160–61, 214–15, 226–27
Shaw, Thomas (Seaman, Continental Navy), 792
Sheffield, John (Carpenter’s Mate), 234
Shelton, Mordecai (Georgia Assistant Deputy Commissary General of Issues), 100, 102n, 204
Sheldan, Alexander (seaman), 217, 237, 254, 255n
Shelly, Reuben (seaman), 235
Shebick, Isaac (resident of Whitehaven, England),
commander of **Defence**, 428, 429n; and capture of **Ceres and Admiral Koeppe**, 469–70 and n; dispatches of, 433 and n; on conduct of, 410 and n; on his relations with Timothy Parker, 155, 156n; on humanity of, 428; releases prisoners, 145; **to:** Jonathan Trumbull, 157 (**Defence**)

Smith, Agrippa (seaman), 234

Smith, Burrel (seaman), 234

Smith, Daniel (Continental Marines), 801, 814

Smith, David (Seaman, Continental Navy), 590

Smith, Edward (Lt. Col., British Army), 580n

Smith, Elias (Capt.), 465n (**Black Prince**)

Smith, Hugh (Master), 130n, 206 (**Nancy**)

Smith, Isaac (merchant at Boston), 75, 76 and n, 898; **from:** Continental Marine Committee, 76

Smith, Isabella (Capt.), 60

Smith, Jabez (Lt., Continental Marines), 259, 260n

Smith, Jacob, 258

Smith, James (Seaman, RN), 497

Smith, James (Seaman, Continental Navy), 702

Smith, James (Seaman, Maryland Navy), 353

Smith, James (Master), 358n, 404 (**Jacob**)

Smith, Jesse (Pvt., Continental Army), 102

Smith, Jesse (seaman), 234

Smith, John (Capt.), 297n (**Civil Usage**)

Smith, Joseph (Capt.), 85 (**Victory**)

Smith, Josiah (seaman), 234

Smith, Josiah (Surgeon, Continental Navy), 788 and n

Smith, Josiah (Commissioner, South Carolina Navy Board), 177, 387

Smith, Lemuell (seaman), 235

Smith, Nathaniel (Maj., Maryland State troops), 413

Smith, Paschal Nelson (merchant and ship owner at Boston), 6n, 70n, 471n, 700n

Smith, Robert (Continental Navy agent at Edenton, N.C.), 277, 277 and n; **from:** Continental Marine Committee, 277

Smith, Robert (first mate), 233

Smith, Roger (Commissioner, South Carolina Navy Board), 177

Smith, Samuel (Surgeon’s Mate, Continental Navy), 792, 811

Smith, Samuel (Master), 153n, 859 (**Favourite**)

Smith, Samuel (seaman), 235

Smith, Samuel (Capt.), 655 (**Hancock and Adams**)

Smith, Samuel (Capt.), 660 and n (**Sally**)

Smith, Samuel, Jr. (seaman), 234

Smith, Silas (Capt.), 160 and n (**Cutter**)

Smith, Syamus (quartermaster), 233

Smith, Thomas (Pvt., Royal Marines), 33

Smith, Thomas (Seaman, Continental Navy Board), 177

Smith, Thomas (Virginia State Loan Commissioner), 412

Smith, Thomas (Virginia State Agent): and appointment of captain for Virginia State trading vessel, 203; and case of sloop **Portland**, 99–100; draws money on Massachusetts Board of War, 99–100; and fitting out Virginia State trading vessels, 203, 212; and money for Virginia State trading vessel captain, 203; and operations of Virginia State trading vessels, 203, 211–12, 432; and proceeds from sale of prize, 99–100n; and shipment of tobacco, 203 and n, 211–12; **to:** John Archer, 432; John Dames, 203; James Gray, 211–12; Samuel Phillips Savage, 99–100

Smith, Thomas (Capt.), 367, 368n

Smith, William (Member, Continental Navy Board of the Middle Dept.; Continental Navy agent, Baltimore; former Maryland Delegate to the Continental Congress): and appointment of Schweighauser as commercial agent, 508; and inquiry into loss of **Virginia**, 154, 202, 203; and shipment of iron, 162–63; appointment to Continental Navy Board of the Middle Dept., 310, 311n, 430, 431n; as Continental Navy agent, 311n; Gálvez directs letter to, 290n; payment for, 105; payment to, 472; purchases by, 162, 276; reimbursement for, 276, 277n; resignation from Continental Navy Board of the Middle Dept., 431n; **to:** Joshua Huntington, 162–63; **from:** Continental Marine Committee, 105; Don Bernardo de Gálvez, 271–72n

Smith, Zebuliah (Capt., Connecticut Navy), 162 and n (**Sigt**)

Smith & Co. (Boston merchant firm), 859

Smith & Co. (Charleston, S.C., merchant firm), 858

Smith & Co. (Virginia merchant firm), 362n

Smith Island, Va., 862

Smith Point, Va., 862

Smithtown, N.Y., 366

**Snake**, HM ship-rigged sloop-of-war: Journal, 45, 102; assigned to Leeward Island station, 650; masts of, damaged, 102; whereabouts of, 45; captures: **Betsy**, 45, 206–7 and n; **Friendship**, 102 and n, 206–7 and n (William Young)

Snell, Polly (passenger), 415

Snelle, Edward (Master), 216

Snowball, Jacob (Master), 126n (**Mermaid**)

Soap, 102

Society of Masons, 761–62n

Solano y Bote, José (Gov., Santo Domingo), 478 and n

**Soldier**, HM frigate: Journal, 340–41; as convoy escort, 354, 355n; and blockade of Chesapeake Bay, 279, 280n, 370 and n; capture credited to, 346 and n; departure of, from Chesapeake Bay, 370 and n; disposition of, 354, 355n; exchange of captured crewmen of, 355; lacks anchors, 183, 184 and n; naval stores needed by, 135; operational instructions for, 279, 280n; station of, 198; to guard Cape Charles, 183; and unloading provisions, 354, 355n; watering, 183, 184n; captures: **Portsmouth**, 861; **captures** (with **Hoatham**): **Gascon**, 341n, 346 and n; **Rising Sun**, 341n, 346 and n; **captures** (with **Richmond**): **Lydia**, 27 and n, 861; **captures** (with **St. Albans**): **Vicomte de Vexu**, 27 and n, 861 (Thomas Symonds)

Tender of: boarded by French frigate, 445; leaves Chesapeake Bay, 370 and n; misidentified, 346 and n; **captures:** **Gascon**, 445, 446n
INDEX

Solitaire, French Navy ship of the line, 549 (Marquis de Briquerville)
Solomon (King of Israel), 499, 501n
Soltar, Thomas (Seaman, RN), 33
Southway Firth, 596, 617
Southwest Pass, La., 93, 94n
South Quay, Va., 336, 337n, 414, 432n, 435; outward-bound vessels, 286–87, 289, 290n, 324, 325n (Paul Conand)
Speedwell, sloop: captured by Mifflin, 404 (James Holt)
Speedwell, sloops: captured by Lizard and Galatea, 859 (Thomas Munro)
Spencer, Conway (Midn., RN), 98
Spencer, Robert (Seaman, Continental Navy), 122
Spencer's Island, S.C., 858
Spencer's Inlet, S.C., 38
Spies, 740
Spincner, John (Prize Master), 233
Spinney, George (Carpenter, Continental Navy), 795, 812
Spermacetti, 695
Sphynx, 444
Sparing, Robert (Seaman, RN), 434
Spanish River, Nova Scotia, 159, 339
Spanish Fort [Post] at Aux Arcs, Spanish La., 12, 21
Spanish River, Nova Scotia, 159, 339
Spanish, Robert (Seaman, RN), 434
Sparkes & Co. (merchant firm at Limerick, Ireland), 409n
Species, 679
Specie, 680
Specie, 680
Specs, 878
Specy, 679
Spenly/Spenley, John (Seaman, Continental Navy), 122
Spencer, James (Master), 793, 803, 812
Spencer's Inlet, S.C., 38
Spencer's Island, S.C., 858
Spencers, John (Seaman, Continental Navy), 122
Spencer, Robert (Seaman, Continental Navy), 122, 793, 803, 812
Spencer, Conway (Midn., RN), 98
Spencer, Robert (Seaman, Continental Navy), 122
Spencer, James (Master), 858 (Santa Maria)
Spencer, Robert (Seaman, Continental Navy), 122
Spencer, James (Master), 858 (Santa Maria)
Spencer, Robert (Seaman, Continental Navy), 122
Spencer, John (Seaman, Continental Navy; Continental Marines), 795, 812
Spermacetti, 695
Sphynx, 444
Sparing, Robert (Seaman, RN), 434
Spanish River, Nova Scotia, 159, 339
Spanish, Robert (Seaman, RN), 434
Sparkes & Co. (merchant firm at Limerick, Ireland), 409n
Species, 679
Specie, 680
Specs, 878
Specy, 679
Spenly/Spenley, John (Seaman, Continental Navy), 122
Spencer, James (Master), 793, 803, 812
Spencer's Inlet, S.C., 38
Spencer's Island, S.C., 858
Spencers, John (Seaman, Continental Navy), 122
Spinney, George (Carpenter, Continental Navy), 800, 812
Spirits: as cargo, 250n, 298; for Virginia Navy vessel, 431; served at dinner for French naval officers, 319 and n; shipment of, 324
Types of: brandy, 236, 237n, 248, 365, 419, 563, 858, 862; claret, 61, 62; gin, 62, 563, 820, 821–22, 822; grog, 319n; porter, 250n, 262, 298, 323, 756; punch, 319n; rum, 15n, 27, 46n, 60, 62, 66n, 94, 123, 132, 134, 171, 207, 219n, 226n, 249, 262, 262 and n, 268, 284, 331, 362, 380 and n, 391, 394, 408, 408 and n, 409n, 416n, 418–19, 429, 438, 445, 478, 479, 495n, 563, 821, 858, 862; 23n; whiskey, 132, 164; wine, 46n, 61, 62, 66n, 237n, 248, 250n, 298, 358, 365, 408, 408 and n, 446, 483, 565, 858, 862
Spitfire, boat: burned by Hammond, 446
Spitfire, Rhode Island Navy schooner-rigged armed galley: Journal, 18, 38, 162, 188, 196, 200, 227–28, 254, 283, 303; armament of, 443, 444n; as prize, 472 and n; boats from, set fire to sloop at Bristol Ferry, 18, 19n, 38 and n; captured by Non-such, 441 and n, 443, 444n; crew of, captured, 443, 444n, 457; destruction of, wished for, 254; fitting out of, 188; on transfer of, to Continental service, 254; operations of, 18, 19n, 38 and n, 188, 196, 200, 254, 283, 303; provisions for, 162, 188, 303 and n; reportedly captured by Pigot, 457
South Carolina: British warships cruising off, 415, 416n, 625; prizes in, 698, 702; disposal of prizes in, 698; disposal of American ward-bound vessels, 446; shipyard at, 79–80
South America: British warships cruising off, 415, 416n, 625; prizes in, 698, 702; disposal of prizes in, 698; disposal of American ward-bound vessels, 446; shipyard at, 79–80
INDEX 979

