



NAVAL DOCUMENTS OF
The American Revolution



Narragansett Bay

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 13

AMERICAN THEATER: June 1, 1778—August 15, 1778

EUROPEAN THEATER: June 1, 1778—August 15, 1778

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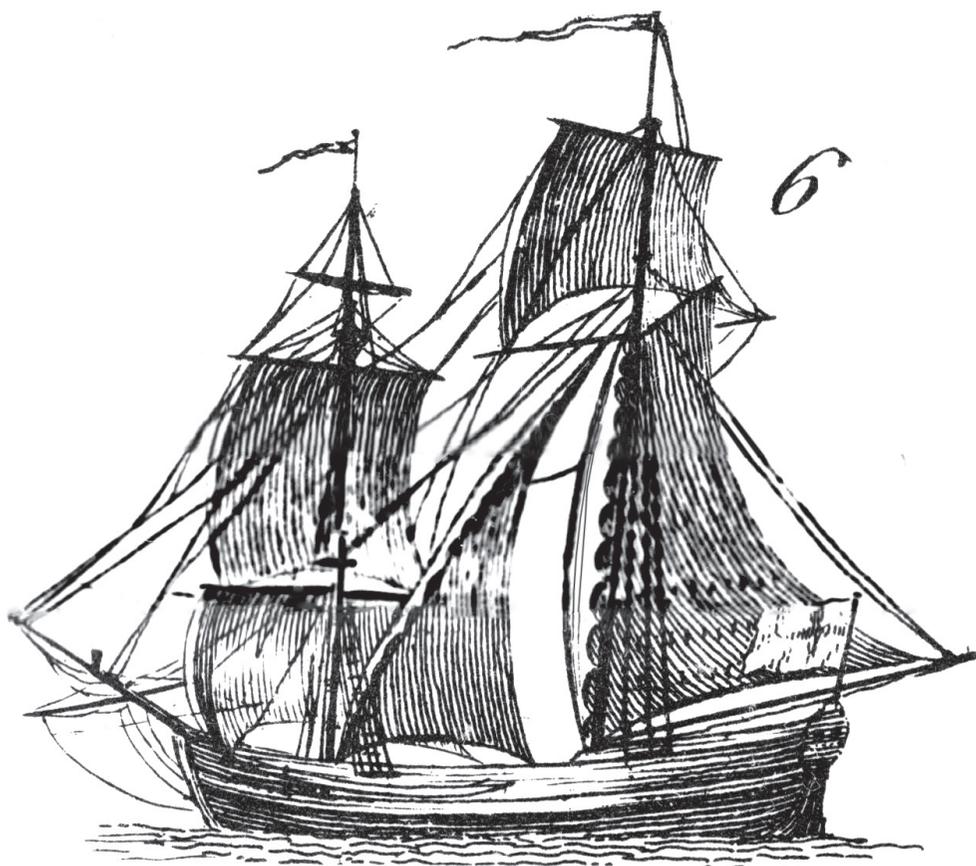
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Each volume of this series is a reminder of the key role played by William Bell Clark, original editor. Drawing on his deep knowledge of the navies in the American Revolution, his initial selections and arrangements of materials compiled over a devoted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



Brig or brigantine under sail.

This woodcut engraving and others of similar nature throughout the volume are from William Falconer, An Universal Dictionary of the Marine, new edition, corrected (London: T. Cadell, 1789).

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Foreword

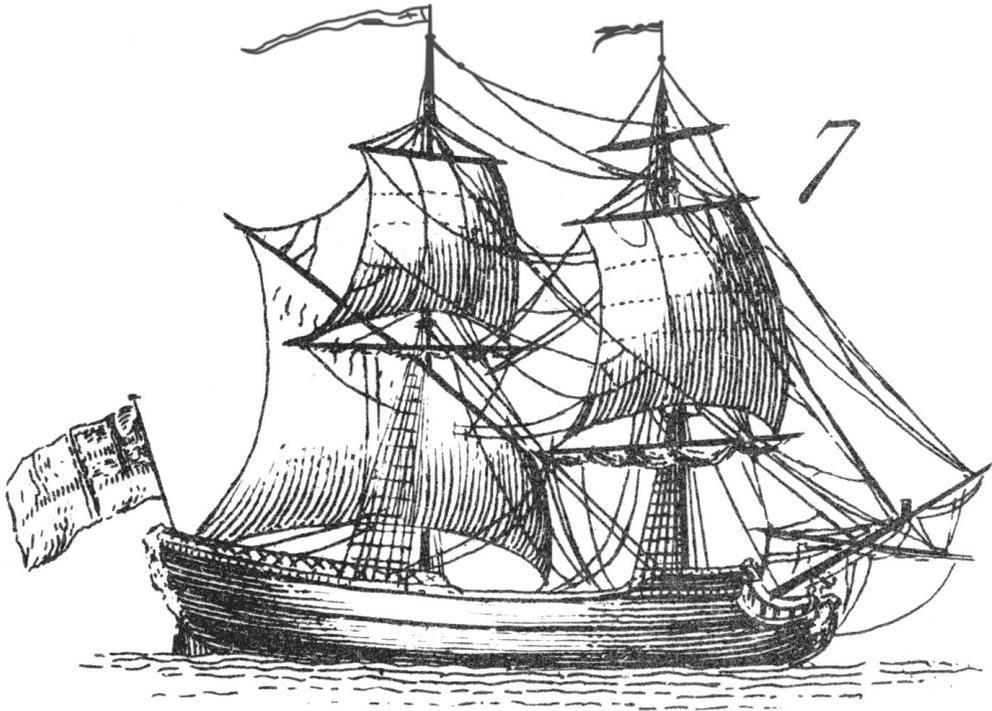
In 2014, on retiring after thirty-seven years of active duty in the Navy, I took the position of Director, Naval History and Heritage Command. Doing so brought me full circle, back to the beginning of my interest in the Navy. In elementary school, I avidly read Samuel Eliot Morison's *History of United States Naval Operations in World War II*. Reading of the heroism and sacrifice of America's Sailors helped inspire me to serve, so it is with great pleasure that I find myself responsible for ensuring that the history and heritage of our Sailors continues to be remembered.

This is the thirteenth volume of *Naval Documents of the American Revolution*, a project that began more than fifty years ago. Although the work of transcribing, editing, and annotating historic documents is painstaking and sometimes slow going, the documents found here are well worth the wait. The letters, diaries, journals, newspaper articles, and ships' logs contained here document the victories and triumphs of America's fledgling navy. There are successes here, but there are discussions of defeats, accidents, and errors of judgment. Remembering what went wrong, as well as what was inspiring, is something we all must do.

In particular, this volume covers the period when America's first ally, France, sent direct military support to the thirteen colonies. A fleet under Vice Admiral comte d'Estaing arrived off the American coast in the summer of 1778. Vice Admiral comte d'Estaing's campaign demonstrated Americans at their best, as they sought to supply and succor the French sailors, weakened from their time at sea. The campaign also showed the dangers of pride and selfishness, as operational failures led to conflicts between Vice Admiral comte d'Estaing and the American commander in Rhode Island, Major General John Sullivan. Thus, far from printing musty antiquarian scraps of paper of interest to few, this book contains lessons that are still useful for Sailors today.

Ultimately, however, *Naval Documents of the American Revolution* fulfills the primary mission of the Naval History and Heritage Command (NHHC). It helps preserve, protect, and disseminate the history of the people who have served in America's Navy. It stands as an example of the U.S. Navy's promise to remember the sacrifice of its Sailors, a duty of utmost importance for both NHHC and myself.

S. J. Cox
Rear Admiral, USN (Ret.)
Director of Naval History
Curator for the Navy
Director, Naval History and Heritage Command



Ketch at anchor

Editor's Preface

Proposals for a government-sponsored publication of source documents for the study of the War of Independence can be dated to as early as the end of the nineteenth century. Efforts to publish historical naval war records began in the 1880s, when the Navy judged that it was important to make known the record of its contributions to victory in the Civil War. Beginning in 1884, Congress made appropriations to support the effort to search out, bring together, and prepare Civil War naval records for publication. In his annual report for 1888, Secretary of the Navy William C. Whitney stressed the importance of publishing the Navy's Civil War documents, "which clearly ought to appear side by side with that of the War Department." The effort resulted in the publication of the series *Official Records of the Union and Confederate Navies in the War of the Rebellion* in thirty-one volumes between 1894 and 1927.

As these volumes appeared, others expressed interest in a similar project for the War of Independence. In 1895, the Sons of the American Revolution in the State of California issued a call for the federal government to publish the records of the War of Independence in a manner similar to that of the ongoing projects of the United States Army and Navy to publish Civil War records. "The unpublished archives of the United States government, relating to the War of the Revolution, have never been assembled into one collection," they noted, "but they are now distributed throughout the several Public Departments and, owing to past neglect and present lack of proper care, many valuable documents have been mutilated and destroyed, and those remaining are rapidly becoming illegible." The California Sons of the American Revolution asserted,

the necessity for absolute accuracy in the history of that heroic struggle for freedom, as well as justice to those who, in what capacity soever gave their all for the cause of liberty, require that the story of their sacrifices and their patriotism, shall no longer be kept among the inaccessible Archives of the government, but that it shall become the official basis for a history of that period, more complete than has yet been written.

Despite their eloquent plea, Congress did not appropriate funds for publication of records of the Revolutionary War.

Congress did, however, require the transfer to the secretary of the navy of all federally-held records relating to public and private vessels engaged in the War of Independence in 1906, and in 1913, it having been found that the government held few such records, allotted funds to the Navy for the collection of Revolutionary naval records. The Navy Department used those funds to photostat selected records in Massachusetts, Virginia, and North Carolina, most of which were placed in the Area File

in the custody of the Office of Library and Naval War Records, a predecessor office of the Naval History and Heritage Command. Nevertheless, naval records of the Revolution remained widely scattered into the second half of the twentieth century.

In the meantime, the Navy Department continued its practice of making the record of its accomplishments available for study through documentary publications. Dudley W. Knox, who was in charge of the Navy's Historical Section and subsequently the Office of Naval History and Records from 1921 to 1946, attributed the scarcity of works on the history of the United States Navy to the "inaccessibility of authentic sources." His remedy was two-fold. First, he transformed the Office of Naval Records and History into a modern archival repository, where records were systematically collected and professionally processed. Second, he undertook to collect, edit, and publish selected naval records. At the immediate suggestion of President Franklin D. Roosevelt, under Knox's direction, the Navy published *Naval Documents Related to the Quasi-War between the United States and France* in seven volumes between 1935 and 1938, and *Naval Documents Related to the United States Wars with the Barbary Powers* in seven volumes between 1939 and 1945. Reflecting the practices of the time, these series printed only American documents.

Still, the records of the War of Independence at sea remained particularly difficult to study. Then, in the mid 1950s, during Rear Admiral John B. Heffernan's tenure as Director of Naval History, the distinguished scholars who constituted the Secretary of the Navy's Advisory Committee on Naval History, aware of the proliferation of the new documentary histories of figures from early American history, such as John Adams, Benjamin Franklin, Alexander Hamilton, Thomas Jefferson, and James Madison, judged that the time was right for the publication of a Navy series on the American Revolution. The series they envisioned would conform to modern scholarly documentary editing practice and include context and coverage for both sides of the conflict, including materials from British, French, Spanish, and other European archives. Heffernan's successor, Rear Admiral Ernest M. Eller, USN (Ret.), took up the challenge and in 1957 persuaded Secretary of the Navy Thomas S. Gates and Chief of Naval Operations Admiral Arleigh Burke of the value of the project and secured Navy financing. The search for an editor began.

Admiral Eller engaged William Bell Clark for the position and to select and edit the documents to be included in the series. Clark, an insurance company executive and former newspaperman, was the preeminent authority on the American navies of the War of Independence. He had published biographies of three captains of the Continental Navy, as well as books on George Washington's fleet of armed schooners that cruised to intercept British transports in Massachusetts Bay, on the privateers Benjamin Franklin commissioned to operate in British waters, and on the Continental Navy sloop-of-war *Saratoga*. Clark researched thoroughly and wrote engagingly. "When I visited him in his library," Admiral Eller recalled,

I found other reasons than most of us realized why he was *the* man for the job. All knew him to be a tireless researcher, competent writer, and walking encyclopedia of the American Revolution. Few, if any, realized, certainly I didn't, that in his library reposed transcripts of much of the material we would publish. Around the bulkheads, from deck to overhead, stood neatly tabbed portfolios with thousands of transcripts from repositories in Europe and the United States.

Here was the distilled essence of a lifetime avocation—now to become a new and inspiring vocation.

Clark accepted a contract to edit the new series. His personal collection formed the basis for the project, but he along with other staff gathered copies of manuscripts and documents across America and abroad. Eventually they collected on microfilm more than 500,000 documents. Clark completed his first volume, covering the period from December 1774 to September 1775, in 1964. When Clark died in 1968, volume 4 was in page proof, taking the story up to the eve of the Declaration of Independence.

William James Morgan, who, as head of the Historical Research Branch of the Naval History Division, had assisted Clark from the start of the project, took over the editorship on Clark's death. Morgan, a Navy veteran, had a doctoral degree from the University of Southern California and had published his dissertation on the New England captains in the Continental Navy as a book entitled *Captains to the Northward*. Morgan presided over the series until his retirement in 1981. Dr. William S. Dudley took over from Dr. Morgan, and I succeeded to the post when Dr. Dudley became the Naval Historical Center's senior historian in 1990.

The following anecdote suggests how my training and experience have subtly affected the editing of volumes during my tenure as the series' chief editor. One day some thirty-six years ago, during my National Historical Publication and Records Commission fellowship at the Adams Papers at the Massachusetts Historical Society, I was talking about how much I enjoyed researching and writing annotation to the documents, when Celeste Walker, one of the Adams Paper's editors, tempered my enthusiasm and gave me pause to consider by stating simply that annotation was not the most important service a documentary editor performs. Fast forward thirty-something years to a recent historical conference during which I chaired a session on documentary editions of the papers of military leaders. One of the presenters, a college professor who had contributed as a guest editor to a volume of historical documents, although a long-established scholar, reminded me of my younger self by his remarks that implied that the chief value of a documentary edition was found in the annotation. His view, it seems, comes naturally to someone—no matter his or her age—new to the preparation of historical documents for publication. If I had been the commenter, I might have said something, but, since comment is not the role of the chair, I held my tongue. Annotation adds much of value to a documentary edition, still, the longer I have practiced the profession, the more I am convinced of the truth of the lesson I learned early in my career: The first duty of the documentary editor is to provide accurate texts.

To put this another way, documentary editing is a form of textual scholarship. Ideally, the document as published should provide both an accurate text and all the relevant information about the manuscript that one should not be able to tell if a scholar relying on that published document has consulted the original manuscript or used the published version in one of our volumes.

My conviction that *the text is the thing* has had consequences for the contents of the volumes in this series for which I have had responsibility, volumes 10 through the present volume. This conviction has led to lean annotation. One of the responsibilities of the editor of historical records is to understand the content of the records chosen for publication. My rule of thumb is that if it requires work on my part to make sense of a

passage, then the reader deserves an explanatory note. The volumes in this series provide footnotes whenever a passage in a document requires explanation and limits that explanation to the minimum required for understanding the passage and its context.

The conviction that the text is the core of the edition has also led me to introduce, in addition to English translations, foreign language texts in their original languages. A translation is not the text; no matter how literal, it can only be an interpretation of the text. I also added information to source notes that brought the series into line with practices that had become standard in the profession: document type (letter, letter book, copy, etc.), addresses, and docketing. Users of *Naval Documents of the American Revolution* will find all the relevant information they need from the original documents, as well as accurate annotation, thereby making this an authoritative, reliable, and indispensable source for writing the history of the American Revolution at sea.

Readers of this volume, the thirteenth in the series, will find that French texts occupy a substantially greater proportion of its pages than in previous volumes, a fact that may require a word of explanation. The period covered by the volume witnessed the arrival of a French fleet on the coast of North America and much of the volume documents the subsequent campaign it waged in conjunction with Continental forces up to the point when a powerful storm gravely damaged it. My fellow editors and I have chosen documents that tell this story from the French perspective as well as those of their American allies and their British antagonists.

In contrast to the heavy documentation of the French naval campaign of 1778 in North America, readers will find here only allusions to, rather than records of, the encounters between the naval forces of France and the United Kingdom that marked the commencement of active hostilities between the two kingdoms in European waters. As explained in the preface to Volume 11, although in 1778 a colonial war of independence merged with a war fought in a global arena over the balance of power of Europe, the intent of this series is to document the former struggle and to cover only those aspects of the larger world war that were directly related to the role of sea power in the winning of American independence. If we have succeeded in our selections, the documents in this volume will greatly foster historians' efforts to describe this critical period of American history.

In 1960, in a review of Clark's book on *George Washington's Navy*, Rear Admiral Samuel Eliot Morison noted the need for a comprehensive naval history of the American Revolution. Clark responded in a private letter to Morison, writing:

Nobody will be able to write a naval history of the American Revolution, covering all the aspects you mention, until the documents I am editing are published. . . . Without the facilities that [the Director of Naval History] has placed at my disposal the task would be almost insurmountable, as no one man could in a dozen lifetimes dig into the repositories of Europe and America and extract the mass of material available.

Time has borne Clark's assertion out. Former editor of the series William Morgan noted in 1983 how "current literature in the field has heavy coverage for the war years spanned by the already published *Naval Documents* volumes, and that such coverage markedly thins down thereafter," a statement still true today.

From the start, the series has been warmly received and acknowledged as crucially important for the study of the American Revolution. The volumes have won awards from the Society for Military History, the North American Society for Oceanic History, and the Society for History in the Federal Government.

The U.S. Navy's *Naval Documents of the American Revolution* series makes possible the comprehensive study of the naval aspects of the War of Independence. Through the current thirteenth volume, the series contains the texts of the contemporary records necessary for the documentation of the war at sea during the period from December 1774 through mid-August 1778. The project's files contain copies of hundreds of thousands of documents drawn from hundreds of repositories and collections throughout the United States and abroad and constitute the most extensive collection of source materials on the naval war of the American Revolution in existence. Scholars from as far away as Helsinki, Finland, have visited to make use of the collection. This current volume contains documents from more than fifty different repositories in five countries.

With gratitude, we acknowledge the archivists, curators, and librarians of the many records repositories who have so readily lent their professional assistance to this project. 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.

We are indebted to several friends of naval history for voluntary contributions of labor and expertise. Particular mention is due the late Mr. Robert Brooks, of Stockton Springs, Maine, whose extensive knowledge of British naval officers serving on the North American station we shall miss.

The following student interns assisted with a variety of editorial tasks necessary for the production of this volume: Michael Donnay, of Georgetown University; Mariana Sontag Gonzalez, of Linacre College, Oxford; Eleanor Grange, of Oxford University; Joshua Ivinson, of St. Andrews University; Zachary Kopin, of American University; Kevin Schrop, of Illinois State University; and Jeremy Steinberg, of Haverford College.

Responsibility for the contents of this volume is that of the editors alone. Recognizing that no documentary edition will be without flaws, we trust that this volume, despite its shortcomings, makes a worthy contribution to the study of the young American republic's fight for freedom.

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Editorial Method

Principles of Selection

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

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

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

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

Variant Texts

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

Placement of Documents

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

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

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

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

<u>Conjectured Date</u>	<u>Placement</u>
sometime in a given year	before documents dated 1 January of that year
sometime within a given month	before documents written the first of the month
after a given month	before documents dated the first of the next month

Notes

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

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

Transcription

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

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

Where the source is a newspaper or other printed work, the editors have not attempted to retain typeface: for example, blocks of text in all italics have been put in roman font, and some words in all capitals have been normalized. Exceptions are printed broadsides or advertisements where different typefaces emphasize the meaning of the text.

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

Ships' Logs

Two categories of modifications to the original text appear in the transcriptions of most of the logbooks and officers' journals that appear in this volume. First, a number

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

Abbreviations Commonly Used in Logbooks

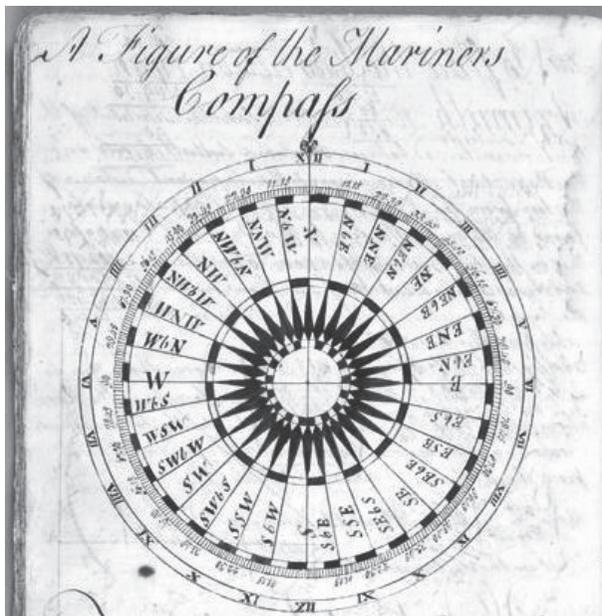
Abbreviations commonly used in logbook entries found in this volume are listed below in alphabetical order, with their expanded meanings. In the text, the abbreviations in the list may be followed by a period or colon and lowercased words may be capitalized.

<u>Abbreviation</u>	<u>Meaning</u>
agr ^d	aground
anch ^d	anchored
an ^d	anchored; answered
ans ^d	answered
bb ^l	barrel
bb ^r	best bower
b ^d	board; bound
bear ^g	bearing
bo ^d	bound
b ^r	bower
brig ^g /brig ^t	brigantine
br ^t /bro ^t	brought
b ^t	best; boat; brought
b ^t b ^r	best bower
c	cape
car ^d /carr ^d	carried
c ^o /com ^y /comp ^y /co ^y	company
cont ^g	containing
dis ^t	distant; distance
dist ^{ce} /dist ^e	distance
d ^o	ditto
emp ^d /empl ^d	employed
e/e ^t	east
e ^d	eastward
fa ^m /fath	fathom
fir ^d	fired
f ^m	fathom; from

f ^{ms}	fathoms
f ^r	fair; for
fs ^l	foresail
gall ^t	gallant
g ^t	gallant; great
han ^d	handed
harb ^r	harbor
hh ^d	hogshead
i ^d /isl ^d	island
lar ^b	larboard
lat/latt ^d /latt ^{de}	latitude
lat ^r /latt ^r	latter
leag ^s /leg ^s /league/lg ^s	leagues
lieu ^t	lieutenant
l ^t	lieutenant; light
long ^d	longitude
m	main
man ^d /mann ^d	manned
m ^d	made
mains ^l	mainsail
mast ^r	master
mid/mid ⁿ /midsh ⁿ	midshipman
miz ⁿ	mizzen
m ⁿ	main
mod ^e /mod ^t /mod ^{te}	moderate
m ^s	miles
m st /m ^t	mast
n	north
n ^o	north; number
num ^r	number
obs/observ ^t /observat ⁿ	observation
off ^r	officer
onb ^d	on board
pc ^s /p ^s /ps ^s	pieces
p ^{drs} /p ^{rs}	pounders
pound ^r /p ^r	pounder
p ^t	part; past; point
p ^{ty}	party
q ^r /qu ^r /qua ^r /quart ^r	quarter
rec ^d	received
ret ^d	returned
run ^g /runn ^g	running
sch ^r	schooner
s ^d	sounded; said
sev ^l	several
short ^d	shortened
sig ^l /sig ^{nl} /sign ^l	signal

s ^l	sail; small
sm ^l /sm ^{ll}	small
s ^o /s	south; southern
south ^d /s rd	southward
s ^t	saint
star ^d	starboard
stays ^l /stay ^{sl}	staysail
stud ^g /studd ^g	studding
t	top
tk ^d	tacked
tg/tg ^{tl} /topg ^t /topgall ^t	topgallant
topm ^t	topmast
tops ^l /top ^{sl}	topsail
ts ^{ls}	topsails
var ^l	variable
w	west
w ^{ch}	which
w ^d	wind
—w ^d /w rd	—ward (as in <i>leeward</i> , <i>northward</i> , etc.)
wea ^r	weather
weigh ^d	weighed, i.e., raised
work ^g	working
w ^r	water; weather
w ^t	west; with
w th	with
y ^d	yard
y ^e	the

Directional and Compass Readings



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

N	North	0.00 ^a /360.00 ^a
NbE	North by east	11.25 ^a
NNE	North-northeast	22.50 ^a
NEbN	Northeast by north	33.75 ^a
NE	Northeast	45.00 ^a
NEbE	Northeast by east	56.25 ^a
ENE	East-northeast	67.50 ^a
EbN	East by north	78.75 ^a
E	East	90.00 ^a
EbS	East by south	101.25 ^a
ESE	East-southeast	112.50 ^a
SEbE	Southeast by east	123.75 ^a
SE	Southeast	135.00 ^a
SEbS	Southeast by south	146.25 ^a
SSE	South-southeast	157.50 ^a
SbE	South by east	168.75 ^a
S	South	180.00 ^a
SbW	South by west	191.25 ^a
SSW	South-southwest	202.50 ^a
SWbS	Southwest by south	213.75 ^a
SW	Southwest	225.00 ^a
SWbW	Southwest by west	236.25 ^a
WSW	West-southwest	247.50 ^a
WbS	West by south	258.75 ^a
W	West	270.00 ^a
WbN	West by north	281.25 ^a
WNW	West-northwest	292.50 ^a
NWbW	Northwest by west	303.75 ^a
NW	Northwest	315.00 ^a
NWbN	Northwest by north	326.23 ^a
NNW	North-northwest	337.50 ^a
NbW	North by west	348.75 ^a

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

Textual Devices

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

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

Abbreviations Used to Describe Manuscripts

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

Repository Symbols

CaNSHP	Nova Scotia Archives and Records Management, Halifax, Nova Scotia, Canada
Ct	Connecticut State Library, Hartford, CT
CtHi	Connecticut Historical Society, Hartford, CT
CtMyMHi	Mystic Seaport, Mystic, CT
CtNLHi	New London County Historical Society, New London, CT
CtY	Yale University, New Haven, CT
DLC	Library of Congress, Washington, DC
DNA	United States National Archives, Washington, DC
FrBAPM	Archives Du Ministère Des Affaires Etrangères, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
FrPNA	Archives Nationales, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
M-Ar	Massachusetts State Archives, Boston, MA
MdAA	Maryland State Archives, Annapolis, MD
MdAN	United States Naval Academy Museum, Annapolis, MD
MdHi	Maryland Historical Society, Baltimore, MD
MeHi	Maine Historical Society, Portland, ME
MH-H	Harvard University. Houghton Library, Cambridge, MA By permission of the Houghton Library, Harvard University.
MHi	Massachusetts Historical Society, Boston, MA
MiU-C	University of Michigan. William L. Clements Library, Ann Arbor, MI
MSaE	Essex Institute, Salem, MA
Nc-Ar	North Carolina State Department of Cultural Resources, Division of Archives and History, Raleigh, NC
Nh-Ar	New Hampshire Department of State. Division of Re- cords Management and Archives, Concord, NH
NhHi	New Hampshire Historical Society, Concord, NH
NHi	New York Historical Society, New York, NY
NHpR	Franklin D. Roosevelt Library, Hyde Park, NY
Nj	New Jersey State Library, Trenton, NJ
NjMoHP	Morristown National Historical Park, Morristown, NJ
NjP	Manuscripts Division, Department of Rare Books and Special Collections, Princeton University Library, Princeton, NJ
N	New York State Library, Albany, NY
NN	New York Public Library, NY
NNPM	Pierpont Morgan Library, New York, NY

PHarH	Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, PA
PHi	Historical Society of Pennsylvania, Philadelphia, PA
PPAmP	American Philosophical Society, Philadelphia, PA
PU	University of Pennsylvania Library, Philadelphia, PA
PWacD	David Library of the American Revolution, Washington Crossing, PA
R-Ar	Rhode Island State Archives, Providence, RI
RHi	Rhode Island Historical Society, Providence, RI
RNHi	Newport Historical Society, Newport, RI
RPJCB	John Carter Brown Library, Providence, RI
ScHi	South Carolina Historical Society, Charleston, SC
ScCoAH	South Carolina Department of Archives and History, Columbia, SC
ScU	University of South Carolina, Columbia, SC
SpSAG	Ministerio de Educación, Cultura y Deporte, Archivo General de Indias, Seville, Spain
UkGrNMM	National Maritime Museum, Greenwich, United Kingdom
UkHIHu	Brynmor Jones Library, University of Hull, Yorkshire, United Kingdom
UkLi	Brown, Picton and Hornby Libraries, Liverpool, United Kingdom
UkLoBM	British Museum, London, United Kingdom
UkLPR	National Archives, London, United Kingdom
Vi	Library of Virginia, Richmond, VA
ViU	Albert and Shirley Small Special Collections Library, University of Virginia, Charlottesville, VA
ViW	College of William and Mary, Williamsburg, VA

Collection Symbols

Adm.	Admiralty
C.O.	Colonial Office
H.C.A.	High Court of Admiralty
Marine	Archives de la Marine, Campagnes
MdHR	Maryland Hall of Records
PCC	Record Group 360. Records of the Continental and Confederation Congresses and the Constitutional Convention. "Papers of the Continental Congress"
PRO	Public Record Office
RG	Record Group
S.P.	State Papers (Domestic)

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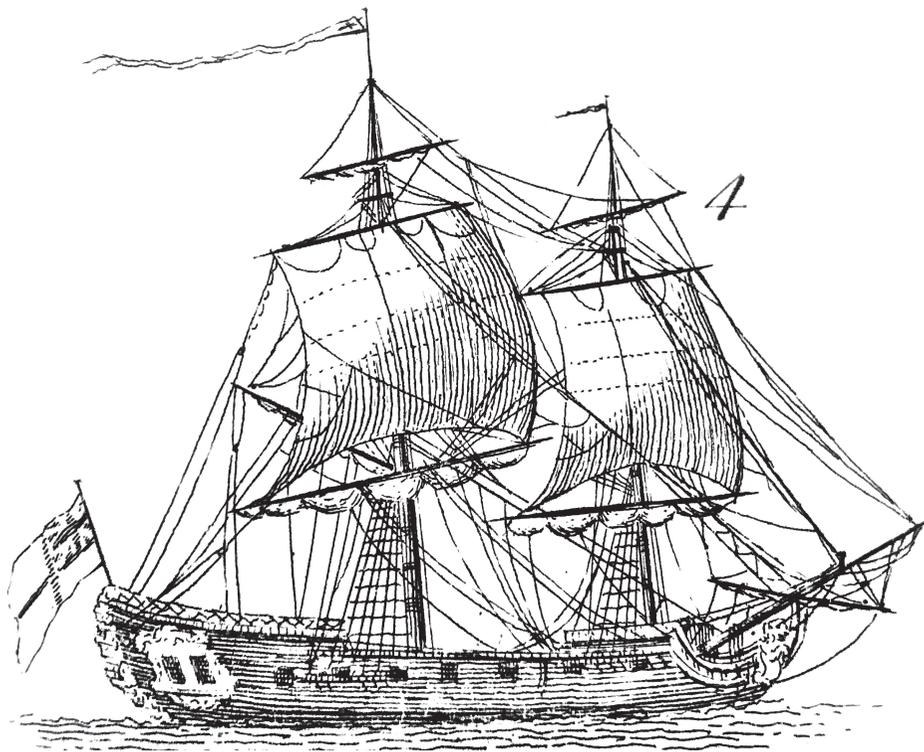
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AMERICAN THEATER

From June 1 to August 15, 1778



Snow under sail

AMERICAN THEATER
From 1 June to August 15, 1778

SUMMARY

At the start of June 1778, the imminent arrival of the French Fleet to support the United States dominated the calculations of both American and British leaders. The ultimate destination of the French squadron—under the command of Vice-amiral Charles-Henri Theriot, comte d’Estaing—remained unknown, making planning difficult for both sides. Despite the mystery of d’Estaing’s destination, the British continued their evacuation of Philadelphia and concentrated their troops in New York. There, the men would wait to embark for a planned attack on the French Caribbean possession of St. Lucia. On 18 June, the last British troops under Sir Henry Clinton left Philadelphia. The British withdrawal went smoothly until Continental troops under General George Washington attacked the British rear guard at Monmouth Court House on 28 June.

Elsewhere, the Continental advance in East Florida ground to a halt. The troops under Maj. Gen. Robert Howe suffered immensely from sickness, and as usual, the general faced the obstacle of organizing and controlling unruly state militia. By 29 June, Howe had taken the British Fort Mifflin, with the critical assistance of Continental naval forces. Despite this success, the Continental expedition still contended with the problems of disorganization, desertion, and dearth of supplies. British naval reinforcements arrived on 1 July. The same day, Howe held a council of war at Fort Mifflin, where he and his officers decided that the Continental forces should retreat. Accordingly, on 14 July the withdrawal from East Florida began.

D’Estaing, after a lengthy crossing of the Atlantic, appeared off Cape Henlopen, Delaware, on 7 July. He headed north, intending to sail into New York Harbor, arriving at Sandy Hook, N.J., a little more than a week later. The arrival of d’Estaing’s fleet presented problems for the Continentals. A long crossing had depleted d’Estaing’s provisions, water, and supplies; he looked to American sources for resupply. With stocks already diminished by the demands of both the Continental Army and the British, local markets had little to offer. Messages from the Continental Marine Committee and the governors of the New England states dispersed far and wide to obtain the necessaries for d’Estaing’s wants. Other needs of the French prompted a flurry of correspondence; continental governors and agents worked hard to secure enough pilots familiar with the harbors of New York, New Jersey, and Rhode Island to guide d’Estaing’s fleet.

At New York, d’Estaing faced a fleet under Vice Admiral Viscount Howe. Howe found his fleet outmatched by the French, who had more and larger ships of the line. The French and Continentals, eager to strike a blow, planned for d’Estaing to sail into New York Harbor and engage Howe. With the British ships out of the way and Continental troops concentrating, the allies could trap the British army ashore. In the event, on 21 July, d’Estaing feared that his ships of the line would ground crossing the bar and within the narrow confines of the

harbor his ships of the line would be vulnerable to the shallower draft and more maneuverable British warships. Deeming the risk too great, he decided to continue north to Rhode Island, to cooperate with the Continental troops under Maj. Gen. John Sullivan at Newport, Rhode Island. There, the French fleet might manage to defeat the smaller British naval detachment under Captain John Brisbane, and in conjunction with Sullivan, isolate the several thousand men of the British garrison on Conanicut Island and Rhode (Aquidneck) Island.

On 29 July, d'Estaing's fleet emerged from the morning fog outside of Newport Harbor, Rhode Island. His arrival threatened the British garrison under Major General Sir Robert Pigot and the Royal Navy ships under Brisbane. As d'Estaing and Sullivan coordinated their efforts, the British strengthened their defenses. In the face of Sullivan's growing forces and the overpowering French naval force, the British had little hope of success unless reinforcements arrived. Indeed, at Rhode Island, d'Estaing inflicted the heaviest naval losses on the Royal Navy in American waters of the entire war. In order to prevent their falling into French or American hands, the British burned or scuttled three galleys, two sloops, and five frigates. They also sank a number of transports to create obstructions. Sullivan and d'Estaing prepared to cross American troops to Rhode Island and besiege British forces.

But the first Franco-American joint operation at Rhode Island encountered problems. D'Estaing had tarried too long on his crossing and dallied at New York waiting for a chance to cross the bar, giving time for British naval reinforcements to arrive. Howe's fleet had been augmented by ships of the line sent from the station at Halifax, Nova Scotia, and the 74-gun H.M.S. *Cornwall*, separated from Admiral John Byron's European fleet by a storm. With his strength thus bolstered, Howe decided that he could challenge d'Estaing. Delayed several days by poor weather, the British sailed on 6 August. Friction between Sullivan and d'Estaing also threatened the new alliance; d'Estaing took umbrage at Sullivan's often high-handed tone in letters to him. Furthermore, the Continental general threw across Continental troops on the night of 9 August to seize abandoned British positions, thereby offending the French admiral, who had coveted the honor of the first attack for his men.

When Howe's fleet arrived outside Newport Harbor on 9 August, d'Estaing called off the joint operation with Sullivan; he wanted to confront the British lest he be trapped within the harbor and his fleet defeated in detail. The following day, d'Estaing took Howe's challenge and stood out of Newport. Although British and French stood about evenly matched in terms of cannon and men, d'Estaing enjoyed a significant advantage in numbers of ships of the line.

The French pursued the British for the entirety of 11 August, but could not bring Howe to battle. Nature foiled the fleet confrontation that evening; a storm battered the ships for several days. The storm separated the fleets and inflicted serious damage on the vessels. Among other ships damaged, d'Estaing's flagship, *Languedoc*, lost its masts and bowsprit, and Howe's then-flagship, H.M. frigate *Apollo*, lost its main and mizzen topmasts, necessitating a shift of his flag. Over the next several days, the British and French fleets sought to reconcentrate. Several small but sharp encounters broke out, as ships groping for fellows ran into the enemy. Overall, the first major fleet engagement in North America during the Revolution had been inconclusive.

Beyond scrambling to supply the French fleet, assist its operations, and dispose of its prizes, Continental and state authorities faced the more prosaic duties of the war effort. Leaders had to supply Continental and state vessels, libel prizes in courts, and otherwise deal with the day-to-day tasks of the naval effort. These endeavors were complicated by an embargo passed by the Continental Congress on 10 June that

directed that provisions and materials that might be captured by the British could not travel by sea.

A number of courts-martial involving Continental vessels came to an end in the summer of 1778, resolving questions of captains' previous conduct. Captain Thomas Thompson, who had commanded the *Raleigh* during the capture of its consort *Alfred*, unsuccessfully tried to get his sentence overturned. A court also found Captain Hector McNeill, former captain of *Boston* when the British captured *Hancock*, culpable for not doing more to support the other Continental vessel. Additionally, Captain John Manley came before a court-martial for the loss of *Boston*, but was acquitted of all charges.

British authorities also sought to libel prizes, supply their ships, and otherwise conduct the war in North America. The entrance of the French into the war changed British plans; it rendered the Carlisle Commission—British delegates who had arrived in June aboard H.M.S. *Trident* and who sought to establish a peace agreement with the Continental Congress—largely pointless, as with a powerful new ally, the Americans had little incentive to bargain. The French entrance into the war also shifted British strategic planning toward the Caribbean, as the valuable French islands there seemed ripe for the plucking. Indeed, going forward in the war, the British would focus their effort on protecting Great Britain and its Caribbean possessions while confronting the French there. North America would fade in importance. With France as a belligerent, the British began plans for the capture of St. Pierre and Miquelon, small islands off the coast of Canada, protected by previous treaties with France. The islands had long been a thorn in the British side as havens for Continental privateers and transshipment points for supplies for the rebellious colonies.

June

HENRY SHERBURNE'S ACCOUNT FOR IRON WORK FOR THE SHIP OF THE LINE
BUILDING AT PORTSMOUTH, NEW HAMPSHIRE

June 1777	John Langdon Esq to Henry Sherburne	D ^r
	For Iron work Done for ye 74 Gun Ship ¹ up to October Last	
	To workeing 8098 ^b Iron @ 7 ^d P ^r Agreement	236. 3.10
	To riviting 112 Bolts @ 1/ 14 augers @ 30/	26.12 --
October		
	To workeing 19228 Iron now in Shop @ 1/	961. 8
	To 23 Trunell augers in Shop @ 36/	<u>41. 8</u>
		£1265.11.10
	Tons C q lb	
	To 13.. 13.. 0.. 26 Bar Iron @ 70	£956. 6. 3
	To work for United States P ^r Cap ^t Harts ² Bill .....	.6-19- 6
	To mending & repareing Chains .....	.4- 0- 0
	To 30 ^b Iron work for Dock @ 4/ .....	.6- 0- 0
	To 168 Staples for Timber @ 3/	<u>25- 4- 0</u>
		2264. 1. 7
	Gratuity for overseeing the Work —————	<u>15.</u>
		<u>2279. 1. 7</u>

Portsm^o June 1778

Errors Excepted P^r Henry Sherburne

DS, PHi, John Langdon Papers. Notation: "Exam^d."

1. The 74-gun ship of the line was later named *America*.
2. Probably, Capt. John Hart, commanding New Hampshire privateer ship *Portsmouth*.

ARTICLES OF AGREEMENT FOR MASSACHUSETTS PRIVATEER SHIP *GENERAL HANCOCK*

[*Boston June 1778*]¹

Articles of Agreement made and concluded on in the Town of Boston State [of] Massachusetts Bay, between the Owners, Captain, Officers and Mariners of the Ship *General Hancock*. Ishmael Hardy. commander for a Three Months Cruize against the Enemies of the United States of America.—

1. The Owners do covenant forthwith to fit for Sea, the said Ship with Twenty carriage Guns, and all other Stores fitting for a three months Cruize. Also a Sufficient Chest of Medicines.—
2. The Owners shall be intituled to One half the neat proceeds of all prizes that shall be taken during the Cruize, and the other half of neat proceeds shall be divided among the Ships Company in the following proportions VIZT— Captain, eight Shares, first Lieutenant five shares, second Lieutenant, four Shares, Master & Surgeon four each, Captain of Marines & Prize masters three Shares each, Gunner, Boatswain, Carpenter, Masters mates, ~~Master at Arms~~, Captains Clerk & Steward, Two Shares each, Quarter Masters One & a quarter Shares each; Cooper, Gunner's, Boatswain's & Carpenter's Mates, One & a half Shares each, Cook, One & half Shares each, Each Gentleman Volunteer one Share, and every Boy one half Share. There shall be eight deserving Shares which will be distributed among those that the Captain shall think merit the same. 3. All Officers shall be appointed by the Captain only, who shall have the power to displace such as he finds unfit.
4. The Captain shall have full power to direct the Cruize as he thinks proper.
5. Disobedience to the Commands of the Captain or principal Officers, Cowardice, Mutiny or Embezzlement of Goods, to be punished according to Law.
6. If any man shall get drunk in time of action, [or] in Chace, he shall forfeit the One half of his Prize money, to the rest of the Ships Company.
7. If any man loses a Leg or an Arm in time of Action, he shall receive the sum of Four hundred dollars. If any man loses a Joint or an Eye in time of Action, he shall receive the sum of One hundred dollars. Whoever boards a Vessel, before she strikes shall receive the sum of Thirty dollars as a Reward for his Bravery. Whoever sees a sail first, which may after prove a Prize, shall receive Ten dollars, which several rewards shall be paid One half Out of the Ships Company. The other half out of the Owners part.
8. The Officers and Marines that shall be put onboard any Prize, shall exert themselves to carry the same into such Port as the Captain shall direct, and not leave such Prize, until she be moored forty eight hours: Also those that may return with the Privateer shall be under the same restriction; and in case of failure, his or their whole Prize money to be forfeited to the rest of the Ships Company.
9. To prevent lumbering & discommoding the Ship not more than One Chest will be allow'd to every six men.
10. No man shall be allow'd to sell more than One half of his Prize money, before he

returns from his Cruize.

11. In Case of the Captain's Death, then the Command of the Ship shall devolve to the next in command.
12. If any person or persons should attempt to break up the Cruize, before the expiration of the time, above mention'd, without the consent of the three principal Officers, he or they shall forfeit their whole shares or share.
13. If any Officer, Prize master or Private man, shall purchase any article whatever from onboard any prize or prizes, that may be taken during the Cruize, from the Captain, Passengers, or any person onboard said Prize or Prizes, without the express leave of the Captain of the Privateer, or the Owners, he or they shall forfeit what they shall so purchase, or the value thereof to be taken out of his or their Prize money.—

We the subscribers do promise faithfully to discharge our Duties according to our several Stations, and not to leave the Ship at any time during the Cruize without leave had from the Commanding Officer onboard, and in case of failure the sum of Five hundred pounds to be forfeited to the use of the Ships Company, to be recovered by the Captain in any Court of Justice proper to try the same.

Mens Names	Stations	Mens Names	Stations
Ish ^l Hardy	Captain	Philip X Pratt's mark	Boy
Phoenix Frazier	1 st . Lieu ^t	John Brown	
Nathan Sage	2 ^d . Lieu ^t	William Raymond	Cooper
Willam Bruster	"	Martin X ^{his mark} Naggitts ²	
Aaron Olmsted	Prize Master	Lemuel Lyon ³	
James Green	Masters mate	Alexander Campbell	Ship's Steward
John Fowle	Carter mate ⁴	Mich ^l . Connor	Gunner
Peter Richards	Prize Mas ^r	Josario Whites	Cartrer ⁵
Josiah Bacon	Clerk	John Blossom	marine
John Patten	Prize Ma ^{sr}	Levi Burr	Master of Arms
Joseph Burditt	Merrine	Allen Simmons	marine
David Burditt	Merrine	Rufus Horton	[marine?]
Sam ^{cl} . Burditt	Sailor	Jn ^o : Ireland	Drummer
Thomas Nason	Merrine	Jn ^o : Taylor's mark	
Elisha Vose	Sej ^t . Merrines	Goufray Vincent ⁶	
William Hunt	Merrine	Stephen Greenleaf ⁷	
Samuel Belcher Lyon	Merrine	Hugh X ^{his mark} King	
John + ^{his mark} Henshaw	Sailor	Tho ^s Bowlin	Boatswain
Samuel Vose Jun ^r .	Merrine	John Quin	Quarter master
John Kilton	Merrine	W ^m Haswell	Seaman
Daniel Burditt	Merrine	Henry Deley	Seaman
Josiah Phelps	Stew ^{ds} Mate	Barthly Flaherty	Carpenter
Jonathan Sprague	Seaman	jared Lovitt	
Joseph Ireland ⁸		David Rice	boy
Daniel X ^{his mark} Cluly	Boy	G S Deaver	
Rafe X ^{mark} Hicks	Boy	David Corklell	Seaman
		Joseph Phelps ⁹	
		Ebenezer Burditt ¹⁰	
		Joseph Wilder ¹¹	

Gideon Richardson¹²
David Hawkins

D, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *General Hancock*. Docketed: “Articles of Agreement for/Ship *Hancock* 3 Months/ Cruize—sails 28 June 78.”

1. Date is conjectured from the docketing.
2. Rated as a “foremastman,” or ordinary seaman. Muster Roll of Massachusetts Privateer Ship *General Hancock*, Capt. Ishmael Hardy, commander, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, Papers relating to the Ship *General Hancock*.
3. His name appears on the muster roll as “Samuel Lyon,” and he is rated as “foremastman.” Ibid.
4. That is, “carpenter’s mate”.
5. That is, “carpenter.”
6. His name appears on the muster roll as “Vincent Goffray,” and he is rated as “Boy.” Ibid.
7. Rated as “foremastman.” Ibid.
8. Rated as “Boy.” Ibid.
9. Rated as “foremastman.” Ibid.
10. Rated as “foremastman.” Ibid.
11. Rated as “foremastman.” Ibid.
12. Rated as “foremastman.” Ibid.

INVENTORY OF STORES IN MASSACHUSETTS PRIVATEER SHIP *GENERAL HANCOCK*,
CAPTAIN ISHMAEL HARDY

[*Boston, June 1778*]¹

Inventory of Ship *General Hancock* and Stores———Viz——
Hull about two years Old British bu[il]t a Most Eligant Ship—²
Masts, Yards & Spars
Standing and Running Riging of the best kind, but some damaged in an
Engagement,
About 40 Tons Iron Ballast, more or Less—
Cables—
 a Best Bower Cable
 a Small. ditto. ditto
 a Hawser . . . 7½ Inch
Anchors,
 a Best Bower Anchor
 a Small . . . ditto . . .
 1 Large Kedge Anchor
 1 Small . . ditto——
Sails—
 2 Fore Sails
 2 Fore Top Sails
 1 F. T. Gallant Saif Royall
 1 Main Sail
 1 Main Top Sail
 1 Main top G^t Sail 1 Mizen
 1 ditto Royall 1 Mizen Top Sail
 1 1 Mizin T. G. Sail
 1 Spritsail 1 Mizin Royall
 2 Fine Stay Sails

1	Jib . . .
1	Midle Stay Sail
1	Driver Mizen
2	Lower Steering Sails
3	Top Gallian [<i>t</i>] ditto—
<u>2</u>	Arnings— ³
Guns—	
18	Double Fortified 6 pound Cannon with Britchins. Tackles & Carriages
18	Lead Aprons . . . ditto—
6	Swivels
5	Cohorns
11	blunderbusses
33	small Arms & Bayonets
20	belts for. ditto—
16	pair of Pistells
26	Rope Rammers and Spunges for 6 pounders Carried Over— Brought Over—
11.	6 pound Cartridge Boxes
6	swivel ditto
43	Catouch Boxes for Marines
14	Powder horns & priming Wires
9	Gun Belts—
9	Gun Ladles Spunges & Worms
25	Spears
38	Cutlasses
18	Pole Axes
14	Swivel Ladles Worms & Spunges
4	Copper powder Measures a Copper Adz & Driver
923	6 pound Round Shott
211	- duple headed ditto
30	Star Shott—
18	Boxes Grape Canister Shott. & Langrage
1	Keg musket Ball
50	hand Granards ⁴
1000	Cartridge Coffins
300	Swivel. ditto
13	bb ^{ls} . 10 half bb ^{ls} . 4 pouch Kegs, 6 Ullage, ⁵ and 1 Box Cartridges. about 2000 ^{lbs} <u>Powder</u>
10	Iron Crows
28	Crab hand Speaks ⁶
12	Spare Carriage Trucks
30 ^{lb} .	Slow match
15	Lanthorns (horn & Glass)
10	Capston Bars

	Quarter Cloths	
	Waist & Quarter Nittings	
1	large Bell	
2	Cabin bells	
	a Large Iron Furnace & Boyler for 150 men	
1	Poop Lanthorn	
2	Arm Chest	
	a Suit Coullars	
100	Water Cask	
2	hand leads	
1	Deep Sea Line	
1	Hand Line	
1	Logg line & Reel	
	Carried Over——	
	Brought Over——	
2	brass Compasses	
1	Wood Box ditto	
1	Brass Hanging ditto	
	a Cast Stove for Gun Room	
4	pouch Barrels——	
2	sett pump Geer	
	a Copper hand pump	
2	Boat Hooks	
1	pump Hook	
	a Drum & Sticks for ditto	
14	Time Glasses of Various Sorts	
4	Graplins with Chains	
30	Hammocks	
48	Mess. Kids. ⁷ Keggs. & Cans	
7	Buckets——	
2	Iron potts	
2	Tea Kittles	
	a Cabin Table	
4	Speaking Trumpets	
	a Barge & Small Boat Oars &c——	
9	large Oars for Ship	
	a Chest of Carpenters Tools VIZ	
13	Augers,	a Top Mall
1	Ax	hand D ^o .
10	plains	
1	Adz	
1	saw	
1	Gouge. 2 Chizels	
4	Caulking mallets	
3	Iron ——	
	a Chest of Coppers Tools. q ^t 20 Tools	
	Stewards Scales Weights & Measures	
	a p ^r . of Steelyards	

- 17 P^r. hand Cuffs
Armerers Tools
Spikes. Bolts. Nails &c——
- 29 large bb^l & 10 Teirces of beef & pork
- 3000^{cwt}. Bread more or less
Medicine Chest & Surgeon's Instruments

D, MSaE, Papers of John Cushing and Samuel White, Privateers, *General Hancock*. Docketed: "Inventory of Ship *Hancock*/and Stores——."

1. This date is based upon the ship's period of fitting out, and the date it was commissioned a Massachusetts privateer ship, 23 June 1778. M-Ar, Mass. Archives Collection, Revolutionary Rolls Collection, vol. 6, pp. 7, 10.

2. This ship was formerly H.M. packet ship *Weymouth*, Capt. Paul Flynn, commander, which was captured about 5 Sept. 1777 by the Connecticut Navy ship *Oliver Cromwell*, Capt. Seth Harding, commander. *Weymouth* was ship-rigged but is often referred to as a sloop because it resembled a "Sloop of War" in the Royal Navy. It was pierced for 18 carriage guns but only mounted 14 6-pounders when taken. For a further description of *Weymouth*, see *NDAR* 9: 879 and 947.

3. That is, awnings.

4. That is, hand grenades.

5. Ullage is the amount that a cask lacks of being full.

6. That is, hand spikes. A hand spike was a bar of wood used as a pry or lever in raising or moving weighty objects, heaving on a windlass, or tightening a heavy lashing.

7. A kid is a small tub or pan in which rations or food are carried.

ACCOUNT OF PROVISIONS ON BOARD MASSACHUSETTS PRIVATEER SHIP *MINERVA*,
CAPTAIN JOHN GRIMES

[*Boston* 1 June 1778]

1778 An Accompt of Stores onboard the Ship *Minerva*
June 1. for her present six months Cruize——VIZT.

- 200. Casks Water qts—
- 100 Barrels Beef—
- 50 Barrels Pork—
- 12 Tons Bread—
- 900 Gallons N E. Rum¹
- 65 Gall^s W India Rum
- 1 Quarter Cask Wine
- 40 Bushels Pease
- 4 Barrels Sugar—10^{cwt}
- 64^{lb} Chocolate
- 190^{lb} Coffee
- 6 Casks Rice w^t. 24^{cwt}.0.15
- 40 Bushels Potatoes
- 2 Casks Oatmeal
- 2 Terces Vinegar—qts 127 Gall^s
- 311^{lb} Butter
- 10 barrels Flour
- 5 Legs Bacon
- 2 loavs Sugar
- 70^{lb} Cheese
- 50 Bunches Onions

2^{lb} Tea
 12^{lb} Raisins
 6 Quintals Fish
 50 Fowles—4 Bushels Corn
 5 small Pigs— ~~50 Fowles~~
 10 goats
 1 barrel Coffee w^t. 90¹/₂^{lb}.
 Carried Over——

1778 Acco^t of Stores—— Bro^t Over——
 June 1 1 Keg Red Port Wine—
 2 Quarters Beef—
 ½ peice Ticklingburg
 1 peice Ravens Duck 40 yards
 1 P^s. Duck.—
 12 pair Trowsers—12 Frocks.
 2 Table Cloths—1 Green Cloth.
 12 pair Shoes.—
 121 Hammocks—
 92 Gallons rum

D, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775-1878, Papers relating to Ship *Minerva*, Purser's Book, pp. 1-2.

1. That is, New England rum.

ACCOUNT OF STORES ON BOARD MASSACHUSETTS PRIVATEER SHIP *MINERVA*,
 CAPTAIN JOHN GRIMES

[*Boston 1 June 1778*]¹

An Acco^t of Stores on board the Ship *Minerva* for her present intended
 Cruise——

59 Casks Powder—w^t. 45^{cwt}
 1350 round Shot
 400 bar Shot
 500 Cannister Shot
 1800 Cartridge Coffins
 40 small Arms
 40 cartouch boxes
 17 Pistols
 20 Cutlasses
 40 Tomahawks
 40 Spears
 50 Pair hand cuffs
 5 Blunderbusses
 5 Swivels
 4 Boxes lead Ball w^t. 361^{lb}
 50 hand grenades
 24 Mess Tubs
 24 Mess Kegs

24	Wooden Bowls
18.	9 pound Cannon Cartridge Boxes
4.	9 ^r Copper Ladles
18	Rope rammars & Spunges
9	Wood rammars & D ^o .
[<i>torn</i>]	“ Worms &c
4	Swivel Ladles
4	Copper powder measures
A	Copper Adz & vise

D, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to Ship *Minerva*, Purser’s Book, p. 4.

1. The date is taken from the previous page in *Minerva’s* Purser’s Book.

MUSTER ROLL OF MASSACHUSETTS PRIVATEER SHIP *MINERVA*,
CAPTAIN JOHN GRIMES

[*Boston June 1778*]

Muster Roll of Ship *Minerva’s* Crew.

share¹

8	John Grimes	1	Michael Wormstead	R	½	Thomas Main	R
5	William Carleton ²	1	William Brice		½	Henry Calligan	R
4	John Procter	R	1	William Day	½	Samuel Russell	R
4	Robert Cushing	1	James Skillins		1¼	William Blyth	
4	Alex ^r Ogilve ³	1	John Carr				
5	William Elliot	1	Samuel Allum	R	1	Senaur	R
3	Robert Wormstead	R	1	John Badger	1	Macherau ⁴	
2	John Davis	2	Joseph Simpson		1	Ruault	
3	Henry Jackson	2	Richard King		1	Menot	
3	Joseph Hibbard ⁵	R	1	Robert Herd	1	Zebrand ⁶	
3	John Harmon	1	Henry Doyle	R	1	Jean Reddon ⁷	
3	Samuel Giles	R	1	William Byrns	1	Jean Lovelle ⁸	
3	Joseph Jacobs	1	Jabez Brooks		1	Peter Gusseau	
2	William Bartlet	R	1	Edmund Shores	R	1	Alex ^r Dupee
2	Richard Millbery	R	1	Barny Ryan		1	Lewis Devolle
2	William Patten	1	Joseph Oneall	R	1	Jean Ogarth	
2	Peter Moreau ⁹	1	David Avery		1	Maturan Guishettee ¹⁰	
2	James Leary	R	1	Joseph Chaney		1	John Jue
2	Stanislaus o’Crowley.	1	Mark Nowell		1	Gil Blass	
2	Stephen Crosby	1	Peroz Drake ¹¹		1	John Dubrail	
1¼	James Miller	1	Benj ^a . Ellery	R	1	Jacques Fenetto	
1½	Peter Gillbert	1	Samuel Davis	R	1	Anthony Negrettee	R
1	Dixey Stone	R	1	William Miller	R	1	Julian Allen
2	James Delap	R	1	John Leech	R	1	Paul Lonzee
2	David Parker	1	Gabriel Stone		1	John Lewis Mercy	
1	Thomas Abbot	2	Abner Russell		1	John Colleau	
2	Charles Drew	1	John Shark ¹²		1	Pier Bassarar ¹³	R

1 Bernard Laffitte ¹⁴	1½ Joseph Walpy	1 Meshell Morang
2 Samuel Reed R	1 William Grow	1 Joshua Blanchard ¹⁵
1½ Henry Ash R	1½ Thom ^s : Chappell	1 John Duorang ¹⁶
1½ Andross Nore	1 Abraham Allenwood	1 John Gelore R
¼ George Fenwix	¾ Samuel Sayward	1 Gill Dubores ¹⁷ R
¼ Patrick Nash	½ Woodman Jacobs	1 Leon ^d . Delois
¼ Henry Perry	½ John Hammon jun ^{r18}	1 John Vallett
1½ Lemuel Newcomb	½ Ephraim Carleton ¹⁹ R	1 Lewis Demohorst ²⁰
1 Joseph Killgore	¾ Arthur Loyd ²¹ Recd	1 Jean Valley R
1½ Thom ^s : Farmer	½ Nicholas Bray	1 <u>Lewis Devoir</u>
1 Jarvis Sammis	½ Abraham Britain R	116 Men
1 Tim ^o . Cunningham	½ Samuel Ireson R	Carr ^d . Over
1½ Rob ^t . Hayslop ²²	½ Thomas Conway	<u>Shares 166¾</u>
	Brought Over—	

166¾ Seamen 116—

1 Peter Pereza ²³
1 Meshel Fumery ²⁴
1 John Lefever ²⁵
1 John Kneau
1 Francis Bononet ²⁶
1 John Corball
Jonathan Banks
1 Amos Eachabud
1 Perez Nowell
1 Samuel Wall R
1 Brassemore R
1 Pomp Henley R.
Juba Bourn

R. is Recd. one of the Agents

D, NjP, Andre de Coppet Collection, John Cushing and Samuel White Papers (C0063), 1775–1787, Papers relating to Ship *Minerva*, “Muster roll of the *Minerva*’s Crew.” Docketed: “Muster Roll of Ship/*Minerva*’s Crew/June 1778.”