and n; station of, 188, 227–28, 254; Gen. John Sullivan and use of, 188, 228, 254; supplies for, 162; tonnage of, 444; watering of, 188; wood for, 188 (Joseph Crandall)

**Spry**, Thomas (Lt., RN), Springfield, Mass., 458 and n

**Springer**, John, 419, 429

**Spy**, Spuyten Duyvil [Spitting Devil] Creek, N.Y., 197

**Spurrier**, W. (merchant at London), 70n

**Squam Inlet**, N.J.

**Squire**, Matthew (Comdr., RN)

**Squire**, Joshua (seaman), 234

**Squibb**, Joseph (seaman), 234

**Squackett**, William (seaman, (Jacob Wyatt)

**Spottiswoode**, John (resident of Tobago), 775

**Spooner**, Ephraim (merchant at Plymouth, Mass.), 160n, 169 and n

**Spithead**, England: British fleet reportedly parades at, 668; Byron’s fleet and, 655, 740, 741n; inward-bound vessels, 71; ships from naval base at, 624, 646; _Trident_ to return to, 552

**Spongwood**, Nehemiah (Seaman, Continental Navy), 798

**Spitfire**, HM armed galley: assists _Haerlem_, 459 and n; attack on, 442, 445; and British raid on Bristol and Warren, R.I., 455, 456n; and grounding of _Pigot_, 497 and n; entry of, into Newport, R.I., harbor, 442; station of, 72, 74n, 253, 254n, 381, 472 and n (James Sauamarez)

**Spitfire**, _Two Brothers_, 124 and n (James Dennis)

**Spitfire**, _Rose_, 152

**Spooner**, Ephraim (merchant at Plymouth, Mass.), 141n

**Spottiswoode**, John (resident of Tobago), 775

**Sprague**, Joseph (merchant at Salem, Mass.), 169n

**Squibb**, Joseph (seaman), 234

**Squan Beach**, N.J., 48–49 and n

**Spant**, Randall (Master)

**Spider**, Squire, Samuel (Commissary, Connecticut Navy), 162

**Squires**, —— (Prize Master, Continental Navy), 536

**Squier**, William (Master’s Mate, RN), 335; to: Walter Griffith, 169, 335

**Stackpole/Stackpole**, Ebenezer (Quartermaster, Continental Navy), 802, 812

**Stackpole**, Charles (Continental Marines), 801

**Stacy**, William (Seaman, Continental Navy), 589

**Stagg**, HM frigate, 587, 588n, 647 and n (Robert P. Cooper)

**Stamford**, Conn., 19 and n, 268

**Stanhope**, Henry Edwyn (Lt., RN), 381 and n (Pipe)

**Stanley**, Edward (British Secretary of Customs), 583n

**Stanley**, John Wright (merchant at New Bern, N.C.), 434 and n

**Stanton**, Phineas (Prize Master), 233

**Stanton**, Thomas (seaman), 235

**Stap**, Randall (Master), 653n (Union)

**Staple**, Joatham (Seaman, Continental Navy), 802

**Staples**, Mark (Seaman, Continental Navy), 702

**Staples**, Simon (Seaman, Continental Navy), 590

**Stapleton**, George (Pvt., Continental Army), 102

**Staplin**, Edward (seaman), 234

**Starks**, Massachusetts State trading schooner, 117, 354, 428 and n, 438

**Starks**, John (Brig. Gen., Continental Army), 498n

**Starling**, John, 421, 422n

**State Street**, Boston, Mass., 440

**Staten Island**, N.Y., 236

**Staves**: and production of gunpowder, 389; as cargo, 162, 207, 329, 334, 375, 389, 409n, 423n, 445, 466n, 667, 668n, 697n, 862; James Willing burns, 108

**Stebbins**, Samuel, 479

**Steel**, Thomas (Master), 85, 86n (General Gates)

**Steel**, William (Gunner, Pennsylvania Navy), 241

**Steel**, William (Lt., Virginia Navy), 80 and n, 474, 475n

**Stenger**, Christian (Capt.), 738 and n (Dolphin)

**Stephen Cross & Co.** (Massachusetts shipbuilding firm), 160n, 169 and n

**Stephens, John (seaman)**, 234

**Stephens, Joseph (servant to John Adams)**, 516 and n

**Stephens, Philip** (British Secretary of the Admiralty); and appointment of Byron to command North American reinforcing fleet, 624; and instructions from the Lords Commissioners of the Admiralty, 651 and n; and intelligence concerning French Navy, 572 and n, 573, 589 and n; and Keppel’s reports, 602, 603n; and letter of Lords Commissioners of the Admiralty, 706 and n; and order from Robert P. Cooper, 587, 588n; letters of, 173; and naval stores for Leeward Islands station, 649; and return of Lords Commissioners of the Admiralty, 691, 746 and n; and proposals for Leeward Islands station, 649; and return of Byron’s fleet to England, 655; and secret business of Lords Commissioners of the Admiralty, 646; and secret instructions for Samuel Barrington, 657n; to forward letter, 594; to: Sir Frederick Haldimand, 613–14; William Fraser, 647; Earl of Sandwich, 624; from: Samuel Barrington, 751–52, 754; John Botterell, 592, 606; George Collier, 365; James Crawford, 604–5; John Gell, 594, 616–17; Walter Griffith, 71–73, 95; Viscount Howe, 171–73, 304–7, 321–22, 407–8; Peter Parker, 141–44; Earl of Sandwich, 644–46; James Young, 58