1. That is, the number of prize shares allotted to each member of the crew.
2. William Carlton. “Muster roll of the *Minerva*’s Crew”, [June 1778], *Minerva*’s Purser’s Book, p. 46.
3. Alexander Ogilvie. Ibid.
4. Machereau. “Acco^t of Vessels captur’d & sent home. Names of men that went in them & the time of their sailing,” Ibid., pp. 42–45. Also, Papers relating to the Ship *Minerva*, “Acco^t of Vessels captur’d & sent home.”
5. Joseph Hibbert, a prize master. “Muster roll of the *Minerva*’s Crew.”
6. Zebrard. “Acco^t of Vessels captur’d & sent home.”
7. John Reddon. Papers relating to the Ship *Minerva*, “Mens Names & N^o. of their Hammocks,” [June 1778], *Minerva*’s Purser’s Book, p. 334.
8. John Lovell. Ibid.
9. Peter Munroe. “Muster roll of the *Minerva*’s Crew.”
10. Maturang Guichet. “Mens Names & N^o. of their Hammocks.”
11. Perez Drake. Ibid.
12. John Chark. Ibid.
13. Peter Besserar. Ibid.
14. Bernard Lafitte. Francis La Maire to John Cushing and Samuel White, 24 May 1778. NjP, Ibid., Papers relating to the Ship *Minerva*.
15. Jos^h: Blanchard. “Mens Names & N^o. of their Hammocks.”

16. John Dupang. Ibid.
17. Gilium Dubois. Ibid.
18. John Harmon, Jr., boy. "Acco^t of Vessels captur'd & sent home."
19. Ephr^m. Carlton. "Mens Names & N^o. of their Hammocks."
20. Lewis Demonterge. Ibid.
21. Arthur Lloyd, boy. Ibid.
22. Robert Heslop. Ibid.
23. Peter Parizee. Ibid.
24. John Lefavre. "Acco^t of Vessels captur'd & sent home."
25. Michael Fumerie. "Mens Names & N^o. of their Hammocks."
26. Frances Bonnet. Ibid.

June 1

DIARY OF SIMEON PERKINS

Monday, June 1st, [Liverpool, *Nova Scotia*]—The Companys meet agreeable to orders.¹ After embodying, they were marched into the Meeting House, and dismissed for one hour. I then opened to them the circumstances of the Place,² and that I desired to know the minds of the Heads of the Place, respecting the proper meathods to be taken for our present defence. The gentlemen present spoke in general. Their minds seemed to much as those I consulted in the evening, and the business was conducted with decency. In the close I made a motion that the Fort³ be Dismantled, and a Guard of three men to stand each night, to be paid by Subscription, 2/ each for each night, and that in case any Privateer comes in, the Town to be Alarmed, and the Militia got under Arms, then a Treaty opened with the Privateers, to let them know that if they attempted to land under Arms, we should oppose them. But if they did not, nor offer to take a vessel, out of the river, we should not molest them, etc. Which seemed to be agreeable. I then ordered the Militiwa under Arms, and after embodying again, I put it to vote whether they were willing to take it in turn to stand guard three such night, in their turns. Which was unanimously (except four Desenting votes) agreed to. Those dissenting were, Benjamin Cole, Benj. Homes, Wm. Virge, [illegible]. We then Marched to the Point, with two Companys, fired a volley, and Dismissed. Fired a round of the Swivels, and ye Cannon, then concluded to leave them in the fort till tomorrow, and set our guard of 3 men. The subscription Opened, and sufficient subscribed for 9 nights Guard.

Perkins, *Diary*, pp. 201–2.

1. That is, the militia companies of Queens County, Nova Scotia.

2. That is, Liverpool. The previous night, 31 May, a town leader had returned from Halifax with news that the government at Halifax had informed him that there was no armed vessel available to station at the town and only a detachment of six soldiers. The town was offered four 6-pounders but no secure way to get them to Liverpool. That night Perkins and other town leaders met to discuss their situation. Ibid., 201.

3. This fort, later called Fort Point, was a temporary battery created after raids by American privateers in May 1778 became onerous and destructive to the town of Liverpool. Perkins, who ran a store in the town, was one of those who mobilized opposition to the privateersmen.

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

MY DEAR SIR—

*Portsmouth*¹ [N.H.] 1st June, 1778.

. . . I find they [*British*] are making little incursions and attacking defenceless places in the neighborhood of Rhode Island, but these I take to be the last struggles of expiring tyranny—however, I could wish we had a sufficient body of soldiers there to prevent the ravages, which I doubt not would be the case, were it not for the infamous spirit of privateering that so generally pervades at this time. I understand that about one hundred and fifty men from this state have joined general Sullivan,² not one hundred from Massachusetts, none from Connecticut— on the whole, he has about five hundred men with him, a grand army for a major general's command.

Since I have mentioned privateering I must beg leave to observe something further on that subject. I wish some method could be adopted to abate the rage for that business, which appears to me the most baneful to society of any that ever a civilized people were engaged in. The officers that command these vessels are generally the most profligate fellows that are to be met with, and if by chance a man of a fair moral character engages in the business, he very soon degenerates and falls into all the vices of his associates.

The passion for this business daily increases; there is no less than six privateers now in this port belonging to Massachusetts, besides three or four fitting out here; three have at least sailed from here this spring that came from other places to fill up their complement of men, and I have heard of great numbers that have sailed from the neighboring ports, besides those that have called here: in short the sea is swarming with these—I had almost said freebooters—indeed they are but little better. I am very apprehensive that unless some measure can be adopted to check the voracity of these people, they will exceedingly disgrace the American flag, and how this is to be done I know not, unless a total stop is put to the business. This I think ought to be done immediately, for besides preventing the mischief that will certainly happen if you do not stop them, I know of no way else to get your public ships manned; for give what encouragement you will, those who are concerned in privateering will find means to prevent men from engaging in the public service. Your ships of war must lay by the walls, or perhaps some of them may get half manned—if they do not go to sea in that condition the officer is blamed, and if they do he is sure to be disgraced. Under these circumstances can it be expected that an officer of reputation would choose to serve the public? I heartily wish to see the American navy respectable, but I do not expect it until privateering is discouraged and the business of the navy put wholly into the hands of men whose private business does not militate with that of the public. . . .

W^m: Whipple

HON. JOSIAH BARTLETT, }
In Congress. }

The American Pioneer, A Monthly Periodical . . . of the Logan Historical Society. 2 vols. (Chillicothe and Cincinnati, Oh.: Logan Historical Society, 1842–43), 2: 20–21.

1. Italics and small capital letters are from the printed document.

2. Maj. Gen. John Sullivan, commander of the Continental Army in Rhode Island.

JOHN BROWNE, PRESIDENT PRO TEM OF MASSACHUSETTS BOARD OF WAR,
TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir

The Board of War had the Honor to receive your much esteemed favour 14th.
Ulto:¹ inclosing a Resolve of Congress for the Sale of the Snow, called *Our Lady of*

*Mount Carmel, & S^t. Antony,*² & her Cargo, which we immediately communicated to M^r Rowe,³ in whose hands that Vessel & Cargo now rests.

After some objections & delays, M^r Rowe made the following proposals, from which he assur'd us, he would not recede, & if not complied with, would not deliver the Interest.

First, such charges as have arisen on unloading the Vessel, taking charge of the Cargo, & Subsisting the Seamen, shall be allow'd, & paid. In the next place, The Charges of Commissions, of the Maritime Court, Expresses &c, shall be submitted to Three Gentlemen of Character & Probity, & if such charges, shall be by them found admissible, they are to be laid before Congress, for their approbation, or disallow[ance]⁴ by whose determination M^r Rowe obliges himself to ab[ide?]

The Board, considering the Perishing Conditio[n of] a considerable part of the Cargo, & observing the dire[ctions of] Congress, that, this business might be compleated with [all] convenient dispatch, together with other reasons, that will doubtless occur, have after some hesitation accepted these proposals—⁵ The accounts when Audited & Examin'd, shall be duly forwarded—As Sales by Auction, are prohibited by law, & as we apprehend, that, to be the best method of disposing of this Vessel & Cargo, we shall apply, to our General Court, now sitting, for permission for that purpose, which we have not the least doubt, of Obtaining & flatter [ourselves] that we shall render such accounts, as may be satisfactory to all concerned.—

We do ourselves the Honor, to inclose a Manifest of the Cargo,⁶ to be deliverd us by M^r Rowe, which we expect to receive in a few days.—

We wish for directions respecting the Hard Money, & Sacerdotal Habiliments,⁷ as we apprehend the former may be wanted for Publick uses, & we conceive an impropriety in disposing of the latter at a Publick sale.—

We would Submitt to Congress, what measur's are to be taken, with the Portuguese Seamen, formerly belonging to the Snow. They have been, & still continue to be subsisted, at the Rate of 56 Dollars P^r. Week. This great expence we must continue to pay, till we are favourd with your farther commands.—We have the Honor to be with the greatest Respect.—

John Browne
President: pro: temp:

[Boston] War Office June 1. 1778

L, DNA, PCC, item 78, vol. 2, pp. 317–20 (M247, roll 91). Addressed below close: “His Excellency Henry Laurens Esq^r” Addressed on cover: “His Excellency Henry Laurens Esq^r/York Town—.” Notations on cover: “On publick Service/favour General Hancock—.” Docketed: “N^o. 298./Letter from John Browne/pres. of the board of war of/Massachusetts bay. June 1. 1778/read 20.—/with Manifest of y^e cargo of the/*Lady of Mount Carmel and/S^t Antonio*—/Referred to M^r Lee/M^r Ellery/M^r Dana—.”

1. Letter not found.

2. Portuguese snow *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master. For more on the illegal capture of this snow, see NDAR 10: 22, 23n, 135, 318, 517; 11: 178.

3. John Rowe, merchant at Boston.

4. Tape covers the right edge at the middle of the letter, obscuring some words or parts of words.

5. The Massachusetts Board of War wrote the Congress on 2 June, enclosing a list of charges they allowed John Rowe for taking care of the snow *Nostra Senhora de Carmo e Santo Antonio*, as well as those they disallowed. Massachusetts Board of War to the Continental Congress, 2 June, Copy, DNA, PCC, item 44, pp. 53–56.

6. Not found.

7. That is, priestly vestments.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JUNE 1, 1778

NEW-YORK, June 1.

Thursday last was sent into this Port, by his Majesty's Ship The *Experiment*, Sir James Wallace, Commander, the Privateer Ship *Portsmouth*, Roach, Master, of 22 Guns, and 156 Men, taken the 7th Instant off St. George's Bank, only four Days out from Portsmouth, in New-Hampshire: This Ship was built on Purpose for a Privateer, and has been very successful both in the European Seas and in the West-Indies, and is owned in Boston.¹

Two Ships of about 300 Tons, with Rice, were on the 10th ult. carried into St. Augustine, one of them by the Privateer Brig *Lord Howe*, of this Place,² and the other by a Privateer Sloop belonging to that Port.

Saturday Night last arrived here from the Granades the Letter of Marque ship Minerva, Edward Morrison, Commander, of 16 Guns and 40 Men; who, on Tuesday the 26th ultimo, in Lat. 38, and 1/2, Lon. 73, fell in with a Rebel Privateer Brig of 14 Carriage and 24 Swivel Guns, with 6 Cohorns and 100 Men, whom he engaged within Pistol Shot for four Glasses (from 8 o'clock in the Morning to 10) during which Time he had 6 Men killed and 10 wounded, among the former is the Carpenter; and both Mates are of the Number of the latter. The Captain had a Ball thro' his Hat, and his Vessel so disabled that put it out of his Power to pursue the Privateer, by which Means she escaped. The Minerva's Masts and Rigging are much hurt: There are 170 Shot thro' the Topmast Staysail, 8 Cannon Shot thro' the Ensign, and one thro' the Pendant, and scarce any Part of the Vessel but what is much hurt. Several Shot went into the Cabin, and many into the Hold, which greatly damaged the Cargo. No Man could behave with more Coolness and Bravery during the whole Action, than Capt. Morrison, and his brave Crew followed the Example.³

The Rebel Privateers *Blaze Castle*,⁴ and New *Oliver Cromwell*,⁵ have lately taken and carried into the West-Indies, a certain Capt. Blair; a Vessel from London for Philadelphia; and a Vessel from Leith.⁶

1. New Hampshire privateer ship *Portsmouth*, Capt. Thomas Roach, commander, mounting twenty guns and a crew of 100 men, owned by John Langdon and others of Portsmouth, New Hampshire. Howe's Prize List, 30 Oct 1778, UKLPR, Adm. 1/488, fols. 486-87; DNA, PCC, item 196, vol. 12, p. 11. H.M.S. *Experiment* captured *Portsmouth* on 10 May. UKLPR, Adm. 51/331. In an account of this capture in *The Royal Gazette* of 30 May it was reported that *Portsmouth* had done "considerable mischief, and amongst other prizes took the *Duckfield*, a very rich three deck ship."

2. New York privateer schooner *Lord Howe*. According to a warrant issued in September, it carried 8 carriage guns, 8 swivel guns, a crew of 40, and was commanded by Thomas Jan. *Lord Howe* was owned by three New York merchants. UKLPR, C.O. 5/1108, fols. 283-84. The *Lord Howe's* prize was probably the French merchant ship *Le Devin*, Joseph Jacques Frichet, master. UKLPR, H.C.A. 32/306/6.

3. For more details concerning this engagement, see *The New-York Gazette; and the Weekly Mercury*, 8 June, below.

4. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro, commander.

5. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.

6. While both *Blaze Castle* and *Oliver Cromwell* captured a number of prizes during this time, they did not do so together. *Oliver Cromwell* was acting in consort with Connecticut Navy ship *Defence* while *Blaze Castle* was cruising alone. See Alexander Rose & John Torrains to Col. Joseph Trumbull, 3 June, and *The Independent Chronicle, and the Universal Advertiser*, 18 June, both below.

JOSIAH BARTLETT TO JOHN LANGDON

[Extract]

My Dear Sir

York Town [Pa.] June 1st 1778.

Before you receive this, I suppose you will have rec'd the Order of Congress for

going on with your Ship,¹ which is to be changed to a two decker and to carry 56 guns—viz 28 of 24 lbs & 28 of 18 lbs.

. . . Give my best regards to General Whipple² and remember me to all friends. I shall hope to hear from you as often as convenient. I am your friend [&c.]

Josiah Bartlett

Transcript, DLC, Peter Force Transcripts, Alfred Langdon Elwyn Collection, pp. 499–500. Addressed at top: “Josiah Bartlett to John Langdon.” Langdon was Continental Agent for New Hampshire.

1. On 29 May the Continental Marine Committee reported to the Continental Congress that, on the advice of Capt. Pierre Landais, they proposed to alter the design of the 74-gun ship of the line (three-decker) building by Langdon at Portsmouth, N.H., to a two-decker of 56 guns. The Continental Congress approved the report by a resolve of 29 May. *NDAR* 12: 480.

2. William Whipple, Brig. Gen., New Hampshire Militia, and a former member of the Continental Marine Committee.

SAMUEL ADAMS TO JAMES WARREN

[Extract]

My dear sir.

York Town [*Pa.*] June 1 1778

. . . Congress has been pleased to put me on the Marine Committee.¹ I mention this to you, in hopes that I shall have the Pleasure of receiving your Letters the oftener on that Account, & particularly on the Subject of the Navy, which I will use my utmost Endeavors to build up. The Committee have orderd a Letter to your Board by this Post.² Cap^t Burk is to have the Command of the *Resistance* which may be a Step to further Promotion hereafter.³ The french Gentleman⁴ who was fed with Promises at Boston and afterwards substantially releivd by you is highly esteemd by this Committee, and will be reward[ed] & employed & Capt Peck⁵ is not unnoticed—The new Frigate at Salisbury, though before christned by another Name,⁶ has that Now of the *Alliance* given to her by the Committee—This Letter I intended to have finishd & forwarded by the Post, ~~but~~ this Morning (June 2), but was prevented. Capt Barry⁷ who is to take the Command of the *Raughley*⁸ will deliver it to you. I am apprehensive for our Friend M^r J. A.⁹ who if I mistake not had saild 7 Weeks when the last Vessel left Nantz—The Bearer is in Haste.

Adieu

L, MHi, Warren-Adams Collection, Adams Papers. Docketed: “M^r S. A. Letter/June 1st: 78.” The letter is written by Adams but not signed.

1. Adams was appointed to the Continental Marine Committee on 27 May. *JCC* 11: 537.

2. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May, *NDAR* 12: 488–91.

3. For the appointment of Capt. William Burke of Washington’s Fleet, see Continental Marine Committee to John Bradford, 28 Apr., *NDAR* 12: 210.

4. Capt. Pierre Landais, Continental Navy.

5. John Peck, shipbuilder at Boston.

6. Continental Navy frigate *Alliance* was originally named *Hancock*, being intended as a replacement for Continental Navy frigate *Hancock* that had been captured by H.M. frigate *Rainbow* on 7 July 1777.

7. Capt. John Barry, Continental Navy.

8. Continental Navy frigate *Raleigh*.

9. That is, John Adams.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN THOMAS SYMONDS, R.N.

Emerald [Delaware River]

D^r Sir

1st June 1778.

Captain Curtis¹ has desired me to apply to you, to lend your Tender,² to carry the *Eagles*, *Solebays* and *Emeralds* people to Philadelphia, as there is no other conveyance at present offers. your answer is requested, the *Eagles* Boat waiting for it; my Tender³ I believe must go also; but if yours can hold all the men, she goes with orders downwards; please to move in the morning as early as possible below Reedy Island,⁴ independent of me, as the Admiral⁵ much wishes us there.

The Transports are to go if we cannot.

you are to fire 21 Guns the Kings Birthday at One O'Clock.⁶ I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 40. Addressed at the bottom "To/Captain Symonds/*Solebay*."

1. Capt. Roger Curtis of H.M.S. *Eagle*.
2. *Solebay's* tender has not been identified.
3. Snow *Elegante*.
4. Reedy I., Delaware River.
5. Vice Adm. Viscount Howe.
6. The birthday of King George III was 4 June.

CAPTAIN SAMUEL SMEDLEY, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Charlestown South Carolina

Sir

June 1st 1778

My two Letters¹ by the *Admiral Keppel & Cyrus*² Prizes, I hope your Excellency has received with the two Prizes. My reason for not convoying them in, was those mentioned on account of the Small Pox, which Sixty of my men was then down with—one of which since dead.—I continued cruising³ about four weeks to windward of the West-India Islands in Company with Cap^t Parker⁴ in the *O. Cromwell* but unluckily fell in with none but French & Dutch Ships. By this time my Warter was almost expended, and had concluded to go into Martinico, to resist⁵ Cap^t Parker advised me to proceed down the Islands with him where it was likely we might fall in with some homeward bound Ships & from thence to this place. I considered that it would be much best for the State for the Ship to repair in some Port on the Continent—as the natural expence might be so much easier replaced—We accordingly made the best of our way, and arrived here the day before yesterday all well—tho' the President⁶ has ordered our Ship to ride quarantine on account of our having had the Small Pox on board during the cruize, tho' am in hopes it will be but two or three Days, as there is not the least infection now on board—I expect to be ready for Sea, in about three weeks, when I shall proceed on another Cruize which I wish may prove successful—

your Excellency may depend there shall be no time lost, in fitting the Ship, and that my utmost endeavours to serve the State shall not be wanting—Am Your Excellency's [&c.]

Sam^l Smedley

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 46–47. Notation opposite top

of letter: "recev^d. 6th. Augst/two follow^g. Letters—."

1. See Capt. Samuel Smedley to Gov. Jonathan Trumbull, 20 Apr., *NDAR* 12: 157.
2. British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown, commander, and British letter of marque ship *Cyrus*, Capt. Christopher Deake, commander.
3. Smedley commanded Connecticut Navy ship *Defence*.
4. Capt. Timothy Parker, Connecticut Navy, commanded the Connecticut Navy ship *Oliver Cromwell*.
5. That is, "refit."
6. Rawlins Lowndes, president of South Carolina.

June 2

GOVERNOR WILLIAM GREENE OF RHODE ISLAND TO HENRY MARCHANT

[Extract]

Dear Sir.

Warwick State Rhode Island &c. June 2nd. 1778

Before this reaches You, it is very probable, you will have heard that a large Body of the Enemy in the night of the 24th. of last Month, landed at Warren towards break of day, and from thence marched to a place called Kakemuet¹ where lay our flat bottom'd Boats, and burnt about Seventy or eighty. They then proceeded back to Warren, & burnt the Meeting house, parsonage, house and Caleb Childs's house, as Also the Magazine, in which was a Considerable quantity of Powder, and partly burnt one of Our Gallies,² and a new Privateer³ that lay in the Harbour, they then proceeded to Bristol, wher[e] it is said they burnt 20 dwelling Houses, and a considerable number of other Buildings, and then Imbark't on board their Boats, carrying with them about Sixty Prisoners. among whome was Sylvester Child & Parson Thompson⁴ of Warren,⁵ On the 31st. following being perhaps flush'd with their former success, they again landed at Fall river, with a Body of about 150 and burnt one House, and a Mill and were proceeding no doubt to burn the remainder of the Mills as there is two Corn Mills, two Saw Mills, and a fulling mill upon the same Stream, near to where they burnt the other, but as there was a bridge to pass to the other Mills, which our People took up, and then placed themselves behind a wall and then began to fire upon them, They retreated with the loss of one Man, Killed, and one Mortally wounded who I hear is since dead.⁶

These Alarms have greatly distressed this State, more especially as our sister States have neglected sending us any Troops, for a Very considerable time past, and by the means of our Shores being so Very naked, the Enemy embrace the opportunity of discovering their Savage Intentions, wherever any oppertunity offers. In consequence of the foregoing, our Assembly has been convened, and they have enacted that our State Battallions shall be fill'd up to the number agreed on by the Convention at Springfield by the tenth of this Instant, and in the mean time have order'd out a considerable part of our Militia to do duty on the Shore. that as we go on I see nothing but that there is the greatest appearance of this States being Intirely laid Waste, on the one hand as we are almost entirely neglected by our Sister States by having our Country destroy'd by the Enemy, or on the Other by keeping the most considerable part of our Militia on duty (for we have but about nine hundred including Officers now on Duty) we shall be prevented from raising the necessaries of life. . . .

The resolve of Congress respecting the Commanders of Arm'd Vessels strictly adhering to instructions of Congress was published in the Providence Gazette of the 30th. May, as also the Address to the Inhabitants of the United States,⁷ which please

After making my Compliments to the President to acquaint him with. . . am with Great respect [&c.]

W. Greene

Copy

Copy, R-Ar, Letters from the Governor, vol. 3 (1778–1779), p. 38. Addressed below close: “Hon^{ble}. Henry Marchant Esq^r/York Town Pennsylvania.” Docketed: “Copy letter to/to Hon^{ble}. Henry/Marchant Esq^r/June 2nd. 1778.” Marchant was one of Rhode Island’s delegates to the Continental Congress.

1. Kickamuit River.

2. Rhode Island Navy galley *Washington*.

3. Rhode Island privateer *General Stark*.

4. Rev. Charles Thompson.

5. For more on Warren and Bristol, see Journal of H.M. frigate *Flora*, 25 May, *NDAR* 12: 441; Diary of Captain Frederick Mackenzie, 25 May, *ibid.*, 442–45; and Maj. Gen. John Sullivan to Henry Laurens, President of the Continental Congress, 26 May, *ibid.*, 456–57.

6. For more on the attack on Fall River, see Journal of H.M. frigate *Flora*, 31 May, *NDAR* 12: 496–97; Diary of Captain Frederick Mackenzie, 31 May, *ibid.*, 497–98; Maj. Gen. John Sullivan to Henry Laurens, President of the Continental Congress, 31 May, *ibid.*, 496.

7. The “Proclamation of the Continental Congress” of 9 May 1778, issued under the name of President Henry Laurens. For the full proclamaation, see *NDAR* 12: 311–12.

HOWLAND & COIT TO NATHANIEL SHAW, JR.

Sir

Norwich [*Conn.*] 2^d June 1778

The New privateer¹ being so forward makes it Necessary for Us to know from what Quarter We are to have our Cannon for which purpose Cap^t Billings² waites on You & We are to request the favour of You to determine Us by him.— We are Informed by C Leffingwell Esq³ that We could have them from the *Cromwells* Prize Ship⁴ now at Boston & that You was to make application for them If you have applied & have engaged them please to assist Cap^t Billings in getting Orders to receive them & in settling the Price of the same—If you fail in getting those We shall be glad to have the Salisbury⁵ Nine pounders which You have now by You as We are Inform’d—We made application sometime since to the Gov^r & Council⁶ for those Nines (supposing they belonged to the State) & received for Answer that they had none except what was Engaged to You. We mention this to remind You of the Cannon that lays here & them which Braddick⁷ carried down to N London with an Intention to carry to Seabrook for Ship *Trumbull*⁸ which are the Cannon We have Reference to—We refer You to Cap^t Billings for the Situation of the *Governor Trumbull*⁹ & the pressing Necessity there is for the Cannon &c &c—We are respectfully Sir [&c.]

Howland & Coit¹⁰

L, CtY, Nathaniel and Thomas Shaw Papers, packet 28, no. 1728. Addressed below close: “Nath^l Shaw Esq^r.” Docketed: “Howland & Coits/Letter/June 2^d 1778.”

1. Connecticut privateer ship *General Putnam*, Capt. Thomas Allon, commander.

2. Capt. Henry Billings.

3. Christopher Leffingwell, merchant at Norwich, Connecticut.

4. This could be either snow *Admiral Keppel* or ship *Cyrus*, both prizes of Connecticut Navy ships *Oliver Cromwell* and *Defence*. These prizes were armed with 6-pounder cannon.

5. Salisbury Furnace, Salisbury, Connecticut.

6. Gov. Jonathan Trumbull and Connecticut Council of Safety.

7. John Braddick.

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

9. Connecticut privateer ship *Governor Trumbull* (20 guns), Capt. Henry Billings, commander, which was built at Willet’s Shipyard at Norwich in 1777 for Howland and Coit. She was commissioned on 19 Nov.

1778. Middlebrook, *Maritime Connecticut*, 2: 100–101.

10. Joseph Howland and Thomas Coit, merchants at Norwich, Connecticut.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO SAMUEL ELIOT, JR.

Sir/

Hartford June 2. 1778

Your Favour of 29th ult^{mo}. has just come to Hand,¹ before which I had dispatched my Letters to you and M^r Shirley² with Liberty for Him to repair to this State that on Consideration I may lend means to gratifie his Request as far as shall appear consistent, & it is probable He may obtain such Liberty as will be agreable to Him.

By the Acts of Congress, & from the nature of the seperate & independant Sovereignty of the several States, I Conceive that all Prisoners taken by the independant Forces of any particular State whether by Sea or Land, are to be under the Controul & Disposition of the States by whom captured [*provided that the*] Peace & Safety of y^e State where y y [*they*] may happen to be, be not broke or endangered & no other, unless that of Congress. I therefore hope the Hon^{ble}. Council of Your State³ will not insist on our Prisoners, taken in y^e *Cyrus & Kepple*,⁴ being delivered to their Commissary.⁵ unless the Interest & Safety of the Public require it. The Civility & Respect You have shown M^r Shirley his Lady &c is very agreable to me, as well as the Indulgence to the Seamen, & wish to have same continued till We can take further Order concerning Them, but if the Hon^o Council cannot be induced to accede from their demand concerning Them, You will send Them all, by the middle Road to the Town of Norwich in this State in such safe & proper manner as Your Prudence shall suggest, unless it shall be inconsistent with the Laws of your State. Your Conduct in not giving them up to y^e Commissary &c in y^e Circumstances, unless justly offensive to your Hon^o Council, as I cannot conceive it to be, has my Approbation. &c

J T—1

DfS, Ct, Connecticut Archives, 1st Series, vol. 9, p. 268. Addressed below close: "Samuel Eliot J^r Esq^r." Docketed: "2nd. June 1778/To/Sam^l Eliot J^r Esq^r/de H Shirley Esq^r/ & The Seamen—."

1. Ct, Connecticut Archives, 1st series, vol. 9, p. 263. For a summary of its contents, see Trumbull to Eliot, 30 May, in *NDAR* 12: 484.

2. See Trumbull to Eliot, 2 June, and Trumbull to Henry Shirley, 2 June, in Middlebrook, *Maritime Connecticut*, 1: 181, 181–82. Henry Shirley and his wife and daughter were British subjects, passengers in *Admiral Keppel*, when it was captured by Connecticut Navy ship *Oliver Cromwell*. *NDAR* 12: 156–57.

3. Massachusetts.

4. British letter of marque snow *Admiral Keppel* and ship *Cyrus*.

5. Joseph Henderson.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Tuesday, June 2, 1778

The Committee on the Treasury brought in a report; Whereupon,
 . . . *Ordered*, That 1,500 dollars be paid to Captain Harman Courter, in compensation for his public services, and to defray his expences to Boston.¹

N.B. Captain Courter acknowledges to have received a Curricule² from the Board of War at Boston which he engages to deliver up on his return to Boston, or will deliver the Curricule here, provided the Public will furnish him with means to carry back his Baggage.

JCC 11: 561–62.

1. For background on this payment, see Journal of the Continental Congress, 30 May, *NDAR* 12: 488. See also, Memorial of Harmon Courter, 3 June, below.

2. A curricule was a two-wheeled carriage.

GOVERNOR PETER CHESTER OF WEST FLORIDA TO LORD GEORGE GERMAIN

N^o 55

Duplicate

Pensacola 2^d. June 1778.

My Lord

Inclosed is a Copy of a Letter which I have received from the Governor of Louisiana-respecting the Protection afforded by him to the Rebels, and also the Copy of a Letter written by me to that Gentleman upon the same subject.¹ I wish that my remonstrances may have some effect, but from the late Conduct of Governor Galvez, I cannot flatter myself that he will pay any great regard to these representations, And notwithstanding Several expressions in my Letter, I shall be exceedingly carefull how we embroil ourselves with the Spaniards, as it might at this time prove highly prejudicial to the King's interest—² The *Sylph* Sloop is sailed for the Mississippi and will proceed to Manchack to Support that Post, and I have been obliged to hire an armed Sloop which accompanied the *Sylph* to Transport Provisions for the Troops at Manchack.³ This Vessel is under the Command of Lieutenant Osborn⁴ of his Majestys Navy, and has an officer and a detachment of the Troops to do duty on Board, as Seamen to defend her were not to be procured in the Province. General Dalling⁵ upon my requisition has sent a reinforcement here from Jamaica of 100 men, and three Commissioned officers, These Troops are composed of Capⁿ. Prevost's Company of the third Battalion, and a Detachment of the First Battalion of Royal Americans—⁶ Sir Peter Parker the Admiral on the Jamaica Station has also sent us the *Active* frigate of 28 guns, and the Armed Schooner *Florida*, designed for the Surveying Service The *Active* and *Stork* Sloop which is expected are ordered to return to Jamaica when apprehensions of an Invasion are over, and the *Florida* Schooner is to be employed in the Surveying Service—The *Hound* Sloop will remain at Pensacola, the *West Florida* on the Lakes,⁷ and the *Sylph* at Manchack

I have consulted with Captain Williams of the *Active* Commanding officer here of the Navy,⁸ on the most proper and best means for protecting the Province and employing his Majestys Sloops under his Command the most effectually for that purpose, and it is intended that one of the Sloops be Stationed to Cruize off the Balize—the *West Florida* to remain in the Lakes, the Surveying Schooner at Ship Island and the *Stork* Sloop when she arrives to lay at Mobbille Point, The Rebels still Continue their Incursions against the Colony from New-orleans, and have lately been so daring as to come into the Bay of Mobbille, in large Batteaus armed with Swivels, and of a Small Draft of Water. I Shall therefore be under the necessity of procuring the same kind of Boats if Possible, as the Kings Vessels cannot follow them into Shallow Water and I shall be also obliged to employ Some of the Troops in these Boats, to keep up the Communication from this place with the Kings Sloops, and the Post at Manchack, as those Vessels are weakly manned and it is impossible to get Seamen here at any rate

Yesterday arrived here a French Brig from the River Mississippi, by which I am informed that there are five armed Vessels containing between four and five hundred Troops arrived at New orleans from the havannah, and that the Spanish Governor

had Imprisoned four British Subjects residing at New Orleans, Two of which were Considerable merchants—who had been compelled to take the Oath of Allegiance to Spain, but we are Ignorant of the reason which occasioned this measure—⁹ I cannot learn what are the intentions of the Spaniards in sending this armament to the Mississippi in time of profound Peace, when the Troops which they had before in Louisiana with the militia have been hitherto Judged Sufficient. for the Service of that Colony—Their late Conduct is Suspicious, and I shall order 50 men from hence to reinforce the Post at Manchack to prevent any Surprize. I have the Honor to be [&c.]

Pt^r Chester

Copy, UKLPR, C.O. 5/594, fols. 621–23. Addressed at foot of first page: “Right Hon^b Lord Geo. Germain—.” Docketed: “Pensacola 2^d. June 1778./Governor Chester./ (N^o 55)/R/ 16th Oct^r/Dup— Orig^l not recd)/(2 Inclosures)/Ent^d.” Notation on first page of letter: “Ext. to Lord Visc^t Weymouth’s/ Office.” Weymouth was British Secretary of State for the Southern Department.

1. The letter, Don Bernardo de Gálvez to Chester, 1 May, is printed in *NDAR* 12: 243–44; Chester’s letter to Gálvez, 28 May 1778, is in C.O. 5/594, fols. 629–39.

2. In his letter to Gálvez of 28 May, Chester warned: “should this Banditti again receive Supplies in your Dominions, & pass over from thence to Commit farther depredations upon the Inhabitants of this Colony, and afterwards retire to your Province for a Sanctuary to dispose of their Plunder—I shall then, after this formal Notice, consider your giving Countenance thereto, as an open Violation of the Treaties Subsisting between our respective Courts, and a breach of the Law of Nations—. . . and your Excellency may be assured, that altho’ I have the most earnest desire to preserve the Peace, that I will not Suffer such enormities to be again Committed, while I have it in my power to restrain and punish them.” UKLPR, C.O. 5/622, fol. 636.

3. H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson. The leased vessel was the armed sloop *Catherine*.

4. Lt. John Osborn, R.N. On 19 June while sailing up the Mississippi River, *Catherine* hit a submerged log and sank within thirty minutes. The crew was rescued but much of the *Catherine*’s cargo of arms and provisions was lost. Lt. Osborne to Chester, 4 July 1778, UKLPR, C.O. 5/594, fols. 661–63. The loss of *Catherine*’s cargo meant that the garrison at Manchac was inadequately armed and poorly fed during their occupation of that post. Haynes, *The Natchez District and the American Revolution*, 93.

5. Gen. John Dalling was both lieutenant governor and military commander at Jamaica.

6. Probably, Capt. Augustine Prevost Jr., of the 3d Battalion of the 60th Regiment, called “the Royal Americans.”

7. Lakes Maurepas and Pontchartrain.

8. Capt. William Williams.

9. Gálvez’s request for the reinforcements is in his letter to Don Diego José Navarro of 14 Apr., *NDAR* 12: 110–14. In it he requested a company, which at full strength numbered ninety-five men.

June 3

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

June 1778

Monday 1st

Lying in Canso Harbour [*Nova Scotia*]

at 9 AM Saw 6 Rebble privateers off the harbour Seemed So they intended to Come in formed a line a Cross the harbour with the *Cabot*, Tender¹ & Brig² having Brought 25 men off the shore to man the Brig at 10 D^o 3 of them Stood to the Eward and Show^d their Coulers the Other 3 Layed a Back of Cape Canso waiting Our Motions—

Lying in Canso Harbour

Light Breezes and Clear Two of the privateers Anchord about 2 Leagues South from Cranberry Island the Other 3 finding they

Could Not Draw us out hauld to the W^dward at 7 D^o moord head & Stern the Tender in the Small Gutt the Merchant ships Within us Sent a Shallop to Watch their motions Sent the boats to Row Guard all Night

Wednesday³ 2nd at 5 AM the Shallop returned who Informed us that they had gone through the Gutt of Canso⁴ made y^c Signal for all masters of merchⁿ at 7 D^o Got under way with y^c merchant Vessels in Company at 10 Saw two Small sail Entering the Gutt of Canso Gave Chace—

Porkepine point Bore NW Dist 2 Leagues

Light Breezes and Clear at 6 D^o [PM] Got through the Gutt of Canso found the Chace to be 2 fishing Schooners

Wednesday 3rd at 3 [AM] Saw a Sail to Northward gave Chace at 8 D^o lost Sight of the Chace Sent Down the fore Top G^t yard At 9 D^o Saw the Tender to the SW Saw the two Schooners giving Chace to us Howsd the Guns and Got all halfe ports—

East End of Island NE 5 Leagues

Light airs and Thick hazey Weather at 1 PM the privateers begun to find them Selves mistaken hawld their wind Scarsely within Gun Shot gave them a broad Side one of them fired Several shott Which fell Short our Shot fell so thick that one of them struck his Coulars but finding the other Got away with his Oars he hoisted his Coulars and Rowed away we being Lying becalmed We out Out Sweep[s] and Chased them, Sprung up a Small Breeze at 2 D^o Come up with our Chace Verry fast the privaters Rowing Right in the Winds Eye got our bow Gun to bear and fired 3 Shot at them Hulled him Several times the wind Variable the privateers got away Verry fast out of Gun Shot Calm with thick fog lost Sight of them at 9 D^o TKd and Stood to the Northward

D, UklPR, Adm. 52/1636, part 3, fols. 48–49.

1. Former Massachusetts privateer sloop *General Montgomery*, later named *Charlotte* tender.

2. Prize brig *William*, taken on 26 May.

3. A mistake for “Tuesday.”

4. That is, the Strait of Canso, Nova Scotia.

MAJOR GENERAL EYRE MASSEY, BRITISH ARMY, TO LORD GEORGE GERMAIN

[Extract]

My Lord

Halifax (Nova Scotia) 3^d June 1778

As the Wind has prov'd Contrary, for Lieu^t Howe's sailing it has brought in the *Vulture* Sloop of War¹—with one Captain Lieu^t and three Subalterns and 44 privates, an Event which has made me happy, and the more so, as I had been ten days before that, hard at Work to fortify the heights round the Town, but in perticular to guard the Entrance of the Harbour, upon the different reports Prisoners, which we had brought in, given news of a French War, depend upon it my Lord, I shall carry on all Work with double diligence, and have 100 Guns mounted for that purpose in ten days, . . .

This day the *Hope*² which went to escort Lieu^t Col^o Heirley's³ Volunteers for the Protection, of the Coal Mines,⁴ and got their time enough to prevent any bad Effects. also my Scouts are come in from my out Ports, and all is Well, and I should tell

your Lordship the *Hope* (Cap^t. Browne) destroy'd a Pirate⁵ on his return hence, and brought in all her hands. . . .

Eyre Massey Maj^r Gen^l

L, UKLPR, C.O. 217/54, fols. 80–81. Endorsed: “R, 4 July.”

1. H.M. ship-rigged sloop-of-war *Vulture*, Comdr. James Feattus, commander.

2. H.M. brig-rigged sloop-of-war *Hope*, Comdr. Joseph Browne, commander.

3. Lt. Col. Timothy Hierlyhy, commanding Hierlyhy's Corps.

4. The coal mines at Spanish River, Nova Scotia.

5. Massachusetts privateer schooner *Bunker Hill*, Capt. Isaac Cobb, commander, which was captured and burned on 24 May by *Hope* off Whitehaven Harbour, Nova Scotia. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88. For more on this capture, see the journal entry of brig-rigged sloop-of-war *Hope*, 24 May, NDAR 12: 432–33.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Wednesday June 3^d 1778

In the House of Representatives. On the Petition of the Board of War of this State purporting, that by a Resolve of Congress of the Eleventh of May last¹ said Board are requested to make sale of the Snow called *Our Lady Mount Carmel and St. Antonio*² and her Cargo taken on her passage from the Brazils to Fyal,³ which Vessel is said to be the property of some of the Subjects of the King of Portugal. And whereas the selling said Vessel and Cargo at Private Sale may be attended with bad Consequences. Therefore Resolved, that the Board of War be, and they are hereby impowered to sell said Snow and Cargo according to said Resolve of Congress at Publick Auction; Any Law or Resolve of the General Court to the contrary notwithstanding.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

D, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), p. 537. Marginal note: “Petitⁿ. of Board of War.”

1. See Journal of the Continental Congress, 11 May, NDAR 12: 329–30.

2. Portuguese snow *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.

3. That is, Fayal (now Faial), Azores.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,

John Browne Esq^r

Thomas Walker Esq^r

James Prescott Esq^r

John Browne Esq^r President,— P. T.

Boston June 3^d 1778—

Isaac Phillips Esq^r

Voted, That Cap^t Phillips¹ be a Committee to treat with Cap^t Howard² and know on what Terms he will bring up a number of Masts from the Eastward—

Order'd, That the Com^y Gen^l.³ deliver Cap^t Bass⁴ for the Navy Board⁵ 10 B'ls

Flour—w^g 23^{cwt}.. 1^{qr}..23^{lb}— they to return the same quantity

Order'd, That Cap^t Hopkins⁶ receive of Cap^t Harraden⁷ from Brig^t. *Tyrannicide* 319 Gallons West-India Rum.—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 326.

1. Capt. Isaac Phillips.
2. Capt. Samuel Howard.
3. David Devens.
4. Capt. Jonathan Bass.
5. Continental Navy Board of the Eastern Department.
6. Capt. Caleb Hopkins.
7. Capt. Jonathan Haraden commanding Massachusetts Navy brigantine *Tyrannicide*.

CHRISTOPHER LEFFINGWELL TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

Norwich [*Conn.*] 3^d June 1778

I Return'd from My Journey to the Northward the Latter End of Last Week— Since Which have Seen Maj^r Mott—¹ who Informs me he has agreed with a Lieutenant—a Prize Master and Captain of Marines for the Ship *General Hancock*² all Good Men qualified to fill those Berths—who will be at Boston With from Forty to Fifty Good Hands the beginning of the Week after Next—Except you write me immediately they are Not Wanted—you will therefore Let me have your Answer  Bearer Jabez Perkins Esq^r or Sooner if you have an Opportunity—in Haste am with Respect Gent^{mn} [&c.]

Christ^r Leffingwell

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to Ship *General Hancock*. Addressed below close: “Mess Cushing & White.” Docketed: “M^r Chris^t Leffingwells/Letter 3^d June 1778.”

1. Probably, Maj. Edward Mott.
2. Massachusetts privateer ship *General Hancock*, Capt. Ishmael Hardy, commander.

MEMORIAL OF SEAMEN OF THE PENNSYLVANIA NAVY

[Lancaster, Pa., 3 June 1778]¹

To the Honorable the Grand Executive Council of the State of Pennsylvania

The Petition of the Private men belonging to the Fleet of this State

Sheweth

That your Petitioners have for Some Time past laboured under many Grievances which they were of Necessity obliged to bear as they were not near the Place where your Honours were but where they are now come and are in hopes to get Redress— That your Petit^{rs}. have come a long fatiguing Journey and upon their Departure from Trenton² were faithfully promised that they should be paid in Reading but so far was such Promise from being performed that your Petitioners yet remain without their Pay—That your Petitioners were likewise promised to be paid their prize Moneys at Reading but were informed when they came there that his Excel^y the Governor³ was dead they was therefore under the Necessity of coming to this Town where they expect and are in hopes to get Relief from your Honours— That at the Time your Petit^{rs} entered on board their respective Vessels half a pint of Rum ☿ Day was allowed to each Man but for a long Time past their Rum has been stopped and but 1 Shilling ☿ Day allowed them in the Lieu of it which Your Petit^{rs}. humbly think is rather too small an Allowance in the Place of their Daily Rations

Therefore humbly hoping that your Honours will look into these Matters and order your Petitioners in the first Place speedily to be paid what Wages is due to them and that you will do what in your Honours Judgment shall seem best and most equitable as to the Remaining Part of your Petit^{rs}. Request

And your Petitioners

As in Duty bound

Shall ever pray &c.

D, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed: “To the Honourable Grand/Executive Council of the State of/Pennsylvania.” Docketed: “Petition of private men of the/fleet.” Docketed in another hand: “Navy Pen^a.” Below that docketing is a note in the hand of Timothy Matlack, Secretary of the Pennsylvania Supreme Executive Council: “Read in Council June 3rd/1778—/Ordered To lie on the table/TM/sec^b.”

1. The date was taken from the docketing; the place was derived from the contents of the memorial.

2. On the transfer of the personnel of the Pennsylvania Navy from Trenton, New Jersey, to Lancaster, Pennsylvania., see Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., *NDAR* 12: 175–76.

3. Thomas Wharton Jr., President of the Pennsylvania Supreme Executive Council, died on 23 May 1778. *DAB*.

MEMORIAL OF CAPTAIN HARMON COURTER

To the Honorable the Congress

The Memorial of Harmon Courter, shewith, that your Memorialists is a Native of America, & from his early Youth hath been bred to the Knowledge of Sea-Affairs, that Your Memorialist having been taken on board the private Armed Ship *Oliver Cromwell* by the *beaver* Sloop of War¹ was after a variety of Sufferings carried to England and Confined in A prison Near portsmouth from whence he Escaped² and Arived Safe in paris—that whilst there he was recommended to the American Commissioners and by them entrusted with Dispatches to your Honorable Body—³ that in undertaking

this business your Memorialist was Solely influenced by the desire of serving his Contry that had he been instigated by the Love of gain he could by his Connections in Europ Easily have taken Measures for the Increase of his Fortune, but the Insult and Barbarities inflicted on him in England have made him desireus Of being employed in the American Navy⁴; He can produce ample Vouchers of this Capacity & therefore prays the Honorable Congress to reconsider his Application And if they shall judge it expedient to retain in this Service an American whose Enemies, will acknowledge that he fought them bravely, he will esteem himself happy to be honored with the Commission Of Cap^t, to be employed when there may be a Sufficient Number Of Ships for those now holding that Rank who may be capable Of the important Trust, but in the Interim he will gladly forego any Pay which might accrue by Virtue of his Commission, he not being Desired to receive the public money without rendering an adequate Serves—⁵

York Town [*Pa.*]
June 3th. 1778

Harmon Courter

D, DNA, PCC, item 41, vol. 2, pp. 47–48 (M247, roll 49). Addressed: “To/His Excellency Henry Laurens/ President of Congress/York.” Docketed: “June 3^d 1778./Memorial from/Capt Harmon Courter.” Notation on first page of memorial in left margin reads: “N^o. 30.”

1. Pennsylvania privateer ship *Oliver Cromwell*, out of Philadelphia. It was captured by H.M. ship-rigged sloop-of-war *Beaver*, Comdr. James Jones, commander, on 19 May 1777 near St. Lucia after a fierce engagement. *NDAR* 8: 999.

2. Courter was confined in Forton Prison in October 1777 but escaped soon afterward. *Benjamin Franklin Papers*, 25: 682n.

3. See the American Commissioners in France to Harmon Courter, 17 Feb. 1778, in *NDAR* 11: 1014.

4. Congress rewarded Courter for having served as courier by giving him a grant of money. He was also granted money to cover the expenses of his journey. *JCC* 11: 55–58.

5. Congress rejected “the prayer of the memorial” on 3 June. *JCC* 11: 564.

VICE ADMIRAL VISCOUNT HOWE TO GOVERNOR PATRICK TONYN OF EAST FLORIDA

Copy
Sir,

Philadelphia
June the 3^d. 1778.

By a Trading Sloop met with off the Entrance of the Delaware, I received the Duplicate of your Letter of the 15th. of last Month, respecting the Intelligence you had obtained of an intended Invasion of the Province under your Government from South Carolina and Georgia and the Measures you had adopted in providing a more adequate Defence for the inland Navigation, since the Accident to the *Hinchinbrook* and the Armed Vessel fitted at Augustine; which, I understand, have by some unaccountable Inattention fallen into the Enemy’s Hands.¹

I concur intirely in Opinion with your Excellency, on the Utility of employing some Vessels armed as You describe, for commanding the in-land Navigation: Deeming that Expedient, assisted by a well established Post, the most eligible for the proposed End.

The *Carysfort* and *Galatea* are said to have left their Stations some time since.² It was intended, if the *Perseus* could be refitted in Time,³ that a seasonable Supply of Provisions and other Necessaries should be sent, for enabling Captain Fanshawe to continue one of those Frigates with the *Perseus* on the Southern Coasts. The *Lizard* will now be ordered in Addition to the *Perseus* and *Otter* for the better Security of the Province,⁴ until the Corps of Troops destined to re-inforce your Garrison by Sir Henry

Clinton, who has succeeded Sir William Howe in the Chief Command of the Army, is arrived.⁵

Captain Elphinstone will be [*ordered*] to conduct one Navy Victualling Transport, sent by desire of Sir Henry Clinton for the immediate Supply of the Garrison.⁶ And he takes an eighteen Pounder, the only piece of heavy Artillery remaining to have been embarked preparatory to the intended Movement of which I conclude your Excellency will be fully apprized in the General's Letters by this Conveyance. I have the Honor to be with great Respect Sir, [&c.]

Howe.

Copy, UKLPR, Adm. 1/488, fols. 384–85. Addressed at foot of first page: “His Excellency/Governor Tonyn.” Docketed: “N^o: 2./Copy of a Letter from the Viscount/Howe to Governor Tonyn, in/answer to his Letter of the 15th:/of May 1778./dated 3^d: June 1778./In Vice Adm^l: L^d: Howe's Letter/Dated 25th: Oct^r: 1778—.”

1. Tonyn's letter is in UKLPR, Adm. 1/488, fols. 380–81. See also, Tonyn to Lord George Germain, 15 Apr. 1778, in *NDAR* 12: 362–63. On the capture of H.M. brig *Hinchinbrook* and East Florida Province armed sloop *Rebecca*, by three Georgia Navy galleys, see Col. Samuel Elbert to Maj. Gen. Robert Howe, and Journal of H.M. frigate *Galatea*, both 19 Apr., in *NDAR* 12: 138–41.

2. H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander; H.M. frigate *Galatea*, Capt. Thomas Jordan, commander.

3. H.M. frigate *Perseus*, Capt. the Honorable George Keith Elphinstone, commander.

4. H.M. frigate *Lizard*, Capt. Thomas Mackenzie, commander; H.M. ship-rigged sloop-of-war *Otter*, Lt. John Wright, acting commander. Comdr. Matthew Squire, the nominal commander of *Otter*, was in sick quarters on Long Island from 20 May 1778 until he received leave to return to England on 30 Oct. 1778. UKLPR, Adm. 36/7764, *Otter*, Sloop, Aug-Sep 1778 Muster Book, Pay No 1, Matthew Squire, Captain; and, UKLPR, Adm. 1/2484/12 Captains' Letters “S” 1778–1779 “Matthew Squire.”

5. Clinton had received orders from England to send a three-thousand-man reinforcement to St. Augustine and West Florida. Clinton, *American Rebellion*, 86.

6. See Howe to Elphinstone, immediately below.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

By the Viscount Howe, Vice Admiral of the the White and
Commander in Chief of His Majesty's Ships and Vessels employed
and to be employed &c^a in North America.

A Supply of Provisions being immediately wanted for the Use of the King's Troops in the Province of East Florida, and the present State of the Magazines of the Army not admitting of the Reduction necessary for that purpose; You are therefore, taking the Captain¹ of the *Otter* Sloop under your Command, to proceed to Sea with the said Sloop and the Naval Victualling Transport which accompanied You hither from New York, and use your best Endeavors to conduct the said Transport in Safety to S^t Augustine. Upon your Arrival there, You are to direct the Master of the Transport to deliver the Provisions in his Charge to the Assistant Commissary of the Army at that Port, and to take his Receipt for the same. And you are further to direct the said Master, as soon as the Vessel is cleared of her Cargoe to proceed to Deptford (if not otherwise appointed by the Agent Victualler at New York) and acquaint the Victualling Board with his Arrival there, that he may receive their Instructions for his future Conduct; unless he should prefer being discharged abroad with the stipulated Allowance of one Month's Freight: In which last Case You are to give him a Certificate, specifying the time of such discharge, accordingly.

It being intended that a Piece of Heavy Artillery should be sent to S^t Augustine for the Use of the Garrison, or to be mounted in One of the Armed Vessels fitted for

commanding the in-land Navigation of the Province; You are to cause the same to be received onboard the *Perseus*,² and disposed of, as Governor Tonyn³ shall desire.

You are moreover, to take into your charge the public Dispatches which You will receive herewith, together with such Money as the Pay-Master of the Army may have occasion to send to S^t Augustine for the payment of the Troops; And having upon your Arrival delivered the same as they are respectively intended, You are to consult with the Governor respecting the manner in which the Ship you Command (and any others which shall be ordered for the same Service) may be employed with the greatest Advantage for the Defence and Security of the Province, and to pursue such Measures in consequence as shall appear to be most effectual for that Purpose: Being to continue upon this Service with the *Perseus* and such other Ships as may be appointed to act in Conjunction with You, as long as your Provisions will admit, with a Sufficiency in Reserve for joining me at New York for further Orders; Or until the Arrival of an intended Re-inforcement to the Garrison of S^t Augustine; And You are then to join me without delay, as aforesaid.

In case You should meet the *Ariel*, stationed off of Occacoke Inlet, on your Passage to the Southward, You are to order Captain Phipps⁴ to join me without Loss of Time in this River.

Given onBoard His Majesty's Ship the *Eagle* in the River Deleware,
the 3^d. day of June 1778.

Howe

By command of the Vice Admiral

Jos^h. Davies.

L, UkGrNMM, Admiral Viscount Keith Papers, KEI/2/2. Addressed below close: "To/The Honble Geo. Keith Elphinstone/Commander of His Majesty's Ship/the *Perseus*." Docketed: "*Perseus*./Lord Howe's Order to take/*Otter* and proceed to August^e./&cⁿ. 3^d June 1778." A copy of this letter is in Vice Adm. Viscount Howe's Dispatches, UkLPR, Adm. 1/488, fols. 409–10.

1. Lt. John Wright, acting commander, as Comdr. Matthew Squire, R.N., was ashore sick.
2. Elphinstone's ship, H.M. frigate *Perseus*.
3. Governor Patrick Tonyn of East Florida.
4. Capt. the Hon. Charles Phipps commanded H.M. frigate *Ariel*.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 3rd day of June 1778.—

Present

Mr Whiting and Mr Travis.—

Ordered that the Keeper of the public store deliver to Captain George Elliot sixty yards of Bunting sixteen fish hooks and eight Lines for the use of the *Safe Guard* Galley.—

Ordered that Lieutenant Joshua Singleton have leave of Absence from his duty on Board the *Henry* Galley for ten days; and Lieutenant Lewis Jones of the *Lewis* Galley eight days.—

Ordered that Jn^o. Coleman a sailor in the Navy of this State be discharged from the same, he hav^g: complied with the terms of his Enlistment.—

Ordered that a Warrant issue to Captain Christopher Calvert for seven hundred and fifty pounds on accmpt for the purpose of furnishing necessaries for the use of the South Quay shipyard.—

D, Vi, Navy Board Journal, p. 409.



George Keith Elphinstone

ALEXANDER ROSE & JOHN TORRANS TO COLONEL JOSEPH TRUMBULL

Sir

[Charlestown, S.C.] June 3^d 1778—

The above is copy of my last¹ & I have now the pleasure to acquaint you of the Arrival of Cap^t Parker in the *oliver Cromwell* & Cap^t Smedley in the *Defence*—² By the

former We received the favour of your Letter of the 10th March,³ and you may rely on our care in the execution of your orders— The Indigo shall be ready as soon as he can take it onboard which will we hope be in 8 or 10 days—We shall supply whatever is Necessary for the repairs of both vessels, but are sorry you placed no funds in our hands to reimburse us as it will be very difficult to pass bills on the Northward should we want to draw—We would therefore recommend your Tender of sufficient sum to be allways ready in future—Continental Loan office Certificates will not do—

Captains Parker & Smedley have fortunately on their Cruize made prize of two Ships belonging to & bound from Bristol to S^t Kitts & Jamaica and ordered them to New England—The one is called the *Kepple* Cap^t Browne mounting 18 guns⁴ the other the *Cyrus* Cap^t Dick of 16 guns—⁵ They were both well man'd & made a stout resistance—The *oliver Cromwell* had her Cap^t of Marins⁶ killed & a few others—The wounded shall be properly taken care of—I hear but of two.

The Smallpox broke out unfortunately on board the *Defence* soon after she left Boston & although they have been free from it for near a month, she is obliged to perform quarantine—There is no time fixed but hope in 8 or 10 days that she will be allowed to come up to Town—The *oliver Cromwell* will want a good deal of Ship Bread which is very scarce & dear here—What she took in at Boston has proved very bad—We have not heard whether Cap^t Smedley has turned out— We are with great regard Sir [&c.]

Rose & Torrants

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 118e–h. Addressed on cover: “Joseph Trumbull Esq^r/State Agent for Connecticut/at/Norwich in/Connecticut.” Addressed at top of first page: “To/Jos: Trumbull Esq^r.” Docketed: “24th April–3^d June 1778/Mess^s Rose & Torrants/de Cap^t Parker Indigo/rec^d. 29th June 1778.”

1. In their letter of 24 Apr., Rose and Torrants informed Trumbull that Capt. Timothy Parker, commanding Connecticut Navy ship *Oliver Cromwell*, had not yet arrived at Charlestown, but that they would have a cargo of indigo ready for him to take on board when he arrived. Ct, Jonathan Trumbull Papers, vol. 8, p. 118e.

2. Capt. Timothy Parker and Capt. Samuel Smedley, Connecticut Navy.

3. See Rose & Torrants to Trumbull, 10 Mar. 1778, NDAR 11: 588–89.

4. British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown.

5. British letter of marque ship *Cyrus*, Capt. Christopher Deake.

6. Capt. James Day, Connecticut Marines.

June 4

WILLIAM SAUNDERS TO VICE ADMIRAL JOHN MONTAGU

Sir

Placentia [*Newfoundland*] 4th June 1778

I did my self the Honour to write your Excellency the 31st past¹ to inform you of an American Privateer going into the Harbour of S^t Laurence² plundering the stores of a Jersey employ & Carrying away there Vessel to S^t Peters³ the same privateer went to Harbour Britain⁴ on the 30th plunder'd the Stores of a Poole & Jersey Merchants took two Brigs out of the Harbour and Carried them into S^t Peters—the Merchants of Burin & Mortier sent their Vessels in here as the[y] dayly expect to be Visited by the same Privateer or her consorts a snow & a schooner which they are inform'd are Cruizing between Cape Race Cape S^t Marys & S^t Peters—Hope your Excellency will take into Consideration the defenceless state of this part of the Is-

land—the sight of a Kings Ship would be of Great service to the trade, as S^t Peters is so near us—the American Privateers in one nights Sail are at the Mouths of our Harbour & get information at S^t Peters of every Vessel in the Western harbours—the trade of this part of [*the*] Island will be greatly injured if no Kings Ship does not soon appear for our protection

I thought it my duty to give your Excellency this Information by the first Conveyance & should have sent a Boate but meeting with one going directly to S^t Johns—I am with the most profound Respect Sir [&c.]

W^m Saunders

L, UKLPR, Adm. 1/471, fols. 219–20. Docketed: “4 June 1778/From M^r Saunders/at Placentia/E/In Adm^l Montagu’s Letter/Dated 27 July 1778.” Notation: “E^d.” The letter was enclosed in Vice Adm. John Montagu to Philip Stephens, Secretary of the Admiralty, 27 July 1778.

1. See Saunders to Montagu, 31 May, in *NDAR* 12: 494.
2. That is, St. Lawrence, Newfoundland.
3. Saint-Pierre I., St.-Pierre and Miquelon Is., French North America.
4. That is, Harbour Breton, Newfoundland.