**Stephenson**, Cato (Seaman, Continental Navy), 798

**Stephenson**, Isaac (resident of Whitehaven, England), 593

**Stephenson**, John (resident of New Orleans), 371, 372, 373n
Sterling, Archibald (Master's Mate, RN), 15n, 22n (Vixen)
Steuben, Friedrich Wilhelm, Baron von (Volunteer Inspector General; Maj. Gen., Continental Army): and Inspector General's department, 197n, 487n; recommends Pierre Landais, 197, 310, 311n; voyages in Flambard, 310; to: Henry Laurens, 197
Stevens, Benjamin (merchant at Portsmouth, N.H.), 192, 193n, 257, 501 and n
Stevens, James (Lt., Pennsylvania Navy), 392
Stevens, John (Master), 859 (Chance)
Stevens, Moses (Continental Marines), 796
Stevens, William (Carpenter, Continental Navy), 793–94
Stevens, William (Cook, Continental Navy), 796, 811
Stevens, William, Jr. (Continental Navy), 795
Stevenson, John (Capt.)
Sterling, Archibald (Master's Mate, RN), 358 and n, 404 (Ebenezer Dayton)
Stormont, Lord [David Murray, 7th Viscount Stormont] (British Ambassador to France): 579, 580, 694 and n
Storrs, Joshua (merchant at Richmond, Va.), 34
Story, William (Clerk, Continental Navy Board of the Eastern Dept.), 214, 281 and n; to: William Vernon, 214
Strachan, Alexander Glass, Dr., 201n
Strachey, Henry (Secretary, Howe Peace Commission), 338 and n
Streator, John (Capt., Virginia), 73, 202, 203 and n; and captures from: Henry Laurens, 202
Stuart, John (Col., British Army; Superintendent of Indian Affairs, Southern District), 108, 110n
Stuart, John (Col., British Army; Superintendent of Indian Affairs, Southern District): message of, to Creek Nation, 363 and neutrality of Creek Nation, 363 and n; on provincial unit commanded by, 292, 294n; on state of British-Indian relations, 292; unit raised by, 232n
Stubs, Benjamin (Seaman, Continental Navy), 792
Stubbs, Joseph Cook (seaman), 235
Studebaker, Jacob, 358 and n, 404; to: George, 404
Subtilé, French Navy corvette, 568
Stubbins, Edward (bookseller), 342
Stubbins, Joseph Cook (seaman), 235
Studholme, Gilfred (Maj., British Army; Brigade Major, Halifax, Nova Scotia), 137, 158n, 160 and n
Sturdevant, John (Capt., Virginia), 73, 202, 203 and n; and captures from: Henry Laurens, 202
Sturdy Beggar, armed brig, 231, 322
Stylyn, Sir (Capt., Carolina, RN), 463
Styron, George (Capt., Virginia), 462n
Styron, George (pilot, Ocracoke, N.C.), 462n
Subtile, French Navy corvette, 568
Success, Maryland State trading brig, 543 (John Nichols)
Success, schooner: captured by Portland, 35 and n (James Burrows)
Success, Massachusetts privateer schooner, 70n; captures: William and Polly, 70 and n (John Fletcher)
Success, sloop: burned by Hammond, 446
Suffolk, Connecticut privateer boat: captures (with unnamed privateer boat and Mifflin): eight whaleboats, 404; captures (with unnamed privateer boat): Delancy, 358 and n, 404; George, 358 and n, 404; Jacob, 358 and n, 404; Polly, 358 and 404 (Ebenezer Dayton)
Suffolk, Lord [Henry Howard, 12th Earl of Suffolk] (British Secretary of State for Northern Dept.), 592, 595, 647; from: Henry Ellison and William Brownrigg, 595; Inhabitants of Whitehaven, 592-93
Suffolk, Va., 43, 203, 250, 860, 862
Suffren de Saint-Tropez, Pierre-André, Bailli de
Sukey,
Sullivan, John (Maj. Gen., Continental Army): and
Sullivan, James (Seaman, Continental Navy), 796, 798, 814
Sulivan, Nathan (Seaman, Maryland Navy), 353
Sulivan, James (Lt., Maryland Navy), 353
Sullivan, Philip (Capt.)
Sunbury, Ga.: attack expected, 53; British attack on,
Summers, Peter (merchant), 174, 175n
Sultane,
Sultan,
Sullivan’s Island, S.C., 44, 45n
Sumburgh, Shetland Islands, 234; and communication with British residents
Sunbury, Ga.: attack expected, 53; British attack on,
Sunbury, Md., 184n
Sunbury, Md.: attack by British privateers, 183; British attack on
Summers, Peter (merchant), 174, 175n
Superintendent of Salt Works, 418; supply of, sent to Continental
Superintendent of Salt Works, 418; supply of, sent to Continental
Superintendent of Salt Works, 418; supply of, sent to Continental
Superintendent of Salt Works, 418; supply of, sent to Continental
Superintendent of Salt Works, 418; supply of, sent to Continental
Surprise, sloop: captured by Proserpine, 609
Surinam [Dutch Guiana], 446, 692n, 696
Surprise, Antigua privateer schooner: captures (with Fanny): unidentified schooner, 294 and n (James Morres)
Susquehanna River, 249, 338n
Sussex Co., Del., 421
Sutor, James (Boatswain, Georgia Navy), 100
Sutton, Evelyn (Capt., RN) from: Lords Commissioners of the Admiralty: 575 (Proserpine)
Swaine, Barney (Master), 219
Swallow, sloop: captured by Portland, 424 and n (Joseph Davidson)
Swallow, sloop: captured by Southampton’s tender, 96 and n (Kohue)
Swansea, Mass., 19n
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, John, 795
Sweat, Pompey (Seaman, Continental Navy), 795, 813
Sweden, 710, 852
Sweeney, Richard (Seaman, Continental Navy), 814
Sweetzer, Stephen (Seaman, Continental Navy), 794
Swift, ship, 416n; captured by unnamed privateer, 409; recaptured by Bristol, 409; recaptured by Notre Dame and Polly, 476 (William Loft)
Swift, HM ship-rigged sloop-of-war, 460, 461n, 487n (George Keppel)
Swift, snow: arrival of, in Boston, 261 and n; as prize of Tyrannicide, 247 and n; captured by Tyrannicide, 211 and n, 255, 256n, 261 and n, 351 and n, 389 and n; cargo of, 589 (William Pearce)
Swiney, William (Comdr., RN), 58n, 650 (Comet)
Swombly, Moses (Continental Marines), 122
Sydebotham, William (ship owner), 323n
Sylph, HM ship-rigged sloop-of-war: and British demands concerning Willing Expedition, 271, 272n; and communication with British residents of Spanish Louisiana, 293; fugitive Negroes and slaves on board, 36, 37n; in Mississippi River, 109, 110n, 166n; and intercepting Spanish shipment of money, 371–72, 373 and n; and Manchac, 141, 142, 292, 294n; and New Orleans, 110–12, 113, 114n, 288, 290n, 371, 372, 373n; on effect of operations of, 109, 110n; on threat represented by, 165, 166n; protects West Florida, 141, 144n; return of, to Pensacola, 293; state of, 317, 318n; whereabouts of, 317 (John Fergusson)
Sylphide, French Navy corvette, 568 (Le Saige de La Mettrie)
Sylverieux, M. (Master)
Symonds/Simons, Edward (Capt.)
Symonds, Thomas (Capt., RN), 135, 279–80 and n (William Polly)
Symonds, Thomas (Capt., RN), 135, 279–80 and n (William Polly)
Synercombe, Gregory, Rev. Dr. (Rector of Askerwell), 669
Syren, brig, 738 (James Renolls)
Syren, HM frigate: destruction of, 238n; Furneaux and, 161; iron hearth salvaged from, 30, 31n; pig iron taken from, 327; wrecked, 31n (Tobias Furneaux)
Taboureaux, —— (French merchant), 724
Taffa, 289
Talbot, Richard (Master), 861 (Portsmouth)
Talbot [Talbut], Thomas (Capt., shipbuilder at Norfolk, Va.), 75
Talifairro, Charles, 461, 462n
Tallow, 161
Tamier, John, 731
Tangier Island, Va., 183, 184n
Tangier Shoal, Va., 183
Tangier Sound, Md., 8
INDEX 981
Tanner, Helyer (Master, Continental Navy), 733
Tanner, John (Quartermaster, Continental Navy), 798, 812
Tantiguigun, John (seaman), 234
Tappley, brig: captured by Revenge, 570, 625 and n, 702, 703n; cargo of, 625n; reportedly ordered seized by Spanish government, 625 and n; sent into Cadiz as prize, 625 and n; value of, as prize, 703n (Holt)
Tar: as cargo, 365, 389n, 409, 439, 667, 668n
Tarleton, John (merchant at Liverpool, England), 14n
Tarleton, Thomas (merchant at Liverpool, England), 144n
Tarleton, John (merchant at Liverpool, England), 723, 728, 859
Tarleton, Thomas (Capt., Pennsylvania Navy), 846
Tatnall, Robert (Capt., Pennsylvania Navy)
Tartola, British West Indies, 152
Tatnall, Richard (Capt.), 18, 19n
Tattseyer/Tessier, Jean (merchant at Nantes, France), 723, 728, 859
Taylor, —— (merchant), 64
Taylor, ——, 731
Taylor, John (Master)
Taylor, —— (merchant), 733
Taylor, —— (Quartermaster, Continental Navy), 846
Taylor, Thomas (merchant at Liverpool, England), 144n
Taylor, —— (merchant), 180n
Taylor Harbor, Nova Scotia, 846
Taylor, William, 420
Taylor, William (seaman), 478
Taylor, —— (Master)
Taylor, William (merchant, ship owner), 861 (Adventure)
Taylor, John (Lt., Virginia Navy), 243 and n
Taylor, John (Master), 861 (Adventure)
Taylor, John (Master), 46n (Ann Susanna)
Taylor, Joseph (Quartermaster, Continental Navy), 846
Taylor, Richard (Capt., Virginia Navy): bond entered into by, 475; brother of, 243n; leave of absence for, 194; and money for recruiting, 475; and naval stores for Tartar, 422, 423n, 461; and ordnance for Tartar, 52; and supplies for Tartar, 194, 432 and n, 475; and survey of Cape Charles, 92 and n; (Tartar)
Taylor, Thomas (Quartermaster, Continental Navy), 846
Taylor, Thomas & Henry, snow: captured by Cumberland and
INDEX