DIARY OF SIMEON PERKINS

Liverpool [*Nova Scotia*], Thursday, June 4th,— Cloudy, and some rain, and foggy. A small Privateer comes into the Harbour, early in the morning, and hails along side the wreck of the French Ship.¹ We hear a report that a Malagash schooner was retaken by some Dutchmen yesterday, at Port matoon, and also hear the *Blonde* has three privateers stroped in at the Ragged Islands,² and the *Arbuthnot* two stroped in at Port Roseway.³ I hear some of the Privateers men, that belonged to the retaken Schooner, are in Town. We double the Guard on acct. of the Privateers being in the Harbour, and the said Men on shore.

Perkins, *Diary*, p. 202.

1. On April 24, the French ship *Duc de Choiseul* was forced aground in Liverpool harbor by H.M. frigate *Blonde*, Capt. John Milligan. The “small Privateer” was Massachusetts Privateer sloop *Fox*, Jonathan Tuksbery, commander.

2. See Journal of H.M. frigate *Blonde*, 30 May 1778, *NDAR* 12: 483. Presumably, Perkins is referring to the Ragged Island in Newfoundland, but as seen by the journal entry, *Blonde* was operating near Cape Ann, Massachusetts.

3. Port Roseway is present-day Shelburne, Nova Scotia. *Arbuthnot* was schooner tender to H.M. frigate *Rainbow*.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department

Boston June 4th 1778

Sir,

We have this moment rec^d. your fav^r. of the 26th may^l Inclosing the account rendered by Captⁿ Roatch.² we are of Opinion that Captⁿ Roatch has Suffered greatly by the representations made to Congress, & we wish it was in our powr to make him Some Compensation. we have again Mentioned his Case to Congress which is all we Can do.— with regard to the accounts Stated by him no Other part is admissable by us agreeable to our Instructions but the Charge of wages, that we are Ordered to pay & that only. we must therefore be Confined to that alone, and that only. we would wish you to pay taking Care that is right as to time and Agreeable to the then Establishment,

as you Mention nothing of the [*w*]ant of Money, we would presume that you have Succeeded [*with*] your Loan office, or have a Satisfactory assurance of it we wish our presumption may be well founded & that you may Soon be able to remitt us Such part of the Warrant as was proposed.— we are with Great Esteem [&c.]

J Warren
J Deshon

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot: "Hon^b John Langdon Esq^r." Docketed: "Navy Board's/Letter/June 4th 1778—/Answ^d."

1. Not found.
2. Capt. John Roche, Continental Navy.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern department

Sir

Boston June 4th 1778

We received your favour of the 1st instant¹ by two French Gentlemen officers of the Ship *Duke D, Chouseil*, they seem to be Intitled to Some Assistance—

We wrote you this morning,² & then flattered ourselves that you had Succeeded in Obtaining the payment of the Warrant on your loan Office, & the greater part in Current money. We are Sensible of the many demands on you, & shall Endeavour to supply you as fast as it shall be in our power. We before Ordered you a large proportion of that warrant, and we wish it was in our power to afford you more of it, but our Situation at present is such that we must have nearly what we before proposed. however we shall be Content with your reserving three thousand dollars more and wish you may be Able to remit us the remainder—We are with Esteem [&c.]

J Warren
J. Deshon

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot: "Hon^b John Langdon Esq^r." Docketed: "Navy Board's/Letter June 5th./1778—/Answ^d."

1. Not found.
2. See letter immediately above.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department

Sir

Boston June 4. 1778

Inclosed is Copy of a Letter received last Evening from M^r Potter by which it seems he has Agreed to the Terms proposed¹ You will please to receive the Pigg and wrought Iron & give direction's for taking the weight of each & order them to M^r Huntington² at Norwich it will be Necessary to Inspect very Critically the wrought Iron there will of Course be some of it of very little value & if it should have been Culled the whole may be reduced to at least a very bad bargain and in that case we Conceive we should not be bound to take it but it is at your discretion we are very glad you have found a Number of Pistols & Cutlasses they are much wanted You will please to Send one half of them to Norwich & the other to us we at present know of no vacancy for a Captain of Marines there are Several here without Employ The Small pox is yet in Town but we hope will be soon out of it So that you may

return no late Arrivals & Consequently no News but what you have—We are Your Friends & hum^{ble}. Serv^{ts}.

J Warren
J. Deshon

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

1. John Potter, of South Kingstown, Rhode Island. See Potter to Vernon, 26 May, in *NDAR* 12: 459.

2. Joshua Huntington, superintendent of construction of Continental Navy frigate later named *Confederacy*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—	<u>Boston June 4th 1778—</u>
Sam ^l Ph ['] ps Savage Esq ^r	James Prescott Esq ^r
John Brown Esq ^r	Isaac Phillips Esq ^r
Thomas Walker Esq ^r	

Sam^l Ph[']ps Savage Esq^r President

Order'd, That the Com^y Gen^l.¹ deliver Cap^t Harreden² for the sick People belonging to the Brig^{ts} *Hazard* & *Tyrannicide*³ now at Rainsford Island.—viz:—

3 ^{lb} Candles—	2 or 3 quarters Meat—
10 ^{lb} Sugar—	1 Bushel Meal—
6 ^{lb} Soap—	2 G ['] lls Vinegar—
6 ^{lb} Oatmeal—	4 ^{doz} Biscuit—

Order'd, That Cap^t Hopkins⁴ deliver Cap^t Harreden for the above purpose . . . one Gallon West-India Rum.—

Order'd, That Cap^t Harreden have from the Meeting-House Cellar for the abovemention'd purpose f^m. Inv^o. 23 . . . ½ doz Port Wine.—

Order'd, That Christopher Brazer, & Sam^l Hill for one days work on board the Brig^t *Hazard*, be paid @ 18/. ea: £1..16..—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 327–28.

1. David Devens.

2. Capt. Jonathan Haraden, Massachusetts Navy.

3. Massachusetts Navy brigantine *Hazard* and *Tyrannicide*. The seamen had contracted smallpox in the West Indies and, on *Hazard's* and *Tyrannicide's* return in early May, were sent on shore at Rainsford I. in Boston's outer harbor. MSaE, Log of Brigantine *Tyrannicide* (Nov. 1777–May, 1778). On 9 June, the Board of War ordered additional provisions for the sick men.

4. Capt. Caleb Hopkins.

JOHN BRADFORD TO LEVINUS CLARKSON AND ABRAHAM LIVINGSTON

Gentlemen,

Boston 4th June 1778

This serves to advise you that some Time since I receiv'd Orders from the honble Commercial Committee to send the Ship *Mellish* to your Address,¹ I accordingly sent M^r Jarvis² ye necessary Orders to expedite her Dispatch. We are greatly perplexd for Want of Men, but had she been mann'd the Harbour of Bedford being block'd up by the Enemies Cruisers would have prevented her sailing, hope by the Time that Impediment's is remov'd to have her ready for y^e Sea, wish her safe to Port: heartily con-

gratulate you on our new Alliance,³ hope it will be productive of happy Consequences. We have had rich Supplies of Goods of all Sorts lately arriv'd here, yours with Respect,
J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 137. Addressed at top: "Mess Clarkson & Livingston, Carolina." Levinus Clarkson and Abraham Livingston were joint Continental Agents for South Carolina at Charleston.

1. See Bradford to Continental Commerce Committee, 6 May, and Bradford to Leonard Jarvis, 7 May, in *NDAR* 12: 273 and 281. *Mellish* was a Continental trading ship.

2. Leonard Jarvis, Deputy Continental Agent for Massachusetts at New Bedford.

3. That is, the alliance with France.

THE NEW-YORK PACKET (FISHKILL), THURSDAY, JUNE 4, 1778

FISH-KILL, June 4.

The sloop of war *King-Fisher*,¹ of 16 guns, which obstructed the passage at King's Ferry for several days past, was obliged, last Sabbath morning, to tow off with precipitation from that station, having been hulled several times by well directed shot, from a couple of great guns, sent down for the purpose, under the command of Capt. Moodie.²

1. The vessel is misidentified as H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, commander, which was stationed at Newport, Rhode Island, when this engagement occurred. The sloop mentioned here may have been H.M. ship-rigged sloop-of-war *Swan*, Lt. Thomas Totty, commander.

2. Capt. Andrew Moodie, Second Continental Artillery Regiment.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, June 4, 1778

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

Ordered, That 8,583 30/90 dollars be advanced to the Committee of Commerce, to pay Cumberland Dugan the valuation of his brigantine *Abigail*, chartered and insured on public account, and which was captured by the enemy, as appears by the captain's protest; the said Committee to be accountable:¹

That 4,704 dollars be advanced to the Committee of Commerce, to pay a bill drawn on them by Mr. Stephen Ceronio, commercial agent at Cape François, dated the 24 March, 1777, in favour of Adam Badcock [*Babcock*]²; the said Committee be be accountable.

JCC 11: 567.

1. Dugan was a Baltimore merchant and ship owner. *JCC* 9: 829. The "protest" has not been found.

2. The correction in square brackets is in the printed text.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HON. CHARLES PHIPPS

June 1778

[Roerock¹ SWbS distance about 4 Miles]

Thursday 4th:

at 5 AM saw a Sail ahead gave Chace ½ p^t: 6 Spoke the Chace which proved to be the *Active* Privateer Sloop from New York² ½ p^t: 9 saw a Sail NW^t: gave Chace at ½ p^t: 11 Saw Several Vessels lying within Ockercock bar³ at Noon the Entrance of the bar bore NW^t: dis-

tance about 3 or 4 Miles—

[Roenock SWbS distance about 4 Miles]

Light Breezes & Clear W^r: at 2 PM gave Chace to a Small Sloop which came out of Ockercock & Stood SW^r: at 6 fired several Guns & Small arms at the Chace. 7 she bro^r: too sent a Prize Mast^r: & 5 Men on board her⁴ at 7 in 2nd: Reefs Tops^{ls}: at 8 a boat made Sail & Stood to the Eastw^d: Cape lookout bearing WNW^r: about 3 Leagues. at 10 finding the Water Shoal fast hove in Stays but the Ship not going about attempted to Wear on doing of which She Struck on lookout Shoals & there being a high Sea She beat over in 11 feet Water & fell into 4 f^m: at the Foresail & topsail but finding the Rudder unhung at the Best B^r: from the Bows & let it go which brought her up in 4½ f^m: water got the Pinnacle out & sent her Sounding⁵

D, UKLPR, Adm. 51/61, part 1, fol. 30.

1. That is, Roanoke I., North Carolina.

2. Liverpool letter of marque sloop *Active*, John Powell, commander.

3. That is, the bar outside Ocracoke Inlet, North Carolina.

4. Sloop *Fancy*, John Steele master, Westmore & Steele owners, on a voyage from Ocracoke Inlet to St. Eustatius with a cargo of tobacco; sent to New York. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

5. The weather became more moderate by morning. *Ariel's* rudder had been damaged, but the ship's carpenters were able to repair it by the afternoon of 5 June. UKLPR, Adm. 51/61, part 1, fol. 31.

CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Charlestown 4th. June 1778

May it please Your Excellency

This comes p^t. Post. I have wrote this day by way of Boston, to inform Your Excellency of the arrival of the *Oliver Cromwell* and *Defence*¹ in this Port, having had no success since the taking the *Keppel* & *Cyrus*² from Bristol for Jamaica—which two valuable Ships have come safe to hand—The *Defence* will be obliged to perform a quarantine on account of her having had the Small pox on board—

M^r Rose³ hath everything in readiness for taking on board, as soon as the Ship's bottom is cleansed, which is, at present, very foul—Shall make all the dispatch possible in cleaning the Ship, & taking in the Goods, and proceeding according to Instructions received from Your Excellency.

M^r Rose writes Col^o. Joseph Trumbull by the Sloop that goes to Boston—⁴ I am, Sir [&c.]

Tim^y Parker

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 47–48. Notation on preceding letter from Capt. Samuel Smedley to Trumbull of 1 June: “recev^d. 6th. Augst/two follow^g. Letters—.”

1. Connecticut Navy ships *Oliver Cromwell*, Capt. Timothy Parker, commander, and *Defence*, Capt. Samuel Smedley, commander.

2. British letter of marque snow *Admiral Keppel* and British letter of marque ship *Cyrus*.

3. Alexander Rose, merchant at Charleston, South Carolina, and member of the firm of Rose & Torrains.

4. See Alexander Rose and John Torrains to Col. Joseph Trumbull, 3 June, above.

June 5

DIARY OF SIMEON PERKINS

Fryday, June 5th, [Liverpool, *Nova Scotia*]—Rains and foggy. The Privateer still remains at ye wreck,¹ and I understand towards night, that Seth Freeman and John Kinney are entered on board her. She has thrown out her ballast, and is loading with iron.² I understand it is the same Privateer that carried Ebenezer Herrington to New England.

Perkins, *Diary*, p. 203.

1. The “wreck” was the French ship *Duc de Choiseul*. It was forced aground in Liverpool harbor by H.M. frigate *Blonde*, Capt. John Milligan, in April 1778. The “Privateer” was Massachusetts privateer sloop *Fox*, Jonathan Tuksbery, commander.

2. That is, *Fox* was replacing its ballast, presumably stones, with iron taken from *Duc de Choiseul*. In his entry of 6 June, Perkins noted that crewmen from *Fox* were taking “some guns and other things out of ye wreck.”

JOHN LANGDON TO CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS

Gen^d

Portsmouth. [*N.H.*] June 5th 1778

Your favor \wp Express without date I Rec^d. (as also the Dispatches for France,) the 2^d. Instant since which there has not been a fair wind, the Schooner *Amity* Cap^t Palmer¹ will Sail the first wind with the Dispatches as she is Compleatly Ready; this vessell I purchased for Acc^t of the Continent for this Particular purpose I have given Orders to Cap^t Palmer, to Proceed with all Possable Dispatch for the first port in France he can make, and immediately to wait on the Hon^{bl}. Commissioners at Paris and Deliver the letters with his own hand I have the Honour to be [&c.]

John Langdon

L, DNA, PCC, item 78, vol. 14, fols. 227–30 (M247, roll 98). Addressed below close: “The Honb^l/Committee for/Foreign Affairs.” Addressed on cover: “The Honorable/Committee of Congress—/For Foreign Affairs/York-Town/Pennsylvania.” Docketed: “June 5th 1778/John Langdon Esq^r/rec^d 25th.” Notation on cover: “Fo. Affairs.” Notation under dateline: “rec^d. 25th.”

1. Schooner *Amity*, Thomas Palmer, master, was captured on 12 June by H.M.S. *Experiment* off Monhegan I., Me. See Master’s Journal of H.M.S. *Experiment*, 12 June, below.

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

June 1778
Friday 5

Pidgeon Hill [*Mass.*] WSW 5 Lg^s:

Cape Ann W $\frac{1}{2}$ N 6 Lg^s:

D^o [Mod^e & Cloudy] with Intermix’d Fogs at 2 PM saw 2 Sail to the North^d gave chace & came up with them, found them to be a Sloop¹ & Schooner loaden with Wood bound to Boston took the Sloop in Tow & let the Schooner proceed at 7 In 1st. Reef Top^{sls} heard the Report of Several Guns in the NE Quart^r. at 8 Pidgeon Hill WBN 4 L^{gs}:

D, UkLPR, Adm. 51/118, part 3, fols. 112–13.

1. Sloop *Dolphin*, master unknown, 80 tons burthen, manned by a crew of 5 seamen, owned by P. and

S. Hatch of Nantucket, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

JOHN BRADFORD TO JOHN ROSS

Sir,

Boston 5 June 1778

Your Favour of 18 Feb^{ry} was handed Me by Mess^{rs} Vareplank & Brown the 12th Ulti^o. who arrivd here in good Health & Spirits, they tarried here a Fortnight & then went to their respective Homes. I had the Pleasure of furnishing M^r Brown with 1200 Dollars for Acc^t as pr Advice. I have the Pleasure to inform you, that your very lucky Ship the *Henrietta* Cap^t Brown arriv'd the 4 after being in Possession of a Privateer out of London 43 Hours, during which Time he was kept in Duress with all his People saving two, the Pump was neglected by which a Trifle of Goods were damag'd—¹ I had a Survey & found proper Dunnage had been afforded, poor Brown,² during his Captivity, committed all his Papers to y^e Sea, and was entirely at a Loss to whom to apply till on Information of my Corresponding with M^r Morris,³ not knowing whether the Cargo was on public or private Account, and shewing him an Order, from M^r Morris to take Charge of all Effects of his that might arrive here, he deliver'd the Cargo into my Hands as did M^r Hall.⁴ Those you shipp'd in the *three Friends*, which all came in good Order. I'm happy to find by that Gentleman that He brought Duplicates of all the Papers Cap^t Brown destroy'd, Cap^t Green⁵ appears to deserve every Civility due to a Gentleman, He with Cap^t Nicholson⁶ put themselves under the Direction of y^e Navy Board,⁷ their Ships are dismantled & will soon be fitted in a very different Manner from what they were in France. Cap^t Brown is gone forward determin'd not to return to go hence in the Ship, (he says) by your Direction, it seems his Men when they found he was bound to y^e Continent⁸ grew refractory, & for some Time took the Ship from Him; but by his own Address & the Assistance of his worthy Mate they prevail'd on them to aid in navigating her to this port. But soon after the Ship was discharg'd they insisted on finishing the Voyage here, to which Cap^t Brown readily acceded to, & he has accordingly given them Drafts' on you for the Amount of their Wages, the Cap^t then left the Ship in my Charge with only y^e Mate & Boy, but soon after he went away four of the Men were introduc'd to Me by the Mate whose Character he spoke highly off, and I agreed with them to go whatever Voyage she might be order'd at forty Dollars pr Month. The Wages from this Place has for some Time been as high as fifty, and the Difficulty of coming at them almost insuperable, they have been very diligently employ'd in getting all their lower Rigging lifted & tarr'd, providing Spun Yarn which would have been a very expensive Article here, so high as £26 pr Ct., and giving her a proper Overhaul with scarcely any Expence excepting their Wages & Victuals; Whereas had I been obliged to hire Day's Men I must have paid each Man 24/ pr Day—I shall have the *Henrietta* fitted for Y^e Sea & ready to prosecute y^e Voyage as soon as I've M^r Morris's Orders respecting a Master and the Voyage He intends her for: The Death of y^e unhappy M^r T Morris,⁹ must give his worthy Patron, Friend & Brother much less Concern than if he had acted a diffrent Part, his Conduct almost destroy'd M^r Morris' Peace of Mind—I beg leave to refer you to the public Prints for News, nothing of Consequence has taken place this Summer by Land the Public Accounts show our Misfortunes in y^e Navy—Great Things have been in our Power but under the Management of Poltroons have prov'd abortive—¹⁰ I shall be happy in rendering you or your Connections any Services in

my Power being with all due Respect yours &c

J B—

P S If you should incline to speculate in Linnens of a midling Fabric to those equal to Irish at 2/6 will sell to a great Profit. Tea would also give a great Profit. The Politeness & affability of the two Gentlemen You were so kind to recommend much endear'd them to their Acquaintance here, wch I assure you were not a few for y^e short time they staid here

LB, DLC, John Bradford Letter Books, vol. 2, pp. 136–37. Addressed at top: “John Ross Esq^r Nants.”

1. Ship *Henrietta*, Patrick Brown, master, arrived at Boston on 4 May. For more on her seizure by a British privateer and the damage its crew caused to *Henrietta*'s cargo, see John Bradford to Robert Morris, 4 May and 7 May, *NDAR* 12: 260 and 280–81. On 13 May, Bradford wrote Morris, the privateer “took all his hands out of y^e Ship excepting two & kept them forty three hours during which time She was not pump'd.” DLC John Bradford Letter Books, vol. 2, p. 132.

2. Patrick Brown.

3. Robert Morris.

4. Hall was supercargo of ship *Three Friends*.

5. Capt. John Green, commanding Continental Navy frigate *Queen of France*.

6. Capt. Samuel Nicholson, commanding Continental Navy frigate *Deane*.

7. Continental Navy Board of the Eastern Department.

8. That is, the United States.

9. Thomas Morris, brother of Robert Morris and Continental Commercial Agent, Nantes, France, died of alcoholism which had caused him mounting debt.

10. This refers to Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*, for deserting rather than doing his utmost to aid his consort, Continental Navy ship *Alfred*, on 9 Mar. 1778. His alleged inaction led to *Alfred*'s capture by H.M. frigate *Ariadne* and H.M. sloop *Ceres* off Barbados.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

June 1778 Pt. Judith [*R.I.*] N^o. 3 or 4 Miles [*Beaver's Tail*] Lighthouse
NNE½E

Fridy 5th First part fresh Gales, Latter more Mod^t & Cloudy W^t AM up T. G. M^s. Weighd & came to Sail, and Chaced a Brig¹ under Block Island, at 11 br^t her too, found her to be a Victualer, a Prize to an American Privateer, sent the Gunner & 3 Men on board her
Block I^d. from WbN to NbW½W 5 or 6 Miles
Mod^t & Cloudy some part foggy W^t PM two Sail in sight near Rhoad Island,²

D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate *Maidstone*.

1. This recaptured brig does not appear on Howe's 30 Oct. 1778 prize list. UkLPR, Adm. 1/488.

2. The Journal records on 6 June: “AM running in for the Harbour the Brig in Company.”

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER,

FRIDAY, JUNE 5, 1778

NEW-LONDON, JUNE 5.

Notwithstanding the Enemy have undertaken to block up the Harbour of Bedford,¹ three Vessels from thence have arrived here since our last, two of which were from the West-Indies, and had put in there for a Harbour.

We hear that the Captains Champlin and Conkling,² of this Port, have taken

a Snow which they sent into the West-Indies; and that Capt. Conkling is arrived at Bedford.

1. That is, New Bedford, Massachusetts.

2. Capt. Samuel Champlin Jr., commanding Connecticut privateer sloop *American Revenue*; Capt. Joseph Conkling, commanding Connecticut privateer sloop *Revenge*.

GENERAL SIR HENRY CLINTON, BRITISH ARMY, TO LORD GEORGE GERMAIN

[Extract]

Duplicate N^o. 4.—

My Lord

Philadelphia June 5th 1778

I was honoured with Your Lordship's dispatches of the 10th 11th & 12th of March.—¹

In my last letter, transmitted by His Majesty's Ship *Andromeda*, I had the honour of informing Your Lordship that from the dispersed situation of the Fleet on other necessary Services, the Admiral could not with certainty inform me when sufficient Convoys for the intended Expeditions could be assembled, and that I had therefore determined, agreeable to the King's Instructions, to Evacuate this place and proceed to New York, from whence the latter could be much better fitted out than it was possible to have done here.²

The Admiral having acquainted me that the Troops could not be taken on board nearer than Newcastle,³ which is Forty Miles distant from hence, and as such a March could not be undertaken with less than the whole Army, I found it impracticable to Embark the Forces in order to proceed to New York by water, as there are not Transports sufficient to receive the whole at once, and therefore a great part of the Cavalry, all our Provision Train and all those persons whose attachment to Government has rendered them Objects of Vengeance to the Enemy, must have been left behind.

I am to add to this, that if we should afterwards have been detained by contrary Winds, Mr. Washington⁴ might have seized the opportunity of making a decisive push at New York, all reports from thence seeming to indicate an intention of that sort.

These reasons, My Lord, have induced me to resolve on Marching through Jersey.

I am prepared to expect every obstruction that can be thrown in my way, but am not apprehensive of any great delay, and I secure New-York by this March.

I have Embarked all the Baggage of the Army in such Transports as are here, the Stores to a considerable amount, and the greatest part of the valuable Merchandize necessary for the Troops, which had been imported since His Majesty's Forces took possession of this Town.

In these Vessels also, a refuge has been provided for those people, whose sufferings in the cause of Government, gave them a claim to every protection we could possibly afford them.

I hope to arrive at New York in about Ten days after I leave this, by which time the Admiral will probably be able to inform me when the Ships, destined to Convey the different Expeditions will be assembled. . . .⁵ I have the honour to be My Lord [*Œc.*]

H. Clinton

L, UklPR, C.O. 5/96, fols. 22–3. Addressed at foot of first page: "Right Honble. Lord George Germain." Docketed: "Philadelphia June 5th & 13th/1778./Sir Henry Clinton/(N^o. 4)/R July 20th/By Capt. Munchausen/(Dup-orig^l not reced)/G: P."

1. The letter of 10 March not found, but Germain wrote two letters to Clinton on 11 March and one on 12 March. See UKLPR, C.O. 5/79, fols. 48–49d and 56–57d.
2. The “Admiral” was Vice Adm. Viscount Howe. Clinton sent this information in a letter to Germain of 23 May, which is printed in Davies, *Documents of the American Revolution*, 15: 126.
3. That is, New Castle, Del.
4. Gen. George Washington and the Continental Army.
5. Clinton reported on the march of his army across New Jersey, which took thirteen days and included a battle with American forces at Monmouth, New Jersey, in his letter to Germain of 5 July. Davies, *Documents of the American Revolution*, 15: 159–63. As seen in the letter from Viscount Howe to Secretary of the Admiralty Philip Stephens, 6 July, below, the “expeditions,” which were to be sent from New York to the West Indies, were delayed until the destination of the French fleet from Toulon was known.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Friday 5th. June 1778

It appearing to this Board from a Letter of the Board of War dated the first Day of this Instant¹ that there is a pressing occasion for the immediate Transportation of the Provisions purchased in Virginia and this State for the use of the Army. It is therefore ordered that a sufficient Number of the Bay Craft be impressed for the purpose of Transporting the said Provisions to the Head of this Bay and it is requested that any Justice of the peace issue Warrants for the impressing such Bay Craft for the purpose aforesaid on the Application of Captain Tho^s. Richardson of George Town or Jesse Hollingsworth of Baltimore Town.

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779 S1071-23 (MdHR 3842), p. 230.

1. Secretary of the Board of War Richard Peters to Gov. Thomas Johnson Jr., 1 June, *Maryland Archives* 21: 118–19.

BRIGADIER GENERAL WILLIAM MOULTRIE, CONTINENTAL ARMY, TO
MAJOR GENERAL ROBERT HOWE, CONTINENTAL ARMY

[Extract]

DEAR SIR,

CHAR[L]ESTOWN, June 5th, 1778.

. . . We have vessels frequently coming in with great quantities of goods, they are fallen in price, 2 or 300 per cent...we imagine the reason of so many getting in here is owing to the men-of-war and cruizers being called to the assistance of Augustine,¹ on your movements towards that place. I heartily wish that you were provided with every thing necessary, that you might proceed on your intended expedition, before the season is too far advanced: I fear for the troops in that climate in July and August. . . I am, &c.

WILLIAM MOULTRIE
Brig. Gen.

Major Gen. HOWE

Moultrie, *Memoirs* 1: 212–14. Moultrie’s printed version of this letter is incomplete.

1. That is, St. Augustine, East Florida.

BRIGADIER GENERAL AUGUSTINE PREVOST, BRITISH ARMY, TO
GENERAL SIR WILLIAM HOWE, BRITISH ARMY

[Extract]

(Copy.)

Sir.—

S^t. Augustine 5th. June 1778.

. . . By our last advices the body of Carolina and Georgian troops, reported to be two thousand two hundred and fifty men who were coming to invade this Province have halted on the other side of the Altamaha river,¹ the preparations with the Augmentation of our Forces I suppose has deterred them from proceeding in their operations, my intentions was to let them advance as far as S^t. Mary and by no means to save them any trouble, there we should have begun to oppose them and disputed our ground every step, Governor Tonyn's Rangers was to have opposed their passage over that river and were to be supported by about two hundred and fifty loyal Carolinians part of them Light horse Men, Commanded at present by Major Prevost of the Second Battalion of the Sixtieth Regiment who with great trouble and perseverance has embodied and introduced a little order and discipline amongst them,² the retreat of this body was secured by a small Fortification on the NorthSide of the river S^t. John, and that post by an armed Vessel; on the southside of this river I have erected Batteries at such places as it was probable or practicable for them to cross the river, supported by two detachments of the Regulars, and ten Miles behind them, I proposed taking post with all the Men from this Garrison, leaving only the number to Garrison the Fort,—this last body would be so situated as to be able to secure the retreat of the whole, or to fall upon them whenever they should attempt to form—In that situation I expect (should they still persist in advancing) to retard their March, and if the Naval force prepared by Governor Tonyn be properly stationed in the river,³ than I am perswaded they will do little or no hurt to the Province as what is between S^t. Mary and S^t. John was abandoned before I came here;

I have besides a number of Negroes employed to repair the Lines, making of Redoubts and finishing the Outworks of the Fort, in short I hope to oblige them to make a Siege, consequently to bring heavy Artillery which is very troublesome, if they cannot effect to bring it by Water.

Your Excellency must be persuaded that those things are attended with unavoidable expences altho' I have not as yet received the money. I had reason to expect in July last, but now hope to receive it soon as also provisions very much wanted and without which so great a number of Men cannot be supported [*to*] work and do their Duty. I have the honor to be [&c.]

A Prevost

P:S. As I have been disappointed in sending my letters by Captain Jordan in the *Galatea* as he was under Sail before I heard of his intended departure,⁴ I shall defer sending the Returns.—

Copy, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 11, fol. 1215. Addressed at foot of first page: "His Excellency/The Honb^{le}./Sir William Howe, K:B./General and Commander in Chief, &c^a. &c^a. &c^a." Docketed: "Exam:/Brig^{de}. Gen^l. Prevost/to/Sir William Howe/5th. June 1778./inclosing Monthly Returns/relative to the intended invasion/of the province & the defence/he proposes to make &c." Notation on docketing sheet: "N^o. 16."

1. In his letter to Howe of 3 June, East Florida Gov. Patrick Tonyn estimated the invasion force to be 2,840 men, including 40 Catawba Indians. He added that "Six Gallies" then moored at "Darien in the Alta-

maha" accompanied the American expedition. UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 11, fol. 1210.

2. The East Florida Rangers, commanded by Lt. Col. Thomas Brown. Prevost, Gov. Tonyn, and Brown were involved in a controversy over Tonyn's having commissioned Brown a lieutenant colonel, which meant he outranked most of the British regular army officers in the province, particularly Augustine Prevost's brother, Maj. James Marcus Prevost, whom Augustine Prevost commends later in this letter. James Prevost held a commission as major in the 60th Regiment of Foot (Royal Americans), but enjoyed the rank of lieutenant colonel while in North America. As a result, according to one historian, "General Prevost constantly denigrated the achievements of the East Florida Rangers, and he continued to question the legality of Brown's commission from Governor Tonyn." Searcy, *The Georgia-Florida Contest, 1776-1778*, p. 150.

3. The East Florida Provincial naval force, hastily assembled after the Americans captured H.M. armed brig *Hinchinbrook* and East Florida Provincial armed sloop *Rebecca* on 18 Apr., consisted of East Florida Provincial armed ship *Germain* and two brigs that had been converted into galleys *Dreadnought* and *Thunderer*. In an earlier letter to Sir William Howe of 16 May, Prevost confidently asserted he could turn back the American invasion if it came by land, "if by Water the Armament being ready I am not able to judge what Obstructions they may meet." UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 10, fol. 1179.

4. Tonyn also reported in his letter to Howe of 3 June H.M. frigate *Galatea*, Capt. Thomas Jordan, commander, had lost its rudder and had sailed directly for New York. UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 11, fol. 1210. *Galatea's* crew used "a Spare Topmast" to steer the ship. Journal of H.M. frigate *Galatea*, 3 June, UKLPR, Adm. 51/4197.

JOURNAL OF H.M. FRIGATE *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

June 1778

Frid^r: 5

D^o. [Old Cape Franc^s.] SE. 4 Lg^s.

at 9 AM bro^t too with the Main topsail to the Mast—

Old Cape Franc^s. SEbS 4 or 5 Lg^s.

Fresh Gales & Cloudy—at 5 PM. gave Chace to a Sail in the NW.—½ past 8. fird two 6 pdr. & five Swivels & bro^t her too—an American Schooner from N. Carolina load. with Tobacco—took possession of her—¹

D, UKLPR, Adm. 51/4107, part 1.

1. Schooner *Bacchus*, from Edenton, North Carolina, to Cape François. Parker's Prize List, 21 June, below.

June 6

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,—

Present—

Sam^l Ph'ps Savage Esq^r

John Brown Esq^r

Thomas Walker Esq^r

Boston June 6th. 1778—

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Sam^l Ph'ps Savage Esq^r President—

Order'd, That Cap^t Harreden¹ be paid on Account . . . £30..--.-

Order'd, That Lapham² & Nowell for Work on board Brig^t *Hazard*³ as P^r Bill . . . be paid . . . £33..15.--

Order'd, That M^r Ivers⁴ pay James Warren Esq^r for the Widow of Cap^t Isaac Bartlett⁵ deceas'd Wages from June 1st. to Oct^r 9th 1777, as P^r Portage Bill of Sloop *Republick*—am^g to £51.. 4.--

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 329–30.

1. Capt. Jonathan Haraden commanding Massachusetts Navy brigantine *Tyrannicide*.

2. Joshua Lapham.

3. Massachusetts Navy brigantine *Hazard*.

4. Thomas Ivers, cashier of the Board of War.

5. Capt. Isaac Bartlett commanded Massachusetts Navy sloop *Republic* on a trading voyage to Martinique in late 1777. He arrived at Fort Royal on 19 Sept. and died there of a fever on 9 Oct. See *NDAR* 9: 691; 10: 230–31; and 11: 614.

ADVERTISEMENT CONCERNING SETTLEMENT OF CLAIMS AGAINST PRIZE SHIP *MARY*

ALL Persons having any Demands against the Ship *Mary*,¹ lately, captured by the Sloop *Providence*, John P. Rathbun, Esq: Commander,² are desired to exhibit the same for Settlement, on or before the 30th Instant, in order that the said Cruize may be settled as soon as possible.

JOHN TREVETT,³

Agent for Officers and Men.

ON the 2d Day of July will be Sold, at public Vendue, at the House of Capt. Crandon, at the Head of Acushnet River,⁴

THE Sails, Rigging, 16 Carriage-Guns, 3, 4, and 6-Pounders, Shot assorted, Blunderbusses, and other warlike Stores, that were saved from the above-mentioned Ship. An Inventory may be seen at the above Time and Place.

Providence Gazette; and Country Journal, 6 June 1778.

1. Ship *Mary*, Henry Johnson, master, taken at New Providence Island, Bahamas, on 27 Jan. See *NDAR* 11: 247–49.

2. Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.

3. Capt. John Trevett, Continental Marines.

4. Acushnet River, Massachusetts.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 6 JUNE

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Gilbert Barton, in Allentown, on Monday the thirteenth day of July next, at ten o'clock in the forenoon, then and there to try the truth of the facts alledged in the bills of Joseph Wade¹ (who as well, &c.) against the sloop or vessel called the *Duck*, and the sloop or vessel called the *Betsy*—of Zephaniah Stillman (who as well, &c.) against the schooner or vessel called the *Bachelor*—of Peter Anderson (who as well, &c.) against the sloop or vessel called the *Hazard*—of Abraham Boys (who as well, &c.) against the sloop or vessel called the *Sally*—of Timothy Shaler² (who as well &c) against the sloop or vessel called the *Dispatch*, and the brigantine or vessel called the *Industry*—and of John Brooks (who as well, &c.) against the sloop or vessel called the *Canaster*; with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their respective cargoes should not be condemned according to the prayer of the said bills.

June 6, 1778

By order of the Judge,
BOWES REED, Pro. Reg.³*The New-Jersey Gazette* (Trenton), 10 June 1778.

1. Joseph Wade, Capt., Pennsylvania Navy, commander of armed sloop *Fame*.
2. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.
3. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 6th day of June 1778.—Present.

Mr Whiting. Mr Travis and Mr Lewis.—

Ordered that a Warrant issue to Mr Foster Webb Junior¹ for three thousand pounds on acco^t for the purpose of furnishing and paying the Officers and sailors belonging to the navy of this State.—

D, Vi, Navy Board Journal, p. 410.

1. Webb was a paymaster and muster master for the Virginia Navy.

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

June 78

30°: 55' N°.

Saturday 6th.

Light Breezes & clear W^r: PM at 1 still in Chace¹ At 8 TK^d. Ship fired 4 12^{lbs}. at the Chace at ½ past 9 fired 3 12 Pounders D^o: at 10 fired several Guns at ½ past she brought too a Brigg from Boston bound to S^o. Carolina in Ballast sent an Officer in the Yaul to take charge of her.²

D, UklPR, Adm. 51/637.

1. According to the *Niger's* log, the chase began at 8 P.M. on 5 June.
2. In the journal entry of 7 June, Lambert reported that after removing "Provisions & other Articles" he burned the brig.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA

[Extract]

At a Council Held in the Council Chamber at Pensacola on Saturday the 6th. day of June 1778.

. . . His Excellency¹ then laid before the board a letter which he had received from the Officers of His Majestys Sloop of War *Sylph*² now stationed in the River Mississippi praying for an Encouragement of Lands on which he desired their Advice.

The Board advised that the Consideration of the said letter be postponed Untill the *Sylphs* Return from the Mississippi—

Thomas Meaton Master of Col. Stuarts³ Sloop *Christianna* who arrived here last Night from Mobile having brought Some Intelligence respecting the Rebel Batteaus being still on that Coast was called before the Board and gave the following Information Upon Oath—

Information of Thomas Meaton Master of the Honorable Colonel Stuarts Armed Sloop *Christiana* taken at Pensacola

on Saturday the 6th. day of June 1778 before His Excellency
the Governor in Council—

This informant Saith that he left Mobile Point on Wednesday last the 3rd. Instant and that on thursday the 4th. at 10 O'Clock in the morning the Wind being Easterly and his Vessel bearing E.S.E. about four Leauges and a half from Mobile point he saw three Batteaus two of which were Schooner Rigged that they Appeared to be full of men were Rowing up due East with an intent (as he Supposed) of Getting to Windward of His said Sloop that he took them to be some of these Rebel Batteaus who have lately infested those parts—That these Batteaus were Scarcely more than half a Leauge to Windward of him—That they Continued in Sight till four OClock that afternoon—That he could see the men in the Batteaus rowing very Plain but cannot ascertain their Numbers and farther saith not.—

Sworn in the Council Chamber this 6th.

June 1778 before His Excellency in Council }
Attest Rich^d. Combauld D: C Conci⁴ }

His Excellency then desired the Opinion of the Board What steps should be Pursued in Consequence of this Intelligance—The Board Recommended that the sloop *John and Peter* Charles Roberts Master Mounting Six Carriage Guns and Eight or ten Swivils be Immediately sent Off to look after these Batteaus and also to go into Mobile Bay and Bring Round to this Place under her Convoy the two Merchants Briggs now lying in that Bay Whereupon M^r. Charles Roberts being sent for came into Council and Informed the Board that he was very Willing to go Upon the Service Provided he had the Permission of His owner at this Place and also Represented that he had but four hands on Board his Sloop who Were all Sick the Board therefore advised that M^r. John Miller Merchant and Owner of the said Sloop be sent for to Know the Terms on which he will hire his said Sloop to Government in Case of need and that a letter be Wrote to Captain Williams of the *Active* Frigate⁵ by the Clerk of the Council Requesting the assistance of Such Seamen from his Ship as may be Necessary to Navigate the said Sloop *John & Peter* in which Case the Commanding Officer of the Troops is to be applied to for a Serjeant Corporal and Eighteen Men from this Garrison to on Board the said Sloop and Assist in her Defence which being agreed to by his Excellency The following letter was Wrote by the Clerk of the Council to Captain Williams— . . .

And then the Board Adjourned to 6 o'clock in the Evening to Know Capt. Williams's Answer and to Determine what further steps may be Necessary to be adopted upon the Present Occasion—

At a Council held in the Council Chamber at Pensacola on Saturday
the 6th. day of June 1778 6 O'Clock PM

Present

His Excellency Governor Chester

His Honor Lt. Governor Durnford

The Honbl ^e	{ W ^m . Clifton C. [<i>hief</i>] J. [<i>ustice</i>] James Bruce Phil ^p . Livingston Jun ^r Alex ^r . Dickson William Johnston Andrew Rainsford }	Esq ^{rs} .
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His Excellency the Governor Informed the Board that he had received a Message from Captain Williams of the *Active* Frigate Acquainting him (in Answer to this mornings Application) that he had a Number of men Sick had sent Twelve onboard the Armed Schooner *Florida* and therefore could not Spare any more than twelve men whom he would Immediately Order on Board the Sloop *John and Peter* to go on the Service Required and farther desired to know what time they would be Absent that Provisions might be sent On Board Accordingly—The Board thereupon Recommended to his Excellency that Captain Williams be Informed that a Months Provisions it is thought will be Sufficient—M^r. John Miller Merchant owner of the said Sloop *John and Peter* who had been sent for to Attend the Board in the morning but chanced to be at that time from home now attending was called into Council and it being Demanded of him if he was Willing to hire his Sloop to Government for the Service required assured His Excellency and the Board that if the Service was but for a few Days he should make [*no*] charge at all for her but if they were desirous to take her into the Service for a length of time his Terms were Ninety pounds Sterling Per Month and then M^r. Miller Withdrew.—

His Excellency then Acquainted the Board that having Applied to the Commanding Officer of the Troops, L^t. Col. Stiell—⁶ this Gentleman had very chearfully promised that the Party Required Viz^t. a Serjeant Corporal and Eighteen men should be put on board the said Sloop with their Provisions Rum &c^a. that night or by day light the Next Morning—

M^r. Charles Roberts the Master of the *John and Peter*—being then sent for His Excellency gave him the following Instructions in Writing under his Hand and Seal at Arms—

Instructions to M^r. Charles Roberts Master of the Sloop *John and Peter*—

It being found Necessary for the Defence and Security of the Province to take the Sloop *John and Peter* whereof you are Master into the Service of Government. You will Receive on Board your said Sloop Twelve Seamen from His Majestys Ship *Active*, lent to Navigate your Vessel and a Serjeant Corporal and Eighteen Men to assist in fighting your said Sloop, You are to proceed Immediately towards the point of Mobbille and endeavor to Intercept take and Destroy the Rebel Boats that have lately infested that Coast or any other you can meet with and for so doing this shall be your Sufficient Warrant and Authority

Should you find Upon your Arrival at Mobbille point that the Rebel Boats have gone from the Coast and cannot be come up with you will then Remain within the point of Mobbille to Guard that Bay and Coast not exceeding fourteen days and take under your Convoy the two Briggs or any other Vessels laying in that Bay coming to the Eastward if they are Ready to Seal and convoy them to the Bar of Pensacola and then Return with your Vessel to this Harbour to Receive further Orders—

Given under my hand and Seal at Arms at Pensacola this 6th. day of June 1778 and in the Eighteenth year of His Majestys Reign—

P^r. Chester

And then the board adjourned.

D, UKLPR, C.O. 5/635, pp. 180–83.

1. Gov. Peter Chester.

2. H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander.

3. Col. John Stuart, superintendent of Indian affairs, Southern District.

4. Richard Combault, deputy clerk, West Florida Governor's Council.

5. Capt. William Williams of H.M. frigate *Active*.

6. Lt. Col. William Stiell, commander of the British army post at Pensacola.

June 7

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

June 1778
Sunday 7th

At Single Anchor in Seaconnet Passage.¹
at 8 AM weigh'd & came to Sail, at 9 saw a Sail in the SW Q^r made sail and gave Chace, at 11 Tack'd Ship, at Noon the Chace bore SSE.
Seaconnet Rocks NNW Dist: 3 Leagues. Fresh Breezes with Rain, at 4 PM abreast of Catyhunck,² & saw the Chace going thro' Quick's [Ho]le,³ sent 2 Boats mann'd & arm'd after her, at 5 the Boats took the Chace which prov'd a Schooner from Guadaloupe bound to Salem,⁴ at 7 came too with the Best B^r in 7 f^{ms}. Water, abreast of Robinson's Hole,⁵ put a petty Officer and 6 Men on board the Prize,

D, UKLPR, Adm. 51/1017, part 6, fols. 244–45.

1. Sakonnet Passage, R.I.

2. Cuttyhunk I.

3. Quick's Hole is between Nashawena I. and Pasque I. in the Elizabeth Is.

4. Schooner *Sea Flower*, Jacob Clark, master, owned by Joseph White, Joseph Lambert, Miles Greenwood and Henry White, all of Salem, 60 tons burthen, crew of 7, carrying molasses and sugar, taken in Buzzards Bay and sent into Halifax, where it was libeled on 16 June in the Vice Admiralty Court of Nova Scotia and condemned as a lawful prize of *Unicorn* on 6 July. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779; CaNSHP, Vol. 496, Vice Admiralty Court of Nova Scotia Register, vol. 6 (1777–1782), p. 141.

5. Robinson's Hole is between Pasque I. and Naushon I. in the Elizabeth Is.

MASTER'S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNE

June 1778
Sunday 7th

Moor'd with y^e Bowers S^omost P^t of City Island W¹/₂S S^omost P^t of Hart Isl^d. NEbN Dist^e 1/3 of a mile The Stepping Stones SbW¹/₄W¹
First part Mod^t Breezes & Cloudy W^r with Rain Latter Light Airs and Clear PM & AM boarded Vessels as before At 2 PM rec'd Information that the Rebels were burning a Vessel in East Chester Creek² Sent the Gunboat & Large Cutter to her Assist At 5 Fired a six P^r and made the signal for the return of the Boats 1/2 past fired a Gun & repeated the Signal at 7 ret'd the Boats

D, UKLPR, Adm. 52/1986.

1. City I., Hart I. and the Stepping Stones are all in western Long Island Sound.

2. East Chester Creek runs through the Bronx, New York.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HON. CHARLES PHIPPS

June 1778
Sunday 7th

[Cape look out NNW^t distance about 5 Leagues]
at Noon the Prize in Company—¹
[Cape look out NNW^t distance about 5 Leagues]
Fresh Breezes & Clear W^r at 5 PM saw 3 Sail of Vessels in Shore of us made Sail & gave Chace & sent the Prize in Chace of the Lee-

w^d: most Sloop which She took proved to be a Sloop from Ockerc-
cock Sound² to Burmuda laden with Flour & Hams, call'd the *Molly's*
*Adventure*³ ½ p^t 6 Tacked Ockerccock⁴ NW^t: distance about 3 or 4
Miles at 10 Tacked to the Eastw^d:

D, UKLPR, Adm. 51/61, part 1, fol. 31.

1. Sloop *Fancy*, which was captured on 4 June. See *Ariel's* journal entry of 4 June, above.

2. That is, Pimlico Sound.

3. Sloop *Molly's Adventure*, Richard Morgan, master, Witney & Slone owners, sent to New York. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

4. That is, Ocracoke I., North Carolina.

June 8

DIARY OF SIMEON PERKINS

Monday, June 8th, [Liverpool, *Nova Scotia*]—Dull weather, wind easterly. The people cutting spars, and halling timber. ½ day on timber. Some people come to town from Portmatoon¹ that had retaken a Lunenburg schooner from ye Privateer, Cap. Woodman,² last Wednesday, and by ye wind being contrary to that place till last Sunday, when ye Salem Privateer,³ that day in this Harbour from Thursday till Sunday, went in there and took the schooner out of their hands again, none of the King's cruising vessels appeared to their relief.

Perkins, *Diary*, p. 203.

1. That is, Port Mouton.

2. Presumably, Massachusetts Privateer schooner *Hammond*, the captain of which was Jonathan Woodman. By "Lunenburg schooner," Perkins meant a schooner from Lunenburg, Nova Scotia.

3. Massachusetts Privateer sloop *Fox*, Jonathan Tuksbery, commander.

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

Navy Board Eastern department

Gentlemen

Boston June 8th 1778

Agreeable to the directions of the Hon^{ble}. Marine Committee,¹ We have provided the Scooner *dispatch Swan*, Corbin Barns² Master, for the purpose of Conveying to you Some Packetts of Great Importance; which are to be forwarded to you through the Council of this State.³ We have therefore only to wish them Safe to your hands, and to desire that your Orders may be given to furnish the Captain, with such Supplies as may be necessary to provide for his return, and to defrey his Expences there, Among which by Contract is a months pay, to be Advanced to himself and Crew, and a Gratification to him of One hundred—dollars, in lieu of primage,⁴ he would have been intitled to on a Merchant Voyage. We presume the Council will give you the American Intelligences, We shall only Transmit you by this Oppertunity the Gazzettes published here Since our last⁵ & beg leave to Subscribe ourselves with the Greatest respect [&c.]

J Warren

J Deshon

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 23. Addressed below close: "Hon^{ble}: Commissioners of the

United States/of America." Addressed on cover: "The Hon^{ble}/The Commissioners of the United/States of America/Paris." Docketed: "Navy Board June 8 1778/ans. July 29."

1. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 5 May, *NDAR* 12: 269–70.

2. Capt. Corbin Barnes.

3. 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. The letter from the Continental Committee for Foreign Affairs to Massachusetts Council, 19 May, is in *NDAR* 12: 395.

4. Primage was a customary allowance made to the master and crew of a vessel for the loading and care of the cargo. *OED*

5. See Continental Navy Board of the Eastern Department to American Commissioners in France, 9 Apr., in *NDAR* 12: 68.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, JUNE 8, 1778

BOSTON, June 8.

Thursday last¹ arrived in Port a Prize Sloop,² mounting 6 carriage and 7 Swivel Guns, and had 25 Men, taken by the *Eagle* Privateer of this Port.³ The Sloop was own'd by one Whipple, late of Providence, (Rhode-Island) a Tory, but now of Antigua; and had been successful in her Cruize before she came across the *Eagle*.

1. That is, June 4.

2. Antigua armed sloop *Dolphin*, Capt. James Hyland.

3. Massachusetts privateer brigantine *Eagle*, Capt. Elijah Luce. *Eagle* was captured on 16 May in the Lee-ward Is. by H.M. sloop tender *Tartar*. For more on its capture, see Journal of H.M.S. *Portland*, Capt. Thomas Dumaresq, 22 May, in *NDAR* 12: 424.

LOG OF RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*,
CAPTAIN GEORGE WAIT BABCOCK

[at Old Town, Martha's Vineyard, Mass.]

Remarks for Monday June 8th 1778—

att 4 AM we weighd Anchor & Stood into the Sound.¹ But att 7 AM when wer[e] as far as Woods hole. there Came a Pilot Boat who Informd us that the *Unicorn*² frigate was in Buzzard Bay. we wore Ship and Returnd towards Old town—³

[PM] The first fresh Breezes Beatt the Ship up to Old town Harbour and att 1 PM Came to Anchor. the middle part foggy with Rain.⁴

D, NjMoHP, Lloyd W. Smith Collection, "Journal of A Voyage in the Good Ship *Marlborough* George W^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^{ns} Clerk.—"

1. Vineyard Sound.

2. H.M. frigate *Unicorn*, Capt. John Ford, commander.

3. Possibly, Edgartown, Martha's Vineyard.

4. On 9 June the log continues: "att 1 AM Clear Weather the wind att NW. att 3 AM weighd anchor got under weigh after Sending a Boat a head to Look Out we proceeded on to Bedford."

JAMES LAMB, JR., TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

Hartford June 8. 1778

I have just receiv'd your favour of ye 3^d ☉ Post. Note the Contents, respecting my taking part in the *Gen^l Hancock*,¹ my reason for being discouragd was the hearing by

severall differant persons a Charracter, that she was a verry dull Sailor one in particular who belongs to the Ship *Oliver Cromwell*² that took her³ & is now mate of one of her Prizes in Boston who declard here he would not go in her as a Privateer as she could not come up nor run away from any thing—

But as Capⁿ: Hardy⁴ has taken the Vessell. I will take the Part mentioned provided it does not come to more than the agreement which was One thousand pounds. as I have great confidence in the man knowing him to be a good honest & Brave fellow, I am Satisfied he will man her as soon as any man whatever. I am inform'd that M^r: Brewster⁵ has got a number of men at Middletown some of which I believe has satt out for Boston—

I expect him here in a day or two when their is severall here will enter as their has severall apply'd to me I do not think their will be any difficulty in gett^g: them My Father goes to Boston in a few days by whom I will send you the money & you'll please send me a Bill of Sale I dont know but I could help you off with a small part more should you now hold more than you incline to keep—please send me a Line by next Post Ill return you an answer—h^g: noth^g: material to add remain with esteem [&c.]

James Lamb Jun^r

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *General Hancock*. Addressed on cover: “Mess^{rs}: Cushing & White/Merchants/In/Boston.” Addressed in left margin: “Mess^{rs}: Cushing & White.” Notation on cover: “~~P~~ Post!” Docketed: “James Lamb Jun^r/Letter June 8th. 78.”

1. Massachusetts privateer ship *General Hancock*, Capt. Ishmael Hardy. John Cushing and Samuel White were its principal owners.

2. Connecticut Navy ship *Oliver Cromwell*, Capt. Seth Harding, commander.

3. H.M. Post Office packet boat *Weymouth*, Paul Flynn, commander, which was captured off the Azores on 28 July 1777 by *Oliver Cromwell*. For more on her capture, see NDAR: 9: 879, 906–7; 10: 34–35. Massachusetts privateer ship *General Hancock*, Capt. Ishmael Hardy, was misidentified as Massachusetts privateer ship *Hancock*, Capt. Thomas Snoden, in NDAR 11: 764*n*.

4. Capt. Ishmael Hardy.

5. Possibly William Bruster, second lieutenant of *General Hancock*, or Elisha Bruster, captain of marines in *General Hancock*.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JUNE 8, 1778

NEW-YORK, June 8.

Two Days after Capt. Morrison's Engagement with the Rebel Privateer, as mentioned in our last,¹ he fell in with his Majesty's Ship the *Thames*, Capt. Holloway,² who learning the distressed Situation of the *Minerva*'s Crew, humanely sent his Surgeon and the Surgeon's Mate to the Assistance of the languishing Sufferers.

Mr. Morrison and his Friends beg Leave, in a public Manner, to express the grateful Sense they entertain of Capt. Holloway's generous Assistance.

The *Minerva* was bound for Halifax and Quebec; she sailed from St. Kitts the 2d ult. with the homeward-bound West-India Fleet, under Convoy of his Majesty's Ship *Yarmouth*,³ from which she parted the 5th; but being greatly damaged in the above mentioned Action. Capt. Morrison stood for the Delaware, and on the 27th, off Cape May, he was attacked by two Rebel Row-Gallies, whom he obliged to sheer off, after which he proceeded to this Port.

In the Beginning of the Engagement with the Rebel Privateer, Mr. Smith, Mate of the *Minerva*, was badly wounded, notwithstanding which, he refused to quit the Deck, and behaved, during the Action, with the greatest Gallantry and Resolution.

Wednesday last was sent in here by his Majesty's Ship *Experiment*, Sir James Wallace, Commander, the *Wexford* Privateer, of 16 Six Pounders, and 113 Men, Fletcher, Master, from Newbury Port.⁴ Before she fell in with the *Experiment*, she had taken the *Sally*, Capt. Innes, from Glasgow for this Port, after an obstinate Engagement of seven Glasses, in which the Rebels had two Men killed and six wounded, among the latter is the Captain.⁵ Both the *Sally's* Mates, and all her Seamen, only two of whom are wounded, were re-taken in the Privateer; which, to avoid being captured, when chased by the *Experiment*, threw all her Guns overboard, and cut down her Gunwales.

An Account of the Arrival and sailing of some Vessels from Boston Harbour since the 22d of April last.

April 22d, Arrived, Capt. Nicholson, in a Brig from Cape-Nichola.

24th, Sailed, the Privateer Brig *Speedwell*, of 10 Guns.⁶

27th, Arrived, a Schooner from North-Carolina.

29th, Arrived, the Ship *Lovely-Lass*, a Prize, from London, with Dry Goods, no Guns.⁷

May 2d, Arrived, the Privateer Ship *Cumberland*, of 20 Guns, with a Prize Ship of 14 Guns, from Shields with Coals.⁸ Also arrived, the Continental Brig *Resistance*, of 14 Guns, from a Cruize,⁹ and a Cartel Schooner from Halifax.¹⁰

3d, Sailed, the Ship *Lonsdale*,¹¹ and a Sloop for South-Carolina. Arrived, a Schooner Privateer of 8 Guns, and 4 Cohorns.

4th, Arrived, a large Ship from Demarara, also an American built Ship of 300 Tons, from Nantz, with a Figure-Head, white Stern, and large Quarter Badges;¹² and a Brig from Shields. A French Brig from Haverdegrace, called the *St. Helena*. A Brig came too at Nantasket, and afterwards stood to the Eastward.

5th, Arrived, a French Ship of 44 Guns, with a Lion Head;¹³ the Brig *Peggy* from Surinham; the *Le Brune* Indiaman, of 22 Guns, with an Indian Woman Head, Neck, Breast and Legs naked.¹⁴

6th, Arrived, the *Tyrancide* Brig of 14 Guns; a Billet Head.—¹⁵ The *Le Brune* saluted the Town and Men of War, hoisted a Suit of French Colours, and a red English Ensign at her Mizen Peek, with the Union downwards.

7th, The French 44 dressed in a Suit of French Colours.— Arrived, the *Le Amphitrite* of 6 Guns, from Bourdeaux;¹⁶ and sailed, a small Schooner Privateer of 6 Guns and 2 Swivels.

8th, Arrived, a small Sloop from Bilboa.

9th, Sailed, a Philadelphia built Brig, with a Woman Head, her Stern white; another large Brig for Cadiz; a French Ship, and a black Schooner Privateer of 10 Guns.— Arrived the *Snow Swift*, a Prize.¹⁷

10th, Arrived, a Brig from Santa Croix; and sailed, the Ship *Marquis Le Fayette* (formerly the *Lady Gage*) under French Colours.¹⁸

11th, Sailed, the *Angelica* Continental Brig, of 18 Guns, with the Figure of Gen. Gates for her Head, and a Rattle-Snake wound up on her Stern.¹⁹

12th, Arrived a French Schooner from Hispaniola.

13th, Arrived, a French Ship from Nantz, in 5 Weeks; a Privateer Sloop of 10 Guns, with a Woman Head; the Ship *Dean* of 24 Guns, on one Deck, with a Figure Head;²⁰ and a Schooner.

14th, Arrived the Sloop *Dolphin*, from Cadiz, Henry Atkins, Master.

15th, Arrived, the Sloop *Hancock*, Capt. Allen, from Surinham, with a Pendant at the Mast Head.

A few Days since a Vessel from Cork for this Port, was taken by Captain Anderson, in an armed Boat, and carried into Tom's-River, New-Jersey.²¹

Prizes sent in since our last.

Schooner *General Scott*, John Cook, Master, taken the 25th of May off the Capes of Virginia, bound to Nantz, with Tobacco, sent in by his Majesty's Ship the *Ariel*, the Hon. Charles Phipps, Commander.²²

Sloop *Black Joke*, Chereck, Master from Cape Francois for Virginia with Rum, Sugar, &c. by his Majesty's Ship *Galatea*, Thomas Jordan, Esq; Commander.²³

A Sloop from Baltimore for Martinico, with Tobacco, by the Letter of Marque Sloop *General Howe*.²⁴

Schooner *Eagle*, James Ross, Master, from Surinham for Boston, with Molasses; and the Sloop *Adventure*, [Philip] Chamberlain, Master, from James's River, in Virginia, for St. Eustatia with 51 Hogsheads and 4 Barrels Tobacco; the former taken the 22d of May, and the latter the 24th of the same Month, by the Privateer Brig *Favourite Betsey*, Capt. Squires,²⁵ of this Port, who a few Days before took and sent into Bermuda, a Sloop from South-Carolina, loaded with Rice.

Brig *Harkeman* with Horses for Santa Croix, from New-Haven; Sloop *Nancy*, with Tobacco, from Virginia for France; a French Brig called the *Hope*, with Salt; and a retaken Snow from Montserrat, by the *Otter's* Tender, commanded by Lieut. Stanly.²⁶

1. For more on the engagement between the letter of marque ship *Minerva*, commanded by Capt. Edward Morrison, and an unidentified American privateer brig, see *The New-York Gazette; and the Weekly Mercury*, 1 June, above.