Fanny, 745 and n (John Pearl)
Thompson, Charles (Capt., RN), 650
Thompson, John (Wagon Master, Bucks Co., Pa.), 176n, 381 and n
Thompson, Samuel (seaman), 216
Thompson, Solomon (seaman), 217
Thompson, Thomas (Capt., Continental Navy): arrival of, at Portsmouth, 46 and n, 61 and n, 62 and n; and capture of Alfred, 46 and n, 60, 63, 146–48 and n, 189, 192, 208, 209n, 246, 261, 262n; and command of Raleigh, 412n; court martial of, 103n, 299 and n, 411, 482n, 489, 491n, 500; and court of inquiry, 210–11 and n, 314; William Ellery’s opinion of, 189; expenses of, 709 and n; on conduct of, 68, 69n, 85, 105, 146–48 and n, 189, 192, 208, 209n, 210–11n, 214, 246, 299, 400, 481–82, 500, 501n; on cruise of Raleigh and, 46 and n, 423n, 694 and n; on public clamor concerning, 214, 246, 350; on punishment of, 208; papers of, 816n; report of, concerning capture of Alfred, 83; and sale of Dolphin, 769n; signs discharge certificates, 122–23; suspension of, from command, 299, 411, 500, 501n (Raleigh)
Thompson & Campbell (merchant firm from Jamaica), 409n
Thomson, Charles (Secretary of the Continental Congress), 181n, 312
Thomson, Nathaniel (Prize Master), 14, 226, 227n
Thorndike, Larken (merchant at Salem, Mass.), 465n
Thornton, Robert (Private, Pennsylvania Navy), 232n
Thornton, Jonathan (Clerk, Pennsylvania Navy), 392
Thornton, Robert (Private, Pennsylvania Navy), 241
Thorp, Edward (Seaman, Continental Navy), 792
Three Friends, brig, 335 and n
Three Friends, schooner: captured by Ariel, 445, 446n (Jonathan Coffin)
Three Friends [Trois Amis], ship, 342, 343n, 439, 495, 496n (Hall)
Thresher, William (Quarter Gunnner; Seaman, Continental Navy), 804, 812
Throll, John (Lt., Virginia Navy), 250, 251n
Thunderer, East Florida Provincial Navy galley, 231, 232n
Thwing, Nathaniel (Lt., Continental Marines), 791, 811, 816n
Thwing, Samuel (ship owner and ship’s agent): to: Massachusetts Council, 453–54
Tibbals, Joseph (seaman), 234
Tibbetts, Paul (Seaman, Continental Navy), 800
Tibbetts, Charles W. (editor), 808, 810n
Tibbits, Ichabod (Continental Marines), 801, 814
Tibbits, Paul (Seaman, Continental Navy), 812
Tibbits, Simeon (Continental Marines), 814
Tibby, (French merchant), 729
Tiffidy, Ephraim (seaman), 234
Tiley, Thomas, 420
Tillinghast, Daniel (Col., Continental Agent, Rhode Island): and arms for privateer boat, 302; and grape shot for Trumbull, 429; and money for Providence, 227; and money for recruitment, 84; and money for William Vernon, 379 and n; on conduct of Continental Navy lieutenant, 71 and n; from: Abraham Whipple, 84
Tillinghast, Henry Hendren, Dr., 160, 161n, 226, 227n
Tillinghast, John (Lt., Connecticut Navy), 155, 156 and n, 428, 429n, 470 and n
Tillinghast, Thomas (Col., Rhode Island Militia), 187, 188n
Tillman, John (Capt., North Carolina State troops), 225n, 341, 342n
Timber: as cargo, 31, 375, 376; care of, 368; for shipbuilding, 169; seasoning of, 445–46
Tims, David (Master), 859 (Hetty)
Tin, 202
Tina, David (Continental Marines), 804, 814
Tinicum L. Pa., 189 and n
Tire Island [Terrey Rocks], Inner Hebrides, Scotland, 617 and n
Tisdale, William (Judge, Admiralty Court, North Carolina), 332 and n, 489
Titchon, Jonathan (Brig. Gen., Massachusetts Militia), 482, 485n
Tiverton, R.I., 254, 496
Tobacco: as cargo, 13n, 22n, 27, 31, 80, 85, 96, 96n, 131, 136, 139, 153, 167n, 178, 198n, 203, 207, 211–12, 245, 248n, 294, 297n, 300, 300 and n, 316 and n, 320, 323, 326, 329, 341n, 346, 359, 361n, 365, 366n, 370 and n, 385, 387, 389n, 394, 396, 397, 398, 445, 447, 450, 466n, 482, 484, 548, 551, 665, 667, 672, 683, 690 and n, 693, 696, 706, 721, 751, 754, 820, 834, 858, 862; as Continental remittance to France, 42, 43n; as payment for workmen, 229; as trade goods, 825, 826; contract for delivery of, 203n; destruction of, 322, 331; for Range, 779; for use of officers and crew of Boston, 545, 546–47; from James River region, 86n; market for, 185; on loading of, 203; on price of, 185, 394; regulations concerning vessels bringing into France, 544–46, 546–47 and n; sent to Europe, 343n; shipment of, 87, 203, 211–12, 473; to repay loan, 78; Virginia state supply of, 211
Tobago, British West Indies, 648; American raids on, 773; Americans reportedly to capture, 740, 773–74; British army garrison on, 773; British army reinforcements for, 774; commerce of, 773, 774; inhabitants of, and slop to defend, 774–75 and n; inward-bound vessels, 692n; outward-bound vessels, 683; prizes sent into, 94; Royal Navy and protection of, 773–75 and n; ship repair facilities at, 774; value of, 774
Tobey, Joseph (Seaman, Continental Navy), 793
Tobey, Peter (Seaman, Continental Navy), 793
Tobey, Samuel (Master), 358n, 404 (George)
Tobin, (French merchant), 724
Todd, John (Seaman, RN), 68
Todd, Henry (ship owner), 248n
Todd, Stephen (British merchant), 669
Tohoureaux, —— (French merchant), 564
Toiletries: Hair Powder, 90, 91n
Toitures: Withau, 464, 465n (John Lee)
Tomkins, Robert (Capt., Virginia Navy), 52 (Henry)
Tomlinson, John ( Pvt., Continental Army), 101
Toms, British letter of marque ship, 695, 696n (Houghton)
Toms River, N.J., 467
Toney, Peter (seaman), 164
Tonnant, French Navy ship of the line: in first squadron, Toulon fleet, 568; lieutenant de vaisseau serves on, 558n; on design of prow of, 718, 719; on sailing qualities of, 718, 719; request of, to shorten sail, 621, 622; taking on water, 621, 622, 625, 626 (Chevalier de Bruyères-Chalabre)
Tonnere, ship: burned by Senegal, 27 and n (L. Dessau)

Townsend, Solomon (Capt.), 740, 741
Townsend, Richard (Capt.)

Towns, George (Seaman, Continental Navy), 807, 815
Towell, Mark (Master)
Toussin, Jany (Seaman, Continental Navy), 815

Tourterelle, French Navy frigate: armament of, 568; boat from, assists American privateer, 55, 57; in Brest fleet, 568; location of, 568; patrols off Martinique, 53, 55; sights British naval vessels at St. John’s, Antigua, 55, 57 (Chevalier de La Laurencie)
Toussin, Jany (Seaman, Continental Navy), 815
Townell, Richard (Capt.), 699–700 (Jonathan)

Tracy, Jared (merchant at Boston), 61, 62
Tracy, John (merchant at Newburyport, Mass.), 170n
Tracy, Nathaniel (merchant at Newburyport, Mass.), 70n, 470–71n
Trader’s Increase, schooner: captured by Ariel, 355

Tribune des Prises ou Principes de la jurisprudence Française, Concernant les Prises, qui se Font sur Mer, 694
Transportation: of supplies by boat, 337; on cost of, 402; on creating system of, 336–37; on moving supplies by land, 336–37; use of carts for, 402
Treason, Emmanuel (soldier), 218
Treadwell, James (mate), 219
Treasury, Continental, 490
Treasury, Lords Commissioners of, British, 213, 773
Treaties, Franco-American, 122n, 266 and n, 270n, 282, 349, 499, 522, 527, 585
Trefethen [Trefatham], Joseph (Seaman, Continental Navy), 589
Tremignon, Barthélémy-Achille-Evar de (Capitaine de vaisseau, French Navy), 549 (Alexandre)
Trenton, N.J., 331, 391, 393n; Pennsylvania Navy crews at, 174–75, 175, 176n; prisoner of war in jail at, 248
Trevett, John (Capt., Continental Marines; prize agent for Continental Navy sloop Providence), 465–66, 557n
Trevett, Samuel (ship owner, Guernsey Island), 766n
Tripper, Daniel (ship owner, Guernsey Island), 766n
Tripper, Ella (ship owner, Guernsey Island), 766n
Trillo, brig, 116 and n; captured by Hancock and Franklin, 116n (Thomas Brinton)
Trillo, French Navy frigate, 568 (Comte de Ligondes de Rochefort)
Trillo, British victualling ship, 434, 435n (Job Keyburn)
Tris Amis (Two Friends), ship, 260n, 473, 474n
Trondheim, Norway, 574, 576
Troopships, 572, 573
Tropic of Cancer, 102 and n, 817
True Blue, Massachusetts privateer schooner, 238 and n; captured by Venus, 216, 218, 219n, 255n (Lawrence Furlong)
Trues Amis (Two Friends), ship, 695, 696n (William Batty)
True Briton, British privateer ship: recaptures (with Elizabeth and Antigua Planter): Exchange, 391 and n (George Marshall)
Tureen, Richard (Capt.), 699–700 (Jonathan)
Townsend, Solomon (Capt.), 740
Trueby, Samuel (seaman), 216