2. H.M. frigate *Thames*, Capt. Tyringham Howe, commander.

3. H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander.

4. Massachusetts privateer brigantine *Wexford*, Capt. John Fletcher, owned by Nathaniel Tracy and others, of Newburyport, Mass. Allen, *Massachusetts Privateers of the Revolution*, 325.

5. Brig *Sally*, George Innis, master, 170 tons burthen, built in Scotland in 1773, owned by A. Anderson. *The Independent Chronicle and the Universal Advertiser* (Boston), 21 May 1778; *Lloyd's Register of Ships 1777-78*. Seven glasses were three and one-half hours.

6. Massachusetts privateer brigantine *Speedwell*, Capt. Jonathan Greely.

7. On the capture of the ship *Lovely Lass*, Andrew Waid, master, by the Connecticut privateer sloops *American Revenue* and *Revenge*, see *The Connecticut Gazette; and the Universal Intelligencer*, 8 May, in NDAR 12: 297-98.

8. Massachusetts privateer ship *Cumberland*, Capt. James Collins, mounting 20 guns with a crew of 180 men, owned by Paul Dudley Sargent and others, of Boston. Allen, *Massachusetts Privateers of the Revolution*, 106. *Cumberland's* prize was the ship *Layton*, Robert Johnson, master, 250 tons burthen, built in Britain in 1764 and repaired in 1774, owned by G. Burton. *Layton* carried six 4-pounders and four 3-pounders. It was laden with coal and "a few goods" and was on a voyage from Newcastle, England, to New York. *The Independent Chronicle and the Universal Advertiser* (Boston), 7 and 21 May; *Lloyd's Register of Ships, 1777-78*.

9. Continental brig *Resistance*, its commander, Capt. Samuel Chew, had been killed on 4 Mar. 1778 in an engagement between *Resistance* and H.M. packet *Grenville*.

10. On 4 May, *The Boston-Gazette, and Country Journal* reported the return to Boston of a flag of truce vessel from Halifax "with a Number of Persons who had been Prisoners."

11. *Lonsdale* was a former British transport ship that had been captured by the Massachusetts Navy brigantine *Tyrannicide* in Apr. 1777. NDAR 8: 750, 818-19.

12. The vessel arriving from the Demerara River in Guyana has not been further identified. On 7 May, the Boston *Independent Chronicle* reported the arrival on 4 May of a "French Letter of Marque Ship of 20 Guns, laden with dry Goods, &c."

13. Undoubtedly the French Navy frigate *Nymphe*, Lieutenant de vaisseau Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander.

14. This ship was the Continental Navy frigate *Queen of France* (formerly *Brune*), Capt. John Green, commander, which had arrived at Cape Ann, Mass., about 2 May.

15. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.

16. *Amphitrite*, Nicolas Fautrel, master.

17. For more on Snow *Swift*, William Pearce, master, which had been captured by the Massachusetts Navy brigantine *Tyrannicide*, see Libels Filed in the Massachusetts Maritime Court of the Middle District, 14 May, in *NDAR* 12: 350–52.

18. On the capture of ship *Lady Gage*, Joseph Royal Loring, master, by the Massachusetts privateer ship *Cumberland*, see *NDAR* 11: 159, 842.

19. This was presumably the Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander, which the observer confused with the Massachusetts privateer brigantine *Angelica*, Capt. William Dennis. 20. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.

21. 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*; for more on the capture, see *The New-Jersey Gazette*, 27 May, in *NDAR* 12: 467.

22. On the capture of schooner *General Scott* by H.M. frigate *Ariel*, see Journal of H.M. frigate *Ariel*, 25 May, in *NDAR* 12: 450–51.

23. Sloop *Black Joke*, whose master is identified in Howe's Prize List as G. Shedwick and in the High Court of Admiralty records as Gear Chadwick, was a Virginia vessel owned by Thomas Smith & Co. It was taken while en route to Virginia from Cape François. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–90; H.C.A. 32/282/19.

24. Sloop *General Howe*, Capt. John Ceary. UKLPR, C.O. 5/1109, fol. 109. The modernized spelling of Ceary is Carey. The prize was sloop *Delight*, David Porter, master. UKLPR, H.C.A. 32/304/9.

25. In the records of the High Court of Admiralty, his name is given as Daniel Squier.

26. The tender to H.M. sloop *Otter*, Lt. John Wright, acting commander, was the brig *Dunmore*. As the lieutenant of *Otter*, John Wright was in command because Capt. Matthew Squire was ashore sick. "Stanly" was presumably a midshipman or master's mate.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *DISPATCH*, COMMANDER CHRISTOPHER MASON

June 1778
8th

[Cape Henlopen South & Cape May E¹/₄S.]
at 7 AM Weigh'd and came to Sail with H.M. Ship *Pearl*^l & stood
down y^e Bay, at 12 Anch^d. in Comp^y. as before in 7 f^m. with y^e Stream
Anchor

Cape Henlopen South & Cape May E¹/₄S.
D^o. W^r. [first part Mod^{te}. & Clear: latter fresh breezes & Cloudy.] At
4 P.M Weigh'd and came to Sail & stood down y^e Bay saw several
Sail in y^e Offing ½ past six fird 2 six Pounders & m^d y^e Private Sign^l
which was not Ans^d. bore down & Spoke a Convoy of Victuallers from
Ireland who Inform'd us that a Brigg one of their Convoy was taken
by y^e Rebels, Saw two of y^e Victuallers firing at y^e Brigg under Cape
May D^o. stood towards them at 11 spoke y^e two Ship Inform'd us
they had Retaken y^e Brigg from y^e Rebels D^o. Tack'd Ship & stood
towards Cape Henlopen

D, UKLPR, Adm. 51/253, part 7.

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

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Monday 8^h June 1778.

Commission of a Letter of Marque and Reprisal issued to John Fanning Master of the Schooner called the *Baltimore* mounting four Swivels navigated with six men belonging to Samuel Hughs and others of Baltimore

Ordered That John Berryman deliver to M^r Christopher Hughs the four two or three pounders onboard the *Johnson* with their Carriages all which are to be replaced in a few Days—¹. . .

Commission issued to Thomas Grason appointed Commodore agreeable to a Resolve of the General Assembly passed 21 April last. . . .²

Commission of a Letter of Marque and Reprisal issued to Charles Wells Master of the Brig called the *Bacchus* mounting six Carriage Guns & six Swivels navigated with eighteen men belonging to William Hammond and others of Baltimore

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), p. 231.

1. The loan of cannon was in response to the state's delegation in Congress, who on 11 May wrote Gov. Thomas Johnson Jr.: "General Washington at this time stands in need of heavy Cannon, for the further Defence of the North River and the necessity of being immediately supplied with at least five pieces, has induced Congress to apply to our State, for such Cannon as can be spared either on Loan or purchase, at the Election of the General Assembly. Under the circumstances of this case, and knowing the necessity, we cannot suppose the General Assembly (if you have not power already) can have any objection against granting the request of Congress. If you should lend the Cannon, Mr Hughes who has now contracted with Congress for a considerable number, will be directed to send to Annapolis or such place as you may direct, the like number and weight of metal, with those that shall be lent by the state." Printed in *Maryland Archives* 21: 74-75.

2. See Resolve of the Maryland House of Delegates, 21 Apr., in *NDAR* 12: 164-65.

THOMAS SMITH TO WILLIAM LEE

Sir

Virginia Williamsburg 8^h June 1778

On the suggestion of William Aylett Esq^r late agent for the State, I did myself the pleasure of writing to you the 16^h December last since which I have not been Favor'd with any of yours This comes ⚓ the Brigantine *Liberty*, James Gray Commander with Invoice & Bill Loading for 110 Hhds Tobacco to your Address, which be pleased to dispose of yourself, or put it into such hands as are proper for the disposal, the Sales with all ~~other~~ incidental charges against the Vessel I wished to be Favor'd wth. on her return, but I would by no means be understood to hurry the Sales of the Cargo if time and other circumstances respecting our Credit would make it ~~desirable~~ a retention advisable—

As this Vessel is neither well Armed or Maned, and is not a fast Sailor, I would prefer your sending her back as soon as possible with a Load of Salt only, unless you find a difficulty in procuring more proper vessels to bring the different Articles that have been wrote for, in that case, you will be pleased to put on Board her, part of the Cannon, part of the several sorts of paper ordered, and the rest of her Loading to be Salt. The Inclosed Schemes with some additions are intended to govern you with respect to the Goods necessary to be Shiped as Opportunities avail,¹

I hope for the Interest of this State you will be good enough not to let Slip any Opportunity by which you can Serve us and particularly in the Shipping the Goods as ⚓ the Schemes giving us advising as of the same. Custom has prevailed, and as such mak^s it necessary ~~first~~ to advance the Master & Seamen of Vessels a certain Sum of Money at Port therefore I have Inclosed A Copy of the terms on Which Captain Gray and his Crew are Shiped, in conformity to which please to make the Advance&&I am [&c.]

T. Smith A.S.²

James Gray	Commander	£20 P M ^o	Hhds Tob ^o privilege 1 Month's Advance
John Griggs	Mate	16..0..0	1 Months Advance in Nants
Jacques Brodut	Seaman	15 . . .	Ditto

Francis Brodud	Boy	3 . . .	. . . .
John Guirand	Seaman	15 . . .	1 Months Advance in Nants
Charles Graton	Ditto	15 . . .	1 Ditto
George Daggate	Ditto	15 . . .	. . . . .
John Chilton	Ditto	15 . . .	1 Month Advance in Nants
William Dunton	Ditto	15 . . .	Ditto
Benjamin Daggate	Landsman	9 . . .	. . . . .
John Figg	Ditto	9 . . .	. . . . .
George Powell	Ditto	9 . . .	. . . . .
William Carter	Ditto	9 . . .	. . . . .

NB Since the closing M^r Armistads Schemes, it has been judged highly expedient we should have sent ~~to~~ the return of the *Liberty* Brig Three Setts of ~~Armors~~ Armorer's Tools Compleat Six pair of Ships Jack or Ships Screws, & One dozen & a half Ship Compasses of the best Kind which you'll please to procure and send as directed above.

TS

if Captain Gray should Ship another hand you will be pleased to comply with his engagement—

LB, Vi, Thomas Smith Letterbook, vol. 3: 60–61. Addressed at top: "William Lee Esq^r." Lee was Virginia's agent in France.

1. The "Schemes" have not been found. From what Smith wrote later in this letter they seem to have been drawn up by William Armistead, Jr., Virginia's Commissary of Stores.

2. That is, Agent of the State.

JOURNAL OF H.M. FRIGATE *GALATEA*, CAPTAIN THOMAS JORDAN

June 1778 D^o. [S^t Augustine] S84°W 27 L^s
 Monday 8th at 11 AM TKd: ½ pt 11 We Saw a Sail to NW.
 Charlestown N26..18W 27 L^s
 D^o. [Mod^{te}: and Cloudy] & fair W^r: sent the Pinnacle after y^c Chace which Prov'd to be the Sch^r. *Sally* Jerth: Clark Master from Charlestown to Providence Rhode Island Laden with Pork & Rice.¹

D, UKLPR, Adm. 51/4197.

1. Schooner *Sally*, Jeremiah Clark master and owner; captured at latitude 31° 32" N, longitude 78° 03" W; sent into New York. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 487–88.

June 9

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS BOARD OF WAR, TO
 WILLIAM AND GODFREY HUTCHINSON

War Office [*Boston*] June. 9th. 1778.

The foregoing is a Copy of our last,¹ since which, we have y^r: favour by y^r: W: H² of the 26th. April—³ We have this day conversed with your good father, upon the Advance you have so generously made us; & the means of repaying it, as soon as possible; that your Credit may not suffer by the Obligation laid upon this Board, We have even offered your Father the current Cash; in case he might know any method of investing

it immediately; or we should be very happy in answering any bill you should think fit to draw upon us here; and you may depend upon it, that should nothing earlier or better offer before, we will exert ourselves to the utmost to collect proper Cargoes in the fall, to discharge the debt, & to make you all the Compensation in our Power, for this involuntary delay.—

We are not altogether without hopes that Cap^t Lambert⁴ in the *Massachusetts* may have been fortunate enough to have sent you in a good Prize ‘eer this, but be this as it may, we pledge the Credit of the State for as early a Reimbursement as Possible.—We are Gent^l: with a due Sence of your favours—& readiness to acquit ourselves to y^r: Satisfaction [&c.]

Sam^l: Phps Savage, Pres^t
P Order.

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), pp. 184–85. Addressed at top: “Mess^{rs}. Will^m. & Godfry Hutchinson.”

1. Probably President of Massachusetts Board of War to William and Godfrey Hutchinson, 15 May, in *NDAR* 12: 356–57.

2. William Hutchinson, of Martinique.

3. Letter not found.

4. Capt. John Lambert, commanding Massachusetts Navy brigantine *Massachusetts*.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO
PENET, D’ACOSTA FRÈRES & CO.

[Extract]

Gentlemen—

[*War Office, Boston, 8 or 9 June 1778*]¹

Our last was 11th. February,² to which we refer, Since w^{ch}. we have your several favors, of 12th. Novem^r: 26th. Feb^y. & 16th: March, in which you advise us, that the *Penet*³ proved bad, and was condemn’d, as unfit for repair, That you had purchased an other Vessell, which you was lading with a well assorted Cargo, and that she would soon Sail; Her not appearing at this date makes us fearful she has fallen into the Enemy’s hands.—⁴

We are glad to hear of Cap^t Chapman’s Arrival,⁵ and hope soon to have the additional Pleasure of hearing that our two Ships, (the *Grue*⁶ & the *Union*⁷) laden with Masts &c. are safe with you—The Ship *Adams*⁸ and Brig *Favorite*⁹ for S^o. Carolina and Nants saild in February last, The latter of which was Captur’d within an hours sail of Charlestown, the former we hope will be in Nants before this reaches you.—

In yours of the 26th. February, you observe That your advances for us have been so large, that the Balance in your favour will be 65,000 Livres, exclusive of the Cargo shipping by Cap^t Harris—¹⁰ That there is such a Balance on your Books, we make no doubt, but how it should arise, we are at a loss to conceive, as upon the Strictest review of our Books, taking into the Account, the Moneys paid M^r: Pliarne, it appears that our remittances have considerably exceeded our importations, Altho we shall at all times do our utmost to discharge any Balance that may be against us, yet when we recollect our Contract made with your much lamented M^r: Pliarne,¹¹ we feel ourselves less anxious on that score, as the present Balance, however large, is but a small part of the advances there Stipulated.—

Our being unacquainted with the State of your Marketts, & totally in the dark, as to the sales of the several Vessells & Cargoes in your hands, may have led us into

this supposed error. We are therefore to request, that in future, you would forward our accounts duely made up, each half year, by which method all misconceptions, or misapprehensions of the State of our affairs may be avoided.—

Considering the difficultys & disadvantages with which we are at present surrounded, depriv'd of our Staple & other Grand articles of Export, Maintaining an unequal contest with the most Potant & Formedable power in Europe, & but just emerging from Subordination & Vassalage, to Independence & Liberty, we flatter ourselves that we have done more than could have been reasonably expected.—You may be assured, that we shall be unremitted in our Exertions to render our Correspondance & Connections mutually beneficial, of which the present opening prospect, of a free & unembarras'd Commerce, gives us the most pleasing expectation.— . . .

[*unsigned*]

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), pp. 183–84. Addressed at top: “Mess^{rs}. Penet, Decosta, & C^o.” This letter was probably included in the packet of letters sent to France in the Continental packet brig *Arnold*, Capt. John Ayres, commander, on 2 July. See James Warren to John Adams, 1 July, and Continental Navy Board of the Eastern Department to American Commissioners in France, 2 July, below.

1. The date is conjectured from its placement in the letter book between 8 June and 9 June.

2. See Massachusetts Board of War to Morris, Pliarne, Penet & Co., 11 Feb. 1778. *NDAR* 11: 320–21.

3. Massachusetts State trading brigantine *Penet*, John Harris, master.

4. Capt. John Harris was expected from France in snow *Penet*, a replacement for his former command, Massachusetts State trading brigantine *Penet*.

5. Massachusetts State trading brigantine *Nantes*, Joseph Chapman, master. It arrived at Boston on 1 July. President of Massachusetts Board of War to Penet, DaCosta Frères, & Co., 2 July, M-Ar, Massachusetts Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 186.

6. Massachusetts State trading ship *Gruel*, Joseph Proctor, master, was captured by H.M. frigate *Milford* on 3 Feb. en route to Nantes with masts. See *NDAR* 11: 271 and *n*.

7. Massachusetts State trading ship *Union*, Richard James, master, was taken by the British privateer *Lapwing* in early March. It was also bound to Nantes with masts. See *NDAR* 11: 1066 and *n*.

8. Massachusetts State trading ship *Adams*, Luther Turner, master, was ordered on 20 Feb. to Charleston to take on a cargo of rice and then proceed to Nantes, consigned to Morris, Pliarne, Penet & Co. *Adams* arrived at Charleston, South Carolina, on 21 Mar. See John S. Cripps & Mey to President of Massachusetts Board of War, 3 Apr., in *NDAR* 12: 27–28.

9. Massachusetts State trading brigantine *Favorite*, Nicholas Bartlett Jr., master, was also ordered on 20 Feb. to Charleston, South Carolina, to procure a cargo of rice from Cripps & Mey and then sail for France. See *NDAR* 11: 586–87 and *n*. It was captured by British letter of marque brig *Hannah*, Capt. Thomas Venture, and condemned in the Vice Admiralty Court of New York. *The New-York Gazette: and the Weekly Mercury*, 4 May; Rivington's *The Royal Gazette* (New York), 10 June; UKLPR, H.C.A. 32/330/9. See Rivington's *The Royal Gazette* (New York), 2 May, in *NDAR* 12: 247–49.

10. Massachusetts State trading brigantine *Penet*, John Harris, master.

11. Emanuel Michel Pliarne, who drowned in the Potomac R. in early Jan. 1778, was a partner in the firm of Morris, Pliarne, Penet & Co. For his death, see *Benjamin Franklin Papers* 25: 489–90 and *n*.

CAPTAIN JOHN FISK, MASSACHUSETTS NAVY, TO SAMUEL PHILLIPS SAVAGE,
PRESIDENT OF MASSACHUSETTS BOARD OF WAR

Sir

This moment I received your favor of this day wherein you inform me of Capt. Sampsons¹ ill state of health which renders him unfit to proceed on a cruise in the Brig^t *Hazard*. I am sincerely obli^d to your Honours, for your good opinnion of me, but am sorry to inform you that it will not be for intrest. I shall ever take the Command of any arm^d. Ship, but purposly to serve my Country—the Brig^t *Hazard* is a very good Vesel to take prizes for gain but on the other hand she must run from every thing. I think not

to go to sea untill I can git a Ship that is able² to make some defence against a British frigate, and if my Country Shall have such a ship and cannot find a better man to Command her I shall allways be ready to enter the service. I Am Your Honours [&c.]

Jn^o. Fisk

Salem Tuesday Evening [*June 9, 1778*]

L, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777–1780), pp. 73–73a. Addressed below close: “Hon^{bl}./Sam^l Ph^lps Savage—.” Addressed on cover: “Honor^{bl}./Sam^l Ph^lps Savage Es^q/President/Board/Warr.” Docketed: “Lett^r f^m Cap^t Jn^o Fisk/refusing the Command of/Brig^t *Hazard*—/Salem, June 9th 1778—.” Fisk had served as a captain in the Massachusetts Navy for eighteen months from its founding. He was appointed to command the new brigantine *Tyrannicide* on 19 Apr. 1776 and continued as her captain until he was transferred to command brigantine *Massachusetts* on 19 Feb. 1777. Fisk resigned from the navy on 24 Oct. 1777 as third in seniority of captains. *NDAR* 4: 1162; 7: 1234; 10: 256–57.

1. Capt. Simeon Samson, commanding Massachusetts Navy brigantine *Hazard*, returned to Boston about 16 May from a cruise in the West Indies. On 10 June he resigned his commission in the Massachusetts Navy owing to ill health. Samuel Phillips Savage, President of the Massachusetts Board of War, to Massachusetts Council and House of Representatives, 10 June, below.

2. The phrase, “turn over—”, is inserted at this point at the bottom of the page.

DECLARATION OF WILLIAM SPEAR, MASSACHUSETTS NAVY

Boston June the 9 1778.

I William Spear, Mariner, of Lawfull age Testify and say that I heard Lieutenant Walter Hach,¹ of the Brigantine *Hazard* Captain Simeon Sampson Commander, Say that the Devil had got into the people in the hole, and he very Well knew that the time was up and the men was sickly And that they ought to go home and Likewise that He hop’d the affair, meaning the Round Robin, would Have an affect Moreover the men he had ingage’d thier time was up. Say it was but five months.

William Spear.

Mass. State }
Suff. County }

Boston June 9th. 1778
William Spear made Oath to the Truth
of the foregoing Declaration by him
subscribed,
Before me, Sam^l. Pemberton, Just. Peace

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 423. This declaration is followed by declarations of some of the other signers of the “Round Robin,” a seaman’s petition for redress of grievances, including, Charles Dyer, Nathaniel Arnold, Peter Cunningham, Thomas Richard, James Sloan, James Piper, James Howel and Thomas McCann. DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fols. 424–26.

1. Lt. Walter Hatch, second lieutenant of Massachusetts Navy brigantine *Hazard*.

RHODE ISLAND COUNCIL OF WAR TO BRIGADIER GENERAL EZEKIEL CORNELL,
RHODE ISLAND MILITIA

In Council of War
Sir

Providence June 9th. 1778

We being informed that there are a Number of Prisoners with You that were brought into Port by Cap^t Babcock of the Ship *Marlborough*¹ Cap^t ~~Babcock~~ we there-

fore Desire of You to Send us as soon as possibly You can an Exact Acco^t of y^e Prisoners now with You² We are with great Esteem Sir [&c.]

Signed by order & in behalf of y^e Con^l
W^m. Coddington Clerk

DfS, R-Ar, Letters from the Governor (1778–1779), vol. 3, no. 48. Addressed below close: “The Hon^{bl}. General Cornell.” Docketed: “Letter to General/Cornell June 13. 1778.”

1. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock, which had just returned from a five month’s cruise off the coast of western Africa. See Log of Rhode Island Privateer Ship *Marlborough*, 8 June, above, and *The Providence Gazette; and Country Journal*, 13 June, below.

2. Cornell’s reply has not been found.

THE ROYAL AMERICAN GAZETTE (NEW YORK), TUESDAY, JUNE 9, 1778

NEW-YORK, June 9.¹

On Wednesday last the rebel schooner *Wild Cat*,² of 14 swivels and 40 men, came over from Connecticut, to Oyster-Bay, Long-Island, landed 14 of her crew, who shot several sheep, but a number of inhabitants appearing in arms, to oppose their depredations, they thought it prudent to make off. This vessel, by having a great number of oars, takes the advantage of every calm, to cross over the Sound, in order to pillage the loyalists on Long-Island.

1. Because of a typesetting error, the banner head reads “Tuesday, June 8.” Tuesday was 9 June.

2. Elsewhere *The Royal American Gazette* identifies *Wild Cat* as a galley. See *Royal American Gazette*, 30 June, below.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 9 JUNE

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Gilbert Barton, in Allentown, on Monday the 13th of July next, at ten o’clock in the forenoon, then and there to try the truth of the facts alledged in the bill of John Brooks (who as well, &c.) against the brigantine or vessel called the *Carolina Packet*,¹ with her tackle, apparel, furniture and cargo; to the end and intent that the owner or owners of the said vessel, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessel and her cargo should not be condemned according to the prayer of the said bill.

By order of the Judge,
BOWES REED, Pro. Reg.²

June 9, 1778

The New-Jersey Gazette (Trenton), 17 June 1778.

1. Possibly brig *Carolina Packet*, W. McCullom, master, from New York to St. Vincent. *Lloyd’s Register of Ships*, 1777-1778.

2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

GOVERNOR CAESAR RODNEY OF DELAWARE TO THOMAS RODNEY

Sir

Newark [*Del.*] June the 9th 1778

We have no News of Consequence to be depended upon, Except that the Fleet in Delaware Consisting of upward a hundred & fifty Sail. Continues in the Same place they were four or five days Ago—And that the Commissioners arrived ~~the day before Y~~

on Saturday last, in the *Trident* of 64 Guns. off New-Castle. and Immediately proceeded to Philadelphia in one of the *Eagle's* Tenders.¹ The Commissioners are—The Earl Carlisle, Lord Amherst, Lord V Howe, M^r. Jackson & M^r. W^m. Eden. brother to the late Governor of Maryland—² I Suppose we Shall soon hear more of them—I am Yours &c^a.

Caesar Rodney

P.S. a Sloop has Run into Cristina³ with Salt. Tea and limes. which will be Libelled—
C.R.

L, NNPM, Signers of the Declaration of Independence Collection. Addressed below close: "Hon! Thomas Rodney." The postscript is written vertically along the left margin.

1. According to the master's journal of H.M.S. *Trident*, flagship of Commo. John Elliot, the members of the Commission for Quieting Disorders in America—commonly referred to as the Carlisle Peace



The members of the Carlisle Peace Commission are shown in supplication to America, represented as a female Indian with a liberty cap on a rod, a laurel wreath floating above her head, and sitting atop barrels of tobacco and indigo destined for non-British European ports. The speech bubbles associated with each of the commissioners contain the following phrases: “We have block’d up your ports, obstructed your trade, with the hope of starving ye, & contrary to the Law of Nations compell’d your sons to war against their Bretheren”; “We have ravaged your Lands, burnt your Towns, and caus’d your captive Heroes to perish by Cold, pestilence & famine”; “We have profaned your places of Divine worship, derided your virtue and piety, and scoff’d at that spirit which has brought us thus on our knees before ye”; “We have Ravish’d, Scalp’d, and murder’d your People, even from Tender infancy to decrepid age, altho supplicating for Mercy”; “For all which maternal services, we, the Commissioners from the most pious & best of sovereigns, doubt not your cordial duty & affection towards us, or willingness to submit yourselves again to receive the same, whenever we have power to bestow it on ye.”

Commission—left *Trident* at 10 A.M. on Saturday, 6 June. Adm. 52/2050. The members of the Carlisle Peace Commission were: Frederick Howard, Earl of Carlisle; William Eden, Under Secretary of State for the Northern Department; Capt. George Johnstone, former governor of West Florida; Viscount Howe; and Gen. Sir Henry Clinton.

2. Royal Gov. Sir Robert Eden.

3. That is, Christiana Creek, which is present-day Christina River, Delaware.

THE MARYLAND JOURNAL, AND BALTIMORE ADVERTISER, TUESDAY, JUNE 9, 1778

BALTIMORE, *June 9.*

Advice is just received of the Loss of the Privateer Brig *Sturdy Beggar*, Capt. Campbell, of 16 Guns, and near 100 Men, belonging to this Port.¹ She was wrecked, it is said, on the Coast of France, and every Soul on board perished.

1. Maryland privateer brig *Sturdy Beggar*, Capt. James Campbell. According to its petition for a letter of marque, it was 135 tons burthen, carried 14 4-pounders, 14 swivel guns, and a crew of 80 men. It was owned by Samuel and Robert Purviance, William Lux, Daniel Bowly, "& others." DNA, PCC, item 196, vol. 14, p. 73 (M 247, roll 204).

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON DIEGO JOSEF NAVARRO,
GOVERNOR OF CUBA

Muí Señor mío:

El 22. . del mes pasado tube noticia como el Socorro q^c pedí ã Vs. havia arrivado, ã la Valiza, y ya se halla todo el en esta Villa ã donde ha llegado Felizmente.¹

Si yo hubiera de dar ã Vs. todar las gracias ã que soí acrehedor por la prontitud con que me ha auxiliado, reduciria ã ellas todo mi Contento: el Rey se las dará ã Vs. por contribuir con tanta eficacia ã la Conservación de esta Colonia, y cubrirla del golpe q^c se proyectaba contra ella.

Desde que se supo q^c las embarcacionces, y tropa estaban en el Río, empezaron las cosas ã mudan de Semblante, y los Yngleses ã hacer patente un abatimiento nada Conforme ã su Character Orgullosos de insolente; cesaron las amenazas con q^c se producian en sus Conversaviones privadas y los Corsarios del lago, cuyo atrevimiento llegó ã el extremo de Cañonear nuestras Embarcaciones,² en el dia parece que procuran satisfacerme, y reconciliarse Conmigo, agasajando ã las mismas embarcaciones q^c antes hostilizaron, disculpandose con que las havian tenido por Americanas.

No obstante esto en Natches, y Manchak siguen con sus preparatibos tanto para ata[que] como para defensa, pero alli ignoran aunque ã mi me ha llegado un refuerzo, y es mui regular que así q^c tengan la noticia. cesen como los Corsarios del lago de incomodar, y hacer fuego como en el dia lo hacen, ã todas las Piraguas [Es] pañolas q^c suben, y bajan el Rio, adelantan[do] la desvergüenza hasta embiar ã decir q^c dentr[o] de poco vendrán ã hacernos una visita con las armas en la mano, cuyo recelo mediante el favor de Vs. ya há cesado de mi parte, sin que por esta Confianza deje de estar Con la vigilancia q^c es devida.

Vs. extraña y Con razon de que yo no le haya embiado el Plan de defensa, y espe-ro q^c Vs. me hará la justicia de creer que no ha sido por olvido, sino porque el local de este Pais, y Circunstancias no permiten formarlo de antemano.