Tools, 269
Topsail Inlet, N.C., 448n
Torrey, Michael (seaman), 234
Tortola, British West Indies, 660, 691, 740
Tory Island, Ireland, 848, 856n
Toulon, France: borer at, 716, 717; coast guard at, 641n; Silas Deane departs from, 610, 611; d’Estaing’s fleet departs from, 618, 654; French Navy fleet at, 549, 550; Gérard serving on, 621, 622; intelligence concerning fleet from, 571–72; and supplies purchased for Silas Deane, 519, 519 and n
Toulon, France, 762
Tournet [Tourounet], Pierre (Master), 27n, 859 (Genevieve)
Tournois, Emmanuel de (Capt.): criticizes government of San Sébastien, Spain, 641, 642; legal proceedings involving, 711–12, 712–14 and n; monetary demands of, 641, 642; protests release of prize crew, 641, 642 (Gracieux)
Tourouet [Tournet], Pierre (Master), 27n, 859 (Genevieve)
Toussin, Jany (Seaman, Continental Navy), 815
Townell, Mark (Master), 858 (Friendship)
Towns, George (Seaman, Continental Navy), 807, 816
Toussin, Jany (Seaman, Continental Navy), 815
Townell, Richard (Capt.), 699–700 (Jonathan)
Townsend, Solomon (Capt.), 740
Tracy, Jared (merchant at Boston), 61, 62
Tracy, John (merchant at Newburyport, Mass.), 170n
Tracy, Nathaniel (merchant at Newburyport, Mass.), 70n, 470–71n
Trader’s Increase, schooner: captured by Ariel, 355
Treatise des Prises ou Principes de la jurisprudence Française, Concernant les Prises, qui se Font sur Mer, 694
Transportation: of supplies by boat, 337; on cost of, 402; on creating system of, 336–37; on moving supplies by land, 336–37; use of carts for, 402
Truly, Bennet (resident, Natchez District), 325
Trumbull, Continental Navy frigate: accounts of, 418–20; ammunition for, 429; John Deshon and, 71; fitting out, 39; getting out of Connecticut River, 30, 284 and n, 312–14; and getting over Saybrook bar, 30, 312–14; interference in affairs of, by Connecticut officials, 30, 31n; officers of, and expropriation of supplies, 352; payment of bills for, 90; provisions for, 418; returns for, 295 and n; sailing of, 489; Nathaniel Shaw, Jr., and money for, 263; sloop chartered for use of, 284; captures: Industry, 62–63; two-masted boat (Fordham), 62–63; two-masted boat (Joseph Vail), 62–63 (Dudley Saltonstall)
Trumbull, Connecticut privateer sloop, 149 and n, 150n (Henry Billings)
Trumbull, Jonathan (Gov., Connecticut): and command of Confederacy, 151–52, 220–21 and n; and crew of Cyrus, 484; and crew of Lyon, 124; and dispatches for American Commissioners in France, 479; and dispatches for France, 270n; and disposition of prizes, 402; and getting Trumbull out of Connecticut River, 312–14; and getting Trumbull over Saybrook Bar, 31n; letter from Continental Committee for Foreign Affairs to, 395n; and loan of packet boat, 351; newspapers for, 155; on capture of Admiral Keppel, 484; on disposition of cargo of prize ship, 484; on money advanced to officers of Spy, 479; on Seth Harding, 18; and packet boat to France, 270 and n; and use of Spy as packet boat, 270 and n; and Henry Shirley, 433; and Henry Shirley and family, 156, 429; solicits command for Seth Harding, 266–67; to American Commissioners in France, 479; Continental Marine Committee, 18, 266–67; Samuel Eliot, Jr., 484; from: Connecticut Delegates in Congress, 220–21; Continental Marine Committee, 151–52, 270; Samuel Eliot, Jr., 401–2, 433; William Greene, 457–58; Timothy Parker, 155, 156; Nathaniel Shaw, Jr., 124; Henry Shirley, 428–29, 469–70; Samuel Smedley, 157
Trumbull, Joseph (Col. and Commissary General, Continental Army), 358n
Truscott, William (Cmdr., RN), 650
Tryal, sloop, 332 and n, 480; on sale price of, 167–68; proceeds from sale of, 167–68; recaptured by Providence, 167
Tryon, New York privateer brig: armament of, 446n; cruising off South Carolina coast, 415, 416n; drives American privateer on shore, 445; size of crew of, 446n; speaks with George and Elizabeth, 445 (George Sibbles)
Tryon, William (Royal Gov., New York; Maj. Gen., Provincial Troops): and British conciliatory proposal, 192, 193n; and issuing letters of marque, 86 and n, 306; from: Viscount Howe, 86
Tubb, William (Seaman, Continental Navy), 804
Tubbs, John, 419
Tubbs, Stephen (seaman), 234
Tucker, Benjamin (Acting Master, Continental Navy), 670 and n, 671 and n, 685 and n
Tucker, Mary Gatchell: from: Samuel Tucker, 670
Tucker, Samuel (Capt., Continental Navy), 703; and advance to recruits and officers of Boston, 771; as commander of Boston, 710; and cleaning Boston’s bottom, 550; and cruising orders for Boston, 619, 620; and delivery for Abigail Adams, 619, 681; departure of, 744; and deserters from Boston, 604 and n, 753; and disposition of Martha, 516; and French Farmers-General, 547n, 551, 703; and iron cooking hearth for Boston, 603; and letter from John Adams, 590; and Musco Livingston, 584; and obtaining anchors, 551; and officers for Boston, 516–17, 584; and operations of Boston, 556–57; and plot to seize Boston, 754, 764–65, 783–85; and provisions for Boston, 616; and recruiting, 752, 762, 771; and refitting Boston, 690; and regulations concerning foreign vessels bringing tobacco into France, 544–46, 546–47 and n; and reports of forcible detention of recruits on Boston, 752; and sea-readiness of Boston, 560; and visit to French governor, 741; health of, 670; instructions of, 516, 517; instructions to, 516, 517, 556–57, 560; on careening Boston, 553; on companionship of, 619; on cruise of Boston, 771; on delay in sailing of Boston, 765; on his correspond- ing with John Adams, 681; on how busy he is, 590; on refitting Boston, 620; on seniority of, 314–15; on situation of, 671; on trim of Boston, 603; pinnace sent for, 745; prepares Boston for sailing, 516; responsibilities of, 590; return of, to America, 670; stays on Boston, 620; to: John Adams, 590, 681–82, 764–65; American Commissioners in France, 516–17, 554, 603–4, 620, 771; Continental Navy Board of Eastern Dept., 517, 671; Mary Gatchell Tucker, 670; from: John Adams, 619–20; American Commissioners in France, 556–57, 560, 584; John Bondfield, 752, 772, 783; J.C. Cham- pagne, 741–42; John G. Frazer, 753; Musco Liv- ingston, 781, 783–85 (Boston)
Tuder, Samuel (shipbuilder at Poughkeepsie, N.Y.), 40, 41–42n; from: Continental Marine Commit- tee, 50
Tullaghan Bay: Ireland, 848, 856n
Tupper [Tuper], Benjamin (Col., Continental Army), 75, 76 and n
Turkan, John (Seaman, Continental Navy), 795, 812
Turks and Caicos Islands, Bahamas, 141, 144n, 248n
Turner, Edward Kitchen (Dr.), 282, 454
Turner, Luther (Master)
Turner, Zephaniah (Auditor General, Maryland), 559
Tuskar Rock in St. George’s Channel, 842, 855n
Tuscany, Grand Duke of, 612nn
Turpentine, 366n, 389, 721
Two Brothers, Bushnell’s submarine, 24 and n
Tuscany, Grand Duke of, 612nn
Tuskar Rock in St. George’s Channel, 842, 855n
Tuskar Rock in St. George’s Channel, 842, 855n
Two Brothers, schooner: captured by Duke of Portland, 691, 692n; disposition of prize money from sale of, 738 (William McBride)
Two Brothers, British transport ship, 193n (Jonathan Hardwick)

Two Friends, schooner: captured by Ariel, 355 (Jonathan Coffin)

Two Friends, ship, 343

Two Friends, sloop, 66–67n; captured by Glasgow, 66–67n

Two Sisters, British ship, 265n

Twombly, Moses (Seaman, Continental Navy; Continental Marines), 804, 814

Tyree Island [Terrey Rocks], Inner Hebrides, Scotland

Tyrannicide

Tyler, William (Capt.)

Tybee I., Ga., 44, 45n, 362

Tyack, William (Seaman), 235

Two Friends, British transport ship, 193n (William Wallis)

Union, sloop: captured by Haerlem, 219 and n (John Fryers)

United States: allies for, 499; and alliance with France, 555; arrival of French squadron at, 306; as possible destination of Toulon fleet, 572, 573; financial support for, 578, 579; France and commerce of, 620, 661, 662; France and independence of, 522, 612; French Navy and protection of coast of, 518, 519; Great Britain and independence of, 499, 610, 611; independence of, proclaimed, 437; intelligence from, 521; loans from Europe for, 344; on cost of war to, 208; on debt of, 208; on finances of, 344; on French carrying war to, 661, 662; on future strength of, 499; on possibility of Great Britain signing treaty with, 661, 662; on sending Drake to, 747; on supporting agriculture in, 499; on supporting commerce in, 499; on trade of, 585, 744; on treaty with France of, 522; outward-bound vessels, 721; produce of, and French vessels, 481; reputation of, in Europe, 499; shipment of military stores to, 578, 579; shipment of supplies from France to, 509, 510, 511, 551; Thomas Simpson to be sent to, 748; warning to, concerning Byron's fleet, 688

Unity, brig: captured by Defiance, 706

Unity, schooner: captured by Southampton, 39 and n (Hilton)

Unkas, Daniel (seaman), 234

Unzaga y Amezaga, Don Luis de (Gov., Spanish Louisiana), 10, 13n

Uppleby, Samuel (Capt., RN), 31n (Preston)

Ushant Island [Île d'Ouessant], France: British倔强

Valentine & Co., 120n (ship-owning firm)

Vail, Joseph (Master), 63

Vaucluse, French Navy ship of the line: in first squadron, Toulon fleet, 568; on sailing speed of, 718–19, 720; sailing qualities of, 718, 719 (Marquis de Chabert Cogolin)

Valbelle, Companie de (French Army), 641n

Vance, Joseph, 646

Valence & Co., 120n (ship-owning firm)

Valin, René Josué (French writer), 694, 695n

Valle, —— (French craftsman), 722

Vallée, —— (French painter), 723

Van Bibber, Isaac (Maryland State Agent; merchant at Baltimore), 360 and n, 385, 474

Van Bibber, Abraham (merchant at Baltimore; former Virginia State Agent at St. Eustatius), 432n, 474

Van Bibber, Isaac (Maryland State Agent; merchant at Baltimore), 806, 814

Van Dyke, John (Maj., Provincial Troops), 51 and n

Van Dyke, Nicholas (Continental Congress Delegate from Delaware), 182 and n; from: Continental Marine Committee, 182

Van Sluije/Vandersluys, —— (French innkeeper; merchant), 733, 780 and n

Vandervort, John (seaman), 235
fifteen men in tender, 45 and n; leaves officers and seamen behind in tender, 42; loss of rudder by, 92n; on capture of, 191–92, 198, 400; on disposition of, as prize, 172; pay for crew of, 167 and n; prisoner exchange involving crew of, 229; purchased into the Royal Navy as HMS Virginia, 20n; repairs to, 66 and n; replacement rudder for, 92 and n; runs aground, 27n, 167n; sailing qualities of, 26; sails from Annapolis, Md., 43 and n; ten-foot rudder being made for, 52 and n (John Orde)

Virginia: agreement of, with North Carolina, concerning Caswell, 462, 463n; bonus for pilots in, 345; British Navy and trade of, 686; clothing supplies accumulate in, 336–37; coastal fortifications for, 345, 396–97; Continental ships building in, 75, 89 and n, 191; contract for tobacco involving, 211; contract of, concerning shipment of tobacco, 293 and n; credit for, 78–79; defense of, 198; and defense of Chesapeake Bay, 181n, 33; delegates in Congress of, and money from prize, 90–17; and employment of David Stodder, 89, 90n; establishment of batteries in, 345; export of tobacco from, 279; and fort at Yorktown, 476 and n; French armed merchantmen and, 305, 307n; importation of European goods into, 279; impressed ships of, 279

Virginia, Va.: Cape Henry, Va.

Virginia Eastern Shore, 345

Virginia Gazette, 201 and n; 1778: 29 May, 476n

Virginia House of Delegates: and agreement to promote Ocracoke Inlet, 154; and bonus for pilots, 345; and coastal fortifications, 345; and drafting of ships’ carpenters, 346; and reinforcements for Continental Army, 476; and restoring public credit, 476; from: Patrick Henry, 345–46

Virginia, Newport: See Newport, Virginia: Board of Commissioners

Virtuous Orphan, privateer schooner: captured by Diamond, 218, 219n

Vixen, HM schooner tender [Southampton’s tender], 15 and n, 22 and n (Archibald Sterling)

Voynee, —— (French merchant), 562

Vulture, Jersey privateer ship, 766 and n (Peter Cabot, Chabot)

Vulture, HM ship-rigged sloop-of-war, 51, 172, 421 (James Featus)
INDEX

Warren, James (Speaker, Massachusetts House of Representatives; Member, Continental Navy Board of Eastern Dept.; Maj. Gen., Massachusetts Militia): absence of, from Boston, 146, 281 and n; and appointment of purser, 130; and cost of fitting out Providence, 71; and dinner for French Navy officers, 296; and fitting out Raleigh, 146; and functioning of Continental Navy Board of the Eastern Dept., 214; health, 30; and money for John Langdon, 48; on cannon and iron hearth for Alliance, 30–31 and n; on cost of blankets, 104; on cost of living in Boston, 130; on interference in naval affairs by Connecticut officials, 30, 31n; on Marine Committee and extensiveness of Eastern Dept., 48; on money for purchases, 130; on ordnance for Confederacy, 83; on over-gunning a frigate, 47; on possible price-gouging, 129–30; on sailing of Providence, 130; on seamen deserting, 30; and ordnance for Alliance, 47–48; purchases made by, 130; return home of, 130; and sail cloth at New London, 30; and sending dispatches to France, 278; signs for Navy Board, 37, 312; to send blankets and money to William Vernon, 48; to supply money, 48, 71; and Trumbull, 71; and voyage of frigate Providence, 30, 31n; whereabouts of, 70, 214; to: Samuel Adams, 296, 319; William Bingham, 411; John Gill, 146–48; John Langdon, 48; William Vernon, 30–31, 47–48, 83–84, 103–4, 129–30, 146, 168; from: Samuel Adams, 448; William Vernon, 70–71.

Warren, John (Seaman, Continental Navy), 813
Walmsley, John (lawyer), 711, 712
Walls, John (Seaman, Continental Navy), 813
Ward, William (Coxswain, Continental Navy), 792, 797, 811
Ward, Samuel (merchant at Salem, Mass.), 169n, 465n
Ward, Richard (Seaman, Continental Navy), 794
Ward, Charles (Seaman, Continental Navy), 842
Wardell, Nathaniel (Capt.), 237–38, 254–55; and list of prisoners held at Newport, 219; and return of Royal Bounty, 95; on treatment of American prisoners of war, 254–55; proposed prisoner exchange and, 104; to: Nicholas Cooke, 254–55; from: Nicholas Cooke, 257–38; Rhode Island Council of War, 104.
Wardell, John (Master)
Ward, Seth (3d Lt.), 233
Warren, Continental Navy frigate: arrival of, in Boston, 400; at Boston, 261; breaks out of Narragansett Bay, 39, 41n, 399; and cargo of Neptune, 210 and n, 400; crew of, health, 254–55 and n; cruise of, 123; damage to, 399–400; desertion among crew of, 146n; exchange of crewmen of, 238, 254–55 and n; fitting out of, 299, 327; manning, 70–71, 84, 314, 327, 399–400; officers of, 327, 328n; on condition of, 146; on satisfaction of crew of, 70–71; on transfer of scamen to, 299; on voyage of, 399–400; operations of, 489, 500; ordered to sea, 299; ordnance manufactured for, 357 and n; outfitting of, 30, 314, 315n; pay for crew of, 30; prizes of, 210 and n, 314, 316n; pursuit of, 399; purser for, 130; sailing of, 327; sails of, 71; to transport goods from Cape François, 40; volunteer with, 238; captures: Neptune, 39, 41n, 59 and n, 104 and n, 130 and n, 134 and n, 238, 254–55 and n, 350 and n, 400, 401n, 429 and n, Robert, 59 and n, 115 and n, 123, 130 and n, 134 and n, 169, 238, 400, 401n; unidentified snow, 39, 41n (John B. Hopkins)
Warren, Washington’s Fleet schooner, 48n, 115 and n, 228; captured by Liverpool, 37–38 and n, 228 (William Burke)
Warren, Massachusetts privateer schooner, 464; captured by Tom, 464 (John Revel)
Warren, Benjamin (Capt.), 261 and n, 351 and n, 687 (Lyon/Lion)
Warren, James (Speaker, Massachusetts House of Representatives; Member, Continental Navy Board of Eastern Dept.; Maj. Gen., Massachusetts
INDEX

Washington, George (Gen., Continental Army), 7n; and British evacuation of Philadelphia, 467; and case of Isaiah Robinson and Nathaniel Galt, 87 and n, 367, 487; 467, 468n; gives command to William Burke, 228; goods purchased for, 90; and guarding stores at Head of Elk, 413; letter of, to Pennsylvania Navy Board, 126 and n; and naming John Barry's flotilla, 90, 119; naval captains appointed by, 211n; on boats to be used to transport supplies, 367; on controlling Loyalists, 151; on destruction of Continental Navy vessels in Delaware River, 356; on dismantling galleys on Delaware River, 151; on disposition of vessels in Delaware River, 356; on establishing post in New Jersey, 308, 310n; on exchange of British prisoners of war, 487; on moving supplies, 98n; on parole of British prisoners of war, 487; on rank of naval officers appointed by, 314–15; on treatment of captured Loyalists, 487; on trying Loyalists, 487; naval officers appointed by, 314–15; on treatment of captured Loyalists, 487; on trying Loyalists, 487; and account- to Nathaniel Shaw, Jr., 214, 226; on economic cli- nam, 160, 434; laments death of Capt. Samuel slow's squadron lacks, 183, 184; watering of:

Watson, Joseph (Master), 35n, 206 (William)
Watson, Marston (1st Lt.), 529 (Hauke)
Watson, Samuel (Lt., Georgia Navy), 100, 204 and n
Watson, Samuel (seaman), 217
Watson, Timothy (Carpenter's Crew, Continental Navy), 804, 812
Watson, William (former Continental Agent at Ply- mouth, Mass.), 76 and n, 411n
Watson's Creek, N.J., 322

Weathral, ship: destroyed by Lizard, 858
Weatherlike, George (seaman), 234
Weaver, Richard (Seaman, Continental Navy), 795, 812
Weepecket Island, Mass., 275 and n

Weedon, Richard (Master), 149 and n, 670 and n, 671 and n
Weedwood, John (Continental Marines), 814
Weeden, Richard (Master), 435n (Patrick and Mary)
Weeks, Joseph (Master), 234
Weeks, —— (served with

Welcher, John (merchant at Boston): and accounting error, 214; as agent for Nathaniel Shaw, Jr., 214–15, 226–27, 434; and cargo of Lovely Lass, 226, 227; and Favourite, 60 and n; and General Put- nam, 160, 434; laments death of Capt. Samuel Chew, 61; money draft on, 160; and money sent to Nathaniel Shaw, Jr., 214, 226; on economic cli- mate, 227; to: Nathaniel Shaw, Jr., 60–61, 160–61, 214–15, 226–27

Waters, Peter, 8n
Waters, William (Seaman, Continental Navy), 805, 813
Waters, William, 8n
Waters, James (Pvt., Royal Marines), 33
Waters, James (Seaman, RN), 33
Waters, Thomas (Seaman, Continental Navy), 795, 808, 812
Watson, Hugh (seaman), 844
Watson, —— (Capt.), 762–64, 765, 783
Watts, Robert (mate), 238
Watts Island, Virginia, 862
Waymouth, Nicholas (Continental Marines), 794
Weare, Meshech (President, New Hampshire): to: Naval Officer Commanding at Halifax, Nova Sco- tia [Charles Filding], 416–17 and n; from: Massachusetts Council, 78

Weatherly, Richard (Continental Navy), 795, 812
Webb, Constant (seaman), 234
Webb, Joel (lt. of marines, General Putnam), 233
Webb, William, 211–12
Webber, Ignatius (Master), 302 and n, 365n (Polly)
Webster, —— (served with Ranger), 738
Webster, George (Master), 358n, 404 (Sea-Flower)
Wedgwood, Jese (Continental Marines), 800
Weeks, Benjamin (Capt.), 393, 394n (Mary & Eliz-abeth)
Weeks, Pelatiah (Seaman, Continental Navy), 792
Weeks, Samuel (Seaman, Continental Navy), 799
Weeks, —— (served with Navigator), 891
Weelhelm, Hendrik [Henry Williams] (Bosun's Mate, Continental Navy), 801
Welch, Hezekiah (Lt., Continental Navy), 516 and n, 670 and n, 671 and n
Welch, Paul (Seaman, Continental Navy), 800
Wellfleet, Mass., 487n
Wells, George (shipbuilder at Baltimore), 368
Wells, Me., 797, 801, 809n
Wells, George (shipbuilder at Baltimore), 368

Welther & Porte (merchant firm at Alicante, Spain), 742, 743
INDEX

Wendell, David Wentworth (Midn., Continental Navy), 103n, 854, 856n
Wendell, John (merchant at Portsmouth, N.H.), 103 and n; to: Robert Morris, 103
Wereat, John (Continental Agent, Georgia), 281
Wescott, Wright (Capt., Virginia Navy): money for, 786
Westchester, England, 788
West, Benjamin (Capt.), 858n
West, Samuel (Speaker, Delaware General Assembly), 407
West Caicos Island, Turks and Caicos Islands, 21–22 and n
West Chester, England, 786
Westcott, Richard (Col., New Jersey militia; ship owner), 108
West Florida, 141, 144n; patrols lakes, 107; reinfor-cements for, 107; threatens New Orleans, 271, 272n; part of flotilla protecting garrisoning post at Manchac, 292, 294n; as threat concerning Willing Expedition, 271, 272n; and n; and salvaging supplies from Norfolk Revenge, 480; stores and, 278–79 and n (Norfolk Revenge)
Western Passage. See Narragansett Passage
West Florida, HM armed sloop: and British demands concerning Willing Expedition, 271, 272n; and garrisoning post at Manchac, 292, 294n; as threat to New Orleans, 271; part of flotilla protecting West Florida, 141, 144n; patrols lakes, 107; reinforcements for, 107; threats New Orleans, 288, 290n; whereabouts of, 109, 371, 373 and n; Willing Expedition and, 109 (George Burdon)
West Florida: Assembly of, 293, 294n; election in, 293; on American control of, 499; on military forces in, 107; on protecting inhabitants of, 291; protection of, 141, 144, 145n; residents of, and oath of allegiance to Spain, 107–7, 165, 291; residents of, flee to Louisiana, 106; state of, 106–7; on protecting inhabitants of, 291; 293; on American control of, 499; on military forces in, 107; on protecting inhabitants of, 291; protection of, 141, 144, 145n; residents of, and oath of allegiance to Spain, 107–7, 165, 291; residents of, flee to Louisiana, 106; state of, 106–7; United States acquisition of, 288; Willing Expedition and British property in, 108
West Florida Governor’s Council, 141, 291-92, 293
West Florida Royal Refugees, 292, 294n
West Indies: on number of British warships in, 82; on prices of goods from, 393; on vessels best for conducting trade with, 185; outward-bound vessels, 151, 560; Proutie in, 549, 550; Spanish Navy and operations in, 518; trading voyages to, 162
British: as possible destination of French fleet, 572, 573; attack on contemplated, 654; British expedition to, 236 and n, 656, 687; British merchant ships captured in, 745; British naval reinforcement and, 619; British privateer cruising in, 644; Byron’s fleet and, 655; Connecticut state vessels ordered to, 162; d’Estaing’s fleet and, 517, 518, 618, 741n; Flamdand and, 285
French: American-commissioned privateers from, 195; protection for American vessels given in, 94; intelligence from, 744; inward-bound vessels, 31, 85, 144n, 824
Lessward Islands: destruction of defenses of, 518; French operations against, 518; ransom to be demanded from, 518
Windward Islands: 69, 300; French operations against, 518
West Point, N.Y., 170, 171n, 248
Westport River, Mass., 131n
Wexford, Massachusetts privateer brigantine: armament of, 470n; becomes Loyalist privateer Loyal Subject, 470–71n; captured by Experiment, 470–71n; owner of, 470–71n; size of crew of, 470–71n, 470n; tonnage of, 470–71n; captures: Sally, 439, 440n (John Fletcher)
Wexford, Ireland, 840, 855n
Weyman, Samuel (Seaman, Continental Navy), 812
Weymouth, HM Post Office packet sloop: captured by Oliver Cromwell, 41, 42n, 267 (Paul Flynn)
Weymouth, Lord [Thomas Thynne, 3d Viscount Weymouth] (British Secretary of State for the Southern Dept.): and orders for Channel fleet, 746–47; intelligence sent to, 673; and protection of Gibraltar convoy, 601; from: Lord Grantham, 525, 625, 695; Sir John Hort, 530, 659; Herman Katencamp, 682
Whaleboats, American, 412, 459 and n; capture: unnamed brig, 429; unnamed schooner, 429
Whaleboats, British, 442
Whalen, John (Seaman, Continental Navy), 702
Whaley, Jonathan (seaman), 233
Wharton, Joseph (merchant at Philadelphia), 382, 383n
Wharton, Joseph (merchant at Philadelphia), 382, 383n
Wharton, John (Member, Continental Navy Board of the Middle Dept.): and inquiry into loss of Virginia, 203n; memorial of, 222, 543 and n; salary and expenses of, 222 and n
Wharton, Thomas, Jr. (President, Pennsylvania Supreme Executive Council): attends meeting of council, 105, 131, 174, 181; illness and death of, 249n; and service of Pennsylvania Navy privates on Chesapeake Bay, 249 and n, 337 and n, 358n; from: Pennsylvania Navy Board, 126, 381
Wheat, 97–98
Wheaton, Charles (seaman), 218
Wheaton, Joseph (master-at-arms), 217
Wheeler, Joseph (seaman), 233
Wheelwright, Joseph (seaman), 812
Weymouth, Lord [Thomas Thynne, 3d Viscount Weymouth] (British Secretary of State for the Southern Dept.): and orders for Channel fleet, 746–47; intelligence sent to, 673; and protection of Gibraltar convoy, 601; and recruiting, 7, 84, 196; sailing of Providence, 186; escape of ship of, 68, 186, 253–54 and n; fooled by British letter of marque Nancy, 776–77; and clothing for officers serving former captain of Providence (Paul Flyn)
Weymouth, Lord [Thomas Thynne, 3d Viscount Weymouth] (British Secretary of State for the Southern Dept.): and orders for Channel fleet, 746–47; intelligence sent to, 673; and protection of Gibraltar convoy, 601; and recruiting, 7, 84, 196; sailing of Providence, 186; escape of ship of, 68, 186, 253–54 and n; fooled by British letter of marque Nancy, 776–77; and clothing for officers serving former captain of Providence (Paul Flyn)
Whipple, Abraham (Capt., Continental Navy): as former captain of Columbus, 23n; and attack on Nancy, 776–77; and clothing for officers serving under, 652; and commissioning officer, 7; and debts of Providence, 227; and discipline in crew of frigate Providence, 186; escape of ship of, 68, 186, 253–54 and n; fooled by British letter of marque ship, 771 and n; and forwarding letters and dispatches, 68, 787; on British act of reconciliation, 786; on conduct of, 186–87, 771, 776–77; on conduct of Continental Navy lieutenant, 71 and n; on reputation of, 771; operational orders to, 42n, 186–87, 783; and recruiting, 7, 94, 196; sailing of Providence and, 130; unknown to William Ellery, 189–90; whereabouts of, 84; to: Robert Edmunds, 745; Benjamin Franklin, 785–87; John Paul Jones, 787; Officers of Continental Navy frigate Providence, 771; John Sullivan, 196; Daniel Tillinghast, 84; William Vernon, 227; from: Continental Navy Board of the Eastern Dept., 186–
Whiting, Thomas (Lt. Col., Virginia Militia; 1st Whitelock, John (Cpl., Continental Marines), 793
White Hill, N.J., 321, 331
Whitehaven, England, 845; alarm in, 699; Ameri-
White Cliffs, W. Fla., 110n
Whiteaker, James (Sgt., Continental Marines), 794
White, William (Master)
White, Nathan (Seaman, Continental Navy), 801
White, John (Sgt., Continental Marines), 793
White, Joseph (Armourer/Seaman, Georgia Navy),
White, John (Col., Continental Army), 102n; and White, G. W. (ship owner), 416n
White, John (Seaman), 234
White, Joseph (Armourer/Seaman, Georgia Navy),
White, Aaron (Seaman), 218, 254, 255n
White, William (Brig. Gen., New Hampshire
Whipple, Robert (Armorer, Continental Navy), 794, 811
Whipple, William (Brig. Gen., New Hampshire
White, Nathan (Seaman, Continental Navy), 187;
White, Samuel (Merchant at Boston), 170n, 808n;
White, Joseph (Master), 861
White, John (Seaman, Continental Navy), 187;
Whipple, Robert (Armorer, Continental Navy), 794, 811
Whipple, William (Brig. Gen., New Hampshire
White, William (Brig., Continental Army), 102n; and
White, William (Col., Continental Army), 102n; and
White, Samuel (merchant at Boston), 465n, 862
Whittle, Moses (Capt., East Florida Rangers), 129
Whitney, Peter, 420
Whitrow, James (Cooper, Continental Navy), 794
Whittemore, Joseph (Seaman, Continental Navy), 813
W. Hubbard & Co. (merchant firm at North Caro-
Wickes, Lambert (Capt., Continental Navy), 580n;
Wicklow, Ireland, 842, 855n
Wicomico River, Md., 468, 469, 862
Widger, John (Capt.), 742 and n (Ann)
Wild Cat, Connecticut armed galley: engagement
Wilkins, Thomas, 219
Wilkinson, Stephen (Seaman, Virginia Navy), 469
Willard, Julius (carpenter’s mate), 234
Willet, Daniel (Seaman, Continental Navy), 674n
Wiley and Miny, Maryland privateer schooner, 474
(William Skillirm)
William, brig: captured by Cadot, 463 and n
William, brigantine: captured by Chance, 408 and n
William, brigantine, 248 (Callan)
William, Massachusetts State spy schooner, 117
William, schooner: recaptured by Bristol, 416 and n
(Gilbert Kellam)
William, sloop: captured by Portland, 206–7, 424
and n; captured by Portland's tender Tartan, 35
and n (Joseph Watson)
William and Polly, brigantine: captured by Success,
70 and n; size of, 70 and n (Edward Symonds)
William Cunningham & Co. (ship-owning firm,
Glasgow), 672n
Williams, Benjamin (seaman), 234
Williams, Charles (Seaman, Continental Navy), 792
Williams, Ezekiel (Connecticut Deputy Commissary
General of Prisoners), 24
Williams, George (Member, Massachusetts Board
of War), 197, 198n, 351 and n, 465n; and memo-
rail of Massachusetts Navy officer, 487 and n; and
repairs to Massachusetts state trading schooner,
479 and n; attends board meeting, 117, 169, 274,
282, 301, 356, 365, 479; owns privateer, 351 n; to:
Timothy Pickering, Jr., 261
Williams, Henry, 333
Williams, Henry (merchant at Salem, Mass.), 465n
Williams, James (pilot, Ocracoke, N.C.), 462n
Williams, John (Seaman, Continental Navy), 801
Williams, John (Sgt., Continental Marines), 793
Williams, John (Lt.), 453
Williams, Jonathan, Jr. (American merchant in
France; former Continental Commercial Agent): ac-
counts of, 509n, 510n, 511n, 580–81, 616; and
American Commissioners in France, 581, 615–
16, 685; as Continental Commercial agent, 508,
524n, 580–81, 621, 689 and n; assists John Paul
Jones, 542, 685, 708, 776; Benjamin Franklin’s
grand-nephew, 524n; code used by, 761–62n;
commission of, 510, 730, 767, 768, 768n, 769,
770, 780; correspondence involving, 523, 542, 581; and credit for John Paul Jones, 776; and cruise of Ranger, 704; and dispatch of Thomas Simpson to America, 750; drafts of, 580–81; and fitting out Deane, 722–37; health of, 523, 542; and memorial of American merchant captains, 543, 558, 559 and n; money for, 616; and William Morris, 753–54 and n; on assistance for needy American seamen, 665; on his actions, 708–9 and n; on sale of American prize by French Admiralty court, 665; on supplies he has on hand, 615; and prize money for crew of Ranger, 523, 524n; and prize money owed crew of Lexington, 543–44; and prizes of Ranger, 689, 709 and n; purchases made by, for Ranger, 562–66; and refitting Drake, 685; and repair of arms, 581; and salary of Lt. Boux, 531 and n; and shipment of supplies to the United States, 510, 615, 709 and n; and supplies from Holland, 615; and supply of paper for Ranger, 565; visits John Paul Jones, 761; and workmen’s terms of employment, 581: accounts, 722–37, 767–68n, 768, 769, 770, 778–80; to: American Commissioners in France, 580–81, 615–16, 685, 708–9; Benjamin Franklin, 543–44, 665; John Paul Jones, 523; from: John Paul Jones, 542, 776 Williams, Lydia Pickering, 198n

Williamson, Robert (Seaman, Continental Navy), 122, 804, 813

Williams, Stukeley (2nd Lt.), 217

Williams, William, 294

Williamson, —— (merchant at South Carolina), 232n

Williamson, Thomas (Capt.), 255, 548; May 1, 644; 15 May, 695–96

Williams, Samuel (seaman), 234

Willing Expedition: and British threats against New Orleans, 288; cost of maintaining, 288; descriptions from, 294, 493; engagement involving detachment from, 292; Gálvez and surrender of officers of, to British, 370, 372, 373n; and Manchac, 289, 436; morale in, 324, 436, 493; movement by, 436; mutiny of men in, 493; officers appointed for, 289; on assistance to from Don Bernardo de Gálvez, 291; on courtiers shown to by Spanish, 325n; on effectiveness of, 493; on goods captured by, 324; on operations of, 291, 324; on purpose of, 493; on retreat of, 324; on situation of, 287–90; on value of, 324; on operations of, 324; prizes captured by, 271, 272n, 370, 372; proceeds from sale of captured property, 493; and raids into British West Fla., 291; and supplies for Continental Congress, 324

Willing, James (Capt., Continental Army): and advice of Don Bernardo de Gálvez, 436, 457n; bill of sale involving, 251–52; British demands concerning, 94, 110, 112, 113, 271; considers waters of Mississippi under Spanish forts to be Spanish territory, 36; departure of, from New Orleans, 10–11; depredations by command of, 106; expects restitution of Negroes/slaves on board Syph, 36; expedition of, and British attack on New Orleans, 110, 113; journal of, of, 108, 109n; on conduct of Oliver Pollock, 493; on effect of British warships in Mississippi River, 109, 110n; on expedition of, 9–12, 13n; on his situation, 108–9; on letter of, 502; on Thomas McIntire, 108, 109n; on operations of command of, 108–9; on Rebecca as potential warship, 9; on taking prizes on Mississippi River, 36 and n; operations of command of, 106; orders of, 493; prepares to leave Louisiana, 324; and proceeds from sale of captured property, 493; seeks reinforcements, 109; size of detachment commanded by, 108, 109; and supplies needed by United States, 287; to: Continental Marine Committee, 108–9; Don Bernardo de Gálvez, 436–37; Oliver Pollock, 493; from: Oliver Pollock, 502

Willing, Morris & Co. (Philadelphia merchant firm), 523 and n, 524n

Willing, Thomas (merchant at Philadelphia), 523

Willing Maid, 523

Wills, Robert (Seaman, RN), 434

Winder, Levin (Capt., Continental Army), 449 and n

Windsor, Edward (Boy, Continental Navy), 814

Windmill Hill, R.I., 442

Windward Islands, British West Indies, 69, 300, 518

Wine: as cargo, 21n

Winterton, John (Capt.)

Winey, Jacob (ship owner), 412

Winslow, —— (Private, Willing Expedition), 325

Winslow, —— (Private, Willing Expedition)

Winchester, Josiah (Continental Navy), 805

Winder, Levin (Capt., Continental Army), 449 and n

Windsor, —— (Private, Willing Expedition), 325

INDEX 993

Index

INDEX 993
INDEX

Wrightman, George (Lt. Col., Loyal New England), 424n
Wright, Reuben (Master), 200 and n
Wright, Obadiah (Loyalist on Long Island, N.Y.), 358n
Wright, John (Lt., RN), 206 (Prudence)
Wright, James (Seaman, Continental Navy), 122, 465n
Wright, James (Royal Gov., Georgia), 45; from: Thomas Conway, 284
from: Thomas Conway, 284
Worster, Philip (Seaman, Continental Navy; Connecticut Register, Maritime Court for Hartford Co., 458
Worster, Benjamin (Continental Marines), 799, 813
Worthen, Isaac (Continental Marines), 804, 814
Wraxall & Co., (merchant firm at Bristol, England), 380n
Wren, Thomas, Rev., 541n, 669; to: David Hartley, 540–41
Wright, Amos (Master), 200 and n
Wright, Charles, 19
Wright, Charles (seaman), 235
Wright, James (Royal Gov., Georgia), 45; from: William Brown, 230–31
Wright, James (Seaman, Continental Navy), 122, 805, 813
Wright, John (Lt., RN), 27n, 248 and n (Dunmore)
Wright, Obadiah (Loyalist on Long Island, N.Y.), 19 and n
Wright, Reuben (Master), 200 and n
Wightman, George (Lt. Col., Loyal New England Regiment), 190, 191n
Writing supplies, 778
Wyatt, Jacob (Master), 152, 153n
Wyer, —— (bookbinder in Bordeaux, France), 762, 764, 765 and n, 781, 783
Willy, Richard (Member, Georgia Executive Council), 35
Willys, George (Clker, Connecticut Upper House Register, Maritime Court for Hartford Co., Conn.), 351, 458
Wynkoop, Cornelius D. (Col., New York Militia): as New York state commissioner, 498; and construction of gunboats, 269, 498–99n; and defense of Hudson River, 498; to: George Clinton, 269; Horatio Gates, 498
Wynkoop, Jacobus (Commo., New York Navy), 815
Xerena, Véase Gerena, Conde de, 525 and n, 698–99 and n
Yardsley, William (Master), 859 (Kitty Delaney)
Yarmouth, HMS: and American attempt to conquer Tobago, 774; armament of, 210, 211n, 400; assigned to Leeward Island station, 650; damage to, 58 and n, 198 and n, 210, 211n, 358, 359n; and destruction of Randolph, 143–44, 145n, 198 and n, 206–7 and n, 210, 211n, 358, 359n, 400, 465n, 482, 740, 765 and n, 774, 775n; rate of, 650; said to have been mistaken for British transport, 765 (Nicholas Vincent)
Yarmouth, England, See Great Yarmouth, England
Yates, Charles (Seaman, Maryland Navy), 353
Yoel, John D. (Mate, Continental Navy), 791, 811
Yeats, Bartholome (Seaman, Continental Navy), 803
Yeoocomo River, Virginia, 860
York, British transport ship, 193n
York, ship 186 and n, 198 and n; captured by Cabot and Arbuthnot, 186 and n (Barnard),
York, HM armed sloop, 72, 74n
York, United States, 512, 513, 529 (William Richardson)
York, Old York, Me.
York River Company (Williamsburg merchant firm), 861
Yorke, Sir Joseph (British Ambassador at the Hague), 688; to: William Fraser, 688
Yorktown, Va., 770; and damage suffered by
Youart, J. (Master)
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Independence, 277; departure of, from France, 542; and loss of Independence, 277 and n; money for, 735; and salvage of cargo, stores, and equipment, 277; and shipment of supplies from France to United States, 510; from Continental Marine Committee, 277 (Independence)
Young, John (Master), 476 (Mayflower)
Young, William (Comdr., RN), 45, 650 (Snake)
Young, William (seaman), 233
Young & Co. (merchant firm of North Carolina), 355n
Zákinthos, 667, 668
Zante. See Zákinthos
Zébré, French Navy sloop-of-war: Journal, 249–50; and American militiamen plundering transport, 250 and n; needs coal, 51; provisioning of, 249; station of, 51 and n (John Orde)
Zébré, French Navy ship of the line: damage to, 625, 626; and d’Estaing’s fleet, 625, 626; in first squadron, Toulon fleet, 568; sailing qualities of, 718, 719 (Comte de Barras de Saint-Laurent)
Zéphyr, French Navy frigate, 538–39; armament of, 539 and n, 542 and n, 568; as escort for Ranger, 542; in Brest fleet, 568; location of, 568 (Des Barres)
Zodiaque, French Navy ship of the line, 549 (Marquis de La Porte Vezins)
Zubly, John Joachim, Rev., 231, 232n