Son tanto los puntos por donde esta Provincia puede ser atacada, y Son tantos tambien los modos como puede serlo, q^c és inutil hacer suposiciones: La variedad de

Enemigos que la rodean entre Yngleses, y naciones Yndias cada una con su dinstinto modo, de hacer las Guerra, y la poquedad de mi Guarnicion en una Plaza sin mural-las, Castillo ni Ciudadela. no dejan advitrio para formar otro Plan q^c el de estar alerta, y si es dable salir â los Enemigos al encuentro; Para esto tengo establecidos puestos y vigias â larga distancia de esta Ciudad en todos los parages por donde segun los practicos del pais puedo temer una imbasion, â fin de que me den la mas pronta noticia de lo que ocurra, y no ser sorprendidos q^c és lo mas q^c ay que temer en un Pais abierto como este, y tener tpõ para salir â recibir como he dicho â los Enemigos, esperarles en los desfiladores, y aprovecharme de quanto el ante, la naturaleza del terreno, y particularmente la del Sitio en que me halla den de si, para multiplicar los estorvos, haciendo abatidas de arboles, formando cortaduras, y Si el Rio está alto romper las leveás ò digues dél para inundar la tierras.

Mis preparativos se reducen â tener bien municionada, no solo la tropa q^c existe esta Plaza, sin[o] todas las Milicias de la Costa, y prontas â reunirse al primer aviso donde la necesidad lo pida, monta[r] toda la Artilleria, y seis cañones de bronce sobre sus trenes de Campaña con sus municiones competentes, y por Consiguiente pronto todo â servir en el instante, esto és en caso de ser atacado por los Lagos, ò por tierra, y si fuese por el Rio fundo más esperanzas en las dos embarcaciones de Guerra, q^c me quedan, en la Galeota q^c tengo concluida, y en las baterias que tambien hé formado â la orilla del Rio.

El numero de fuerzas con que me hallo, se espresa en los estados adjuntos q^c incluyo para conocimiento de Vs. â quien pido que in el dia viva ya sin el mayor Cuidado, por lo q^c respeta â esta Provincia, pues ya con el auxilio recibido [*torn*] considero en estado de atender mas bien que antes â su defensa, cuya confianza no debe Vs. alterar aunque le participe q^c pocos dias antes de haver llegado el refuerzo â este Rio, pasaron cinco pequeñas embarcaciones por el Lago Pontchartrin, y llebaron â Manchak otro de doscientos hombres de tropa reglada sin contar un pequeño piquete de Rangers ò Cazadores, y una gran porcion de Yndios que debe reunirseles en el citado Puesto. Faltaria â mi reconocimiento si antes de concluir esta carta no repitiese â Vs. las gracias que le debo no solo por el auxilio que me ha dado, sino tambien por la eleccion de la tropa q^c se ha servido embiarme, y los dignos Ofiziliales que la mandan, â quienes como mas inmediatos provaré mi gratitud con hacer de ellos la estimacion, y confirnza q^c se merecen, Dios Guê [&c.]

Nueva Orleans, 9. de Junio de 1778

B^{do}. de Galvez

P.D.

Acava de avisarme el Comandante de los Baliza³ had entrado en la pasa el Sudueste las dos Frag^{tas}. Ynglesas que havian estado antes, y q^c â mas viene una Balandra de 14.. Cañones, todas tres embarcaciones, tripuladas con bastante Marineria, y Tropa, y segun noticia q^c me had dado el Com^{te} Yngles, trae orden del Governador de Penzacola p^a. entrar en nuevas contestaciones sobre la admision de los Americanos en esta Prov.⁴

Galvez

[Translation]

My Dear Sir:

I received news on 22 May ultimo of the arrival at Baliza of the reinforcements I requested from Your Lordship.¹

If I were to offer you all the thanks you merit for the promptness with which your

help arrived I fear I would write of nothing else. The King will surely offer you his for contributing so efficiently to the preservation of this colony and for safeguarding it from the blow that was planned against it.

Things began to change as soon as it was known that the troops and vessels were in the river; the English, typically haughty and insolent in character, quickly altered their way of acting. They ceased making threats during private conversations and reined in the privateers on the lake, whose audacity had gone to the extreme of cannonading our vessels.² At present, it appears they want to mollify and reconcile themselves with me, treating kindly the same vessels they formerly harassed while offering us apologies on the grounds that they mistook our vessels for American ones.

This is not the case in Natchez or Manchac where their preparations are as much for attack as for defense. But there they are ignorant of my having received reinforcements and it is probable that as soon as they receive the news, they, like the privateers of the lake, will cease to trouble and to fire on Spanish pirogues as they make their way up and down the river at present. The English were so bold as to send word that they, fully armed, would soon pay us a visit, fears of which on my part have subsided as a result of your favor. Nevertheless, I continue to maintain a proper vigilance.

With good reason you wonder why I have not sent you the plan of defense. Please know I have not forgotten it but rather the circumstances and terrain of this country have not allowed me to formulate such a plan.

There are so many weak points from which this province can be attacked and so many ways to attack it that it is useless to make suppositions. The various enemies that surround it, including the English and the Indian nations each with a distinct way of waging war, and the small numbers of my garrison in a town without bulwarks, a castle, or blockhouse, leave little room to formulate a plan besides that of being alert and, if necessary, meeting the enemy directly. On the advice of those who know this country, I have established watch posts and sentinels outside the city everywhere we are vulnerable. They will provide me early warning of any incursions, which is my biggest fear in an open country such as this one. This measure will allow us to engage the enemy by waiting for them in narrow passages and to take advantage of the terrain, particularly in my present location, in order to improve it with obstacles, fell trees, form ditches and parapets, and if the river is high, break the levee to flood the ground.

My preparations include having well armed not only the troops in town but also the militia along the coast who are to be ready to join our forces at a moment's notice, mounting all the artillery and six bronze cannon on field carriages with sufficient ammunition. Everything will be ready in case of an attack by land or by way of the lake. Should it be an attack by way of the river, I am staking my hopes on the two warships I have remaining, in the galiot that was recently completed, and in batteries I have created along the river's banks.

I am enclosing a return of the forces at my disposal for your information. I ask that you not worry about the state of this province and continue to trust its safekeeping to me since with your help I find myself in a much better position to defend it. Still, I must inform you that a few days before the reinforcements arrived, five small vessels sailed through Lake Pontchartrain carrying a detachment of two hundred regulars to Manchac. A force of rangers, or hunters, and a large number of Indians will likely rendezvous with them at that fort. Before concluding this letter, let me once again express my appreciation for the support you have provided, for the quality of

the troops you have sent, and for the officers who command them, who, being closer in rank, shall be recipients of my gratitude by my showing them the high esteem and confidence they deserve. May God protect [&c.]
New Orleans 9 of June 1778.

B^{do}. de Gálvez

P.S. the commander at the Baliza³ has just informed me that two English frigates that were anchored there have entered the southwest passage along with a fourteen-gun sloop; all three vessels are well-manned by troops and sailors and according to the news I have received, the English commander has orders from the governor of Pensacola to challenge us over the admission of the Americans in this province.⁴

Gálvez

L, SpSAG, Papeles de Cuba, Legajo 1232, no. 86. Notation before opening: "N^o: 86/Reservada." Addressed below close: "S^o: Dⁿ: Diego Josef Navarro=" Docketed on separate page: "No. 86 Reservada/N^o: Orleans 9 Jun 78./El Gobernador./ Da Gracias por el envio de la/tropa, y que se hallaba ya en/la Baliza, acompañando/igualm^{te}: estados de la Tropa/y Pentrechos de grra exis-/tentes en aquella Prov^a: con/lo demas que contiene/R^{da}: en 12/de Julio S.M./." Notation translation: "No. 86. Confidential." Address translated: "Señor Don Diego Josef Navarro." Docketing translated: "Gives thanks for sending reinforcements; notes that they are at Belize; accompanied by report of troops and munitions for war that exist in that province. Received on July 12, Your Grace."

1. See Gálvez to Navarro, 14 April 1778, *NDAR* 12: 110–14. According to a return of troops sent to Louisiana from Cuba, the reinforcement consisted of 212 men and left Havana on 9 May. DLC, Reproductions from the Spanish Archives, Santo Domingo, Legajo 2596.

2. The "privateers" was the H.M. armed sloop *West Florida*, Lt. George Burden, commander. *West Florida* had been passing the Spanish post at Bayou de San Juan without stopping. On 21 Apr., the commandant of that post, on orders from Gálvez, detained the *West Florida* whereupon Burdon wrote an angry and unsigned letter to Gálvez demanding to know by what right the Spanish had detained the *West Florida* and asserting that henceforth "I will not suffer a boat to proceed across these lakes or anywhere I may be cruising." George Burdon to Bernardo de Gálvez, 21 Apr. 1778, Papeles de Cuba, Legajo 191.

3. Port Balise was at the mouth of the Mississippi River, below New Orleans.

4. For more on this force, see Chester to Germain, 2 June, above. There is no indication in Gov. Peter Chester's letter that this force was to "challenge" the Spanish.

JOURNAL OF H.M. ARMED BRIG *ANTIGUA*, LIEUTENANT BILLY DOUGLAS

1778

S^t: Croix W¹/₂S Dis^t: 7 or 8 leagues

Tuesday June 9 at 1 AM the *Pelican*¹ brought too one of the Sloops upon our Starboard Beam about ½ Mile in Shore of us; the Brig & other Sloop Kept Close together, to which continued our chace at two D^o: the Sloop finding we gained upon her she haul'd in for the Shore By her suddenly Disappearing we were unanimously of Opinion She must have Run on Shore as we were not more than ½ Mile of [f] Shore, & in 7 Fathom Water kept the Lead Constantly Going all Night Depth of Water from 10 to 4 Fathom at 5 the Chace Hoisted Rebel Colours at 6 Haild the Chace & Orderd her to Strike Her Colours & Stand Immediately of [f] Shore which she Instantly Comply'd with sent the Boat & Brought the Cap^t: & 20 Prisoners on Board Who Inform'd us she was call'd the *Boston* from Martinaco bound to Boston with Malasses & Bale Goods.

D, UklPR, Adm. 51/4117.

1. H.M. armed brig *Pelican*, Lt. John P. Ardesoif, commander. The chase began, according to *Antigua*'s

log, on 8 June at 10:30 P.M., when the two British warships spotted a brig and two sloops.

June 10

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO NATHANIEL SHAW, JR.

Sir
Navy Board Eastern department
Boston June 10. 1778

Cap^t Kerr¹ Complains much for want of Provisions & necessarys for the Scooner under his Command²

we wish you would Supply him with such articles as are allowed by Congress to the Officers & Seamen belonging to the Navy that he may have no Excuse for lying Idle we are Your hum^{ble} Serv^{ts}.

In behalf of the Board
John Deshon

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, portfolio 21. Addressed at foot: "Nath^l Shaw jun^r Esq^r." Docketed: "Navy Board/Letter/to Supplys *Mifflin*."

1. Lt. John Kerr, Continental Navy.
2. Continental Navy schooner *Mifflin*.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Sir
Navy Board Eastern department
Boston June 10, 1778

In answer to yours of the 5th. we wish Some Suitable person might be directed to Examine and receive the Iron of Mess^{rs}. Potter¹ and Sands,² least they should mix some of Inferior quality, or make some Mistake in the weight. it is also necessary that the Anchors of the *Syrene*³ should be sent round to Norwich, and the board should know the Weight of them as soon as possible in order to Settle with Mr Babcock.⁴ The Blunderbusses you mention are very much wanted for the Navy. We shall be Glad to have them forwarded to this place. the other Articles we want much, however if they are delivered to General Sullivan,⁵ we will say no more about them. As to the Cannon, we had rather wait Untill we hear again from Maj^r Huntington⁶ than to Engage them immediatly of the Browns⁷ at their Extravagant price.

Cap^t Manley⁸ is now on Tryall at a Court Martial. Thursday⁹ is appointed for the determination of this Court. Capt^t McNeills¹⁰ comes on Friday next.¹¹ he Conducts in the present Similar to what he did in the former Court of Enquiry,¹² which is to Create as much Charge and perplexity as possible. Cap^t Thomson's¹³ Tryall comes on immediatly after Mc Neills and after him H Harkers¹⁴ Court of Enquiry concerning the loss of the *Columbus*.¹⁵ M^r Brown¹⁶ is appointed 1^t Lieu^t of the *Warren*. Cap^t Hopkins¹⁷ has about 140 men and will be ready to Sail in ten days, if Manned. The *Raleigh* is Cleaned, Waits the Appointment of a Commander from Congress or the Marine Com^{tee}. at Yorktown, this board not being Impowered to Appoint one. The *Dean*¹⁸ wants many repairs. The Carpenters are at work on her and the *Resistance*, who wants repairs also. the *Queen of France*¹⁹ lyes by the Walls waiting orders from Congress. on last Saturday received a Supply of Cash from the Marine board Yorktown²⁰ 50,000 dollars, which sum we stood in much need of. We send Col^o. Tillinghast²¹ by this Conveyance five thousand dollars for the purpose of paying the debts you mention in your former, and

also to Enable him to pay of[*f*] the officers and Seamen belonging to the *Providence*²² their prize money, he having made use of their prize money in order to dispatch the *Providence*.²³ We wish we could send you news of the Safe arrival of the *Boston* in France, but it is not in our power. Your dispatches²⁴ shall be carefully forwarded by the first Opportunity which will be to morrow if the wind suits.

We can assure you the Small pox is almost Clear of the Town, and you may now come to Boston with but very little risque of getting that distemper. we shall be exceeding glad to see you at the board, where your advice and assistance is very necessary at this Juncture. We are with much esteem [&c.]

J Warren
J Deshon

P.S. please to give orders to Lieu^t Knese²⁵ to repair to Bedford²⁶ immediately and act as Second Lieu^t on board Sloop *Providence* J P Rathburn Com^r and if any Lieu^t of Marine is with you please to give the like orders and let us know forthwith.

“Papers of William Vernon and the Navy Board,” pp. 245–47. Addressed at foot: “Hon^{ble} Will^m Vernon Esq [Providence].”

1. John Potter, of South Kingstown, Rhode Island, salvager of the wreck of H.M. frigate *Syren*.
2. Lt. Col. Ray Sands, Rhode Island Militia, who libeled H.M. frigate *Syren* in the Maritime Court of King’s County, South Kingstown, on 15 Nov. 1777. See *NDAR* 10: 498.
3. H.M. frigate *Syren* wrecked on Point Judith, Rhode Island, on 6 Nov. 1777. See *NDAR* 10: 415–16, 428.
4. Adam Babcock, of Boston.
5. Maj. Gen. John Sullivan, commanding Continental Army forces in Rhode Island.
6. Joshua Huntington, superintendent of construction of Continental Navy frigate later named *Confederacy*.
7. John and Nicholas Brown, of Providence, Rhode Island, owners of the Hope Furnace.
8. Capt. John Manley, Continental Navy.
9. That is, 11 June.
10. Capt. Hector McNeill, Continental Navy.
11. That is, 12 June.
12. See *NDAR* 10: 310, 594.
13. Capt. Thomas Thompson, Continental Navy.
14. Capt. Hoysteed Hacker, Continental Navy.
15. See *NDAR* 11: 816–17.
16. Lt. John Brown, Continental Navy.
17. Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.
18. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.
19. Continental Navy frigate *Queen of France*, Capt. John Green, commander.
20. Continental Marine Committee.
21. Daniel Tillinghast, Continental Agent for Rhode Island.
22. Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.
23. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.
24. See William Vernon to John Adams, 20 May, William Vernon to Adams, 26 May, in *NDAR* 12: 399–401 and 455–56. The dispatches were probably sent to France later in June in Continental packet *Dispatch*, Capt. Corbin Barnes. Vernon’s son, William Vernon Jr., was a passenger on board frigate *Boston* on her voyage to France.
25. Lt. Michael Knies, Continental Navy.
26. Bedford in Dartmouth, now New Bedford, Massachusetts.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF THE MASSACHUSETTS BOARD OF WAR,
TO MASSACHUSETTS COUNCIL AND HOUSE OF REPRESENTATIVES

[*Boston, War Office, 10 June 1778*]¹

To the Hon^{ble}. the Councill and House of Representatives for the

State of Massachusetts Bay.

The Board of War beg leave to report—
That the armed Brig^t *Hazard* is now refitting and nearly ready to proceed on a Cruise. That Cap^t Sampson,² the late worthy Commander of that Vessell, hath represented to this Board that he is much out of health and in the Opinion of his Physician unfit to undertake the Voyage, and therefore must, tho w^t great Reluctance, decline the Service—This board would therefore pray your Honors to commissionate some person to the Command of said Brig^t which we could wish might be as early as possible, as knowing that many of the Enemys Vessells, will early in the Year be at Sea, and possibly great Advantages may arise from a Cruise at this Season.³ We are Yr honors [&c.]

Sam Phps Savage Pres^t
P Ord^r

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 389.

1. The conjectured date is based on the announcement of Simeon Samson's resignation from the Massachusetts Navy on 10 June. M-Ar, Mass. Archives Collection, Vol. 38 (Massachusetts General Court Records, 1777–1778), p. 553.

2. Capt. Simeon Samson.

3. The General Court accepted Samson's resignation on 10 June and on 23 June appointed Capt. John Foster Williams to replace him. See Acts and Resolves of the Massachusetts General Court, 23 June, below.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Boston, June 10th 1778—

Sam^l Ph'ps Savage Esq^r

John Brown Esq^r

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Sam^l Ph'ps Savage Esq^r President—

Order'd, That Tho's C Vernon for his Time, Horse-Hire, & Expences going to Salem with a Letter for Cap^t Fisk¹ respecting his taking Command of the Brig^t *Hazard*² . . . be paid £4..16..–

Order'd, That Cap^t Hopkins³ deliver Cap^t Harreden⁴ for the use of y^e Brig^t *Tyrannicide*,⁵ 1 Hog[']hd N E Rum . . . q^t [*blank*] G'lls—⁶

Order'd, That John Scollay Esq^r deliver Cap^t Harreden for the use of the Brig^t *Tyrannicide* one Hogshhead of New-England Rum . . . cont^g [*blank*] G'lls—

Ord'd, That Adam Colson for Horse-Hire on the Expedition to Rhode-Island,—as p^r Bill be paid £22.. 4..– Also, That he be paid for Leather, for Brig^{is} *Nantz, Massachusetts, & Penet*⁷—as p^r Bill am^g to £25..–..

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 332.

1. Capt. John Fisk, Massachusetts Navy. For his reply, see Fisk to President of Massachusetts Board of War, 9 June, above.

2. Massachusetts Navy brigantine *Hazard*.

3. Capt. Caleb Hopkins.

4. Capt. Jonathan Haraden, Massachusetts Navy.

5. Massachusetts Navy brigantine *Tyrannicide*.

6. The amount Hopkins delivered was 119 gallons. M-Ar, Mass. Archives Collection, vol. 157 (Maritime Miscellaneous, 1777–1782), p. 176.

7. Massachusetts State trading brigantines *Nantes*, Joseph Chapman, master, *Massachusetts*, Capt. John Lambert, commander, and *Penet*, John Harris, master.

JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

June 1778 D^o [Loyds point WNW ½ a Mile—]
 Wednesday 10 at 6 AM weighd. till 9 Stand^s off and on in Huntington Bay at 9
 Stood over to the Reball Shore at ½ after 10 Came too off Scots
 Cove¹ D^o. Sent 3 Armed Boats into the Cove to Cut out a Sloop at
 noon the Sloop & Boats Joind us.² D^o Weighd & Stood to S^d. Fired
 one 3 P^r. Shotted at Some Armed Reballs
 the Extremes of the Land from NE to WNW—½ a Mile distant³
 Fresh Breezes & Cloudy first & Middle. Latter Moderate & Fair at
 2 PM Came too in Huntington Bay PM Unbent the Sails & took a
 Sloop Alongside to put the Guns Stores &^c on Board

D, UKLPR, Adm. 51/4163.

1. Scott Cove is near Rowayton, Connecticut.

2. In the journal entry of 10 June of H.M. ship-rigged sloop-of-war *Raven*, Comdr. John Stanhope, commander, reported that "Refugees" who had "went over" to the Connecticut coast in a whaleboat reported the presence of this sloop "laden w^t flour." UKLPR, Adm. 51/771. *The New York Gazette and the Weekly Mercury* reported on 22 June that *Diligent's* boats had "cut out a Sloop having on board 250 Barrels of Flour, and a Parcel of Wheat, on Account of the Congress, which Sloop arrived here the Monday following [15 June]." In a deposition given before the New York Admiralty Court, Leverett Stevens of New Haven testified that he was master of the 30 ton victualling sloop *Eagle*, which was taken by *Diligent* on 10 June while docked at Good Wives River, Connecticut. Middlebrook, *Maritime Connecticut During the Revolution*, 78.

3. Its journal entries of 8, 9, and 10 June place *Diligent* near Lloyd's Point, Long Island, New York.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 64.

Philadelphia

Sir,

June the 10th: 1778.

By the *Cumberland Packet*,¹ on the 31st: past, I received your Dispatches of the 25th: of March and 2^d: of April:² Respecting the Appointment of the Grenadier Company of Marines serving with this Army, and the Return of Mons^r de la Mothe Piquet³ with a part of the French Squadron he commanded, to Brest, the Remainder of that Squadron, with several American Store-Ships, having continued their Route for Boston and Chesapeake Bay.

On the 6th: Instant I was advised of the Arrival of the *Trident* with the King's Commissioners in the Delaware,⁴ the same Day; And of Rear Admiral Gambier,⁵ with the Store-Ships and Victuallers under his Convoy the 26th: past at New York. By that Opportunity I received your Dispatches of the 9th: 10th: 11th: and 21st: of March and 11th: of April;⁶ The Orders from the Lords Commissioners of the Admiralty of the 10th: of March, respecting the future Appointment of the Rear Admiral and the Store-Ships, and vigorous Prosecution of the War by Coasting Operations; Together with their Directions dated the 11th: of April relative to the conditional Detention of the *Trident*, dependent on the probable Stay of the Commissioners in this Country.

On the 28th: past the *Isis*, *Emerald*, *Solebay*, *Richmond* and *Senegal* joined me in this River from Chesapeake Bay;⁷ preparatory to their further Appointment conformable to the Tenor of my Instructions of the 21st: of March.⁸ The *Greyhound* being left off of the Capes of Virginia to bring Intelligence of the Arrival of the French Squadron I was then daily to expect, Captain Dickson⁹ intercepted a French Frigate-built Ship, mounting twenty-two twelve-pounders and carrying one hundred and fifty Men,¹⁰ with

European Commodities from Bordeaux. The Number of Prisoners then assembled in the *Greyhound*, rendered it necessary for Captain Dickson to proceed for depositing them at New York. But I have not yet had Account that any of the Store-Ships which sailed from Europe with the French Squadron are arrived.

The *Isis*, as will be seen in the enclosed Return,¹¹ requires the same Assistance of Men, which has been necessary for the other two-decked Ships intended to compose the detached Squadron under Commodore Hotham, the *Preston*¹² excepted.

To procure the suitable Re-inforcement, an Embargo was laid on the Trade at New-York, and a general Impress of Seaman ordered in the Port; Wherefore if the Evacuation of this Town by a Retreat through the Jersies as now proposed, does not soon take place, I expect to be joined by the Commodore in the *Preston* with the *Somerset* and *S^t. Albans*¹³ off of the Entrance of the Delaware. But as the Naval Force then assembled would still be in no degree correspondent to the Appointment for the separate Service in the Secret Instructions directed;¹⁴ I cannot yet judge of the precise Time when the Armament may be ready to proceed according to the King's Intentions. And being unassisted by Advices of the Ability of the Enemy, in Opposition to which a due Provision is to be made, I am no better able to determine, for meeting their Lordships' Idea of the Force to be deemed adequate on that Occasion.

Concluding nevertheless that their Lordships will have framed their intended Disposition of the Ships of His Majesty's Fleet generally, in the persuasion that they may reckon upon having the Force assigned for the Secret Service in question, fixed to the particular Station, I mean (after the Commodore shall have put to Sea with the Armament from New-York) that the rest of the Ships of the stated Classes should be forwarded in Succession without Delay, for having the appointed Number completed with the greatest Dispatch.

Accounts, not properly authenticated, have been received that the *Galatea* and *Carysfort*¹⁵ are on their Return from the Southern Coasts to New-York, And that the *Hinchinbrook* (the Commander, Lieutenant Ellis,¹⁶ having been lost a short Time before in his Boat) together with an Armed Sloop¹⁷ fitted by Governor Tony'n's¹⁸ Direction, had been lately taken by the Enemy, in *S^t. Mary's* River. The Governor communicating to me his Belief that an Invasion was meditated upon East Florida, the *Perseus* and *Otter*¹⁹ were ordered directly to *S^t. Augustine*; Attended at the General's Request, by a Naval Victualler with a Supply of Provisions for the Garrison, which could not then be spared from the Stores of the Army.

The *Phenix*²⁰ being returned from Antigua, I shall be soon able to send off a Detachment of the Frigates ordered to Europe. Captain Botham,²¹ who commands the *Renown*, took that Opportunity to acquaint me with his Hopes of having the Ship in readiness to leave Antigua on his return also to this Coast, by the Commencement of this Month. But I have no Information from Vice Admiral Young,²² of his Intentions thereon. I am, with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 279–81. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "[Number 64.]/10 June 1778/Delaware/Lord Visc^t Howe/R, 22 July by Capt/Finch." Finch is Capt. the Hon. William Clements Finch commanding H.M. Storeship *Camel*.

1. H.M. Post Office packet boat *Duke of Cumberland*, John Mitchell, commander.

2. Not printed.

3. Capitaine de vaisseau Toussaint-Guillaume de La Motte-Picquet, French Navy.

4. The Commissioners for Quieting the Disorders in America, known as the Carlisle Commission, arrived in H.M.S. *Trident* under the command of Commo. John Elliot.

5. Rear Adm. James Gambier.

6. None of these dispatches is printed except the Lords Commissioners' secret instructions of 21 Mar, *NDAR* 11: 1103-07; and the instructions regarding the Carlisle Commission, Lords Commissioners of the Admiralty to Howe, 11 Apr. 1778, *NDAR* 12: 552.

7. H.M. frigate *Isis*, commanded by Capt. John Raynor, H.M. frigate *Emerald*, commanded by Capt. Benjamin Caldwell, H.M. frigate *Solebay*, commanded by Capt. Thomas Symonds, H.M. frigate *Richmond*, commanded by Capt. John Lewis Gidoin, and H.M. ship-rigged sloop-of-war *Senegal*, commanded by Capt. John Inglis.

8. See Lords Commissioners of the Admiralty to Vice Adm. Viscount Howe, 21 Mar., *NDAR* 11: 1103-7.

9. Capt. Archibald Dickson, commanding H.M. frigate *Greyhound*.

10. On the capture of ship *Dédaigneux*, see *New-York Gazette*; and the *Weekly Mercury*, 25 May 1778, in *NDAR* 12: 445.

11. Howe's return, "State of the Supernumeraries borne onboard the Ships and Vessels of the Squadron..." is not printed here. UKLPR, Adm. 1/488, fol. 282.

12. H.M.S. *Preston*, commanded by Capt. Samuel Uppleby.

13. H.M.S. *Somerset*, commanded by Capt. George Ourry, and H.M.S. *St. Albans*, commanded by Capt. Richard Onslow.

14. Howe refers to the planned amphibious expedition to capture French St. Lucia with a naval escort commanded by Commo. William Hotham.

15. H.M. frigate *Galatea*, commanded by Capt. Thomas Jordan, and H.M. frigate *Carysfort*, commanded by Capt. Robert Fanshawe.

16. Lt. Alexander Ellis, R.N.

17. East Florida Province armed sloop *Rebecca*, Capt. John Mowbray, commander.

18. Gov. Patrick Toinyn.

19. H.M. frigate *Perseus*, commanded by Capt. George Keith Elphinstone, and H.M. ship-rigged sloop-of-war *Otter*, commanded by Lt. John Wright.

20. H.M. frigate *Phœnix*, commanded by Capt. Hyde Parker Jr.

21. Lt. John Botham, acting captain of H.M. frigate *Renown*.

22. Vice Adm. James Young, in command of the Leeward Islands. Rear Adm. Samuel Barrington had been appointed commander of that station on 30 Jan. 1778, but did not relieve Young until July 1778.

COLONEL ELIAS BOUDINOT TO LIEUTENANT COLONEL JOHN LAURENS, CONTINENTAL ARMY

M^r B—Compliments to Col^l Laurens & informs him that he would willingly consent to the enlargement & Exchange of all the Sea Prisoners under his Care, did not the Cruel & unprecedented Sufferings of the American Prisoners (of the same Class) on board the prison Ships in New York loudly contradict it, by calling for ample retaliation on those in our Power—¹ On M^r B's arrival at New York he found the Treatment of the Prisoners belonging to the land Service greatly altered from what was heard to have been the Case formerly, and most of them were in a comfortable Situation, but it was reported to him that the Sufferings of the Sea Prisoners were severe inhuman & intolerable—That altho' M^r Boudinot in the fall, had provided both Provisions & Cloaths for them, yet the Commodore would not allow either to be sent on Board to them, alledging that no Provisions should be allowed, but what were sent to his Commissary, and that the Cloaths being purchased in New York (tho' with Gen^l Howes leave) they could not be admitted on Board, without an order from the Admiral, who was at Philadelphia—² To prevent Misinformation, M^r Boudinot waited on the Commodore, who expressly confirmed the report as to the Provisions & Cloaths in its fullest Extent, altho' as a great Obligation and with difficulty, he finally consented to admit the Provisions—M^r B. solicited the admitting the Officers to their Parole, but was answered, that it could not be done to sea Prisoners—In a number of Letters he has rec^d. from those unhappy Men, their Sufferings are painted in such a Manner, as to shock humanity and move the most patient to

indignation—The Prisoner Officers & men are confined to the Hold of the Ship, particularly after the Evening Gun, which in the warm weather, makes the air so pestilential, that they are dying at the rate of three or four of a day—Their Provision allowed them by the King is both scanty & bad, and many of them are naked for want of Cloathing—There Letters speak for themselves, and when you see them, you will conclude with me, that the so much famed british humanity & generosity, have been Vox & proteose virtue³

From this State Col^l Laurens will see the propriety of retaliation, when perhaps the Complaints of the Sufferer may be more powerfull than either the laws of Justice or humanity.

Camp [Valley Forge, Pa.] June 10 1778

Copy, PHi, Elias Boudinot Papers. Addressed below close: “Coll. Laurens—.” Boudinot was the American commissary general of prisoners. Laurens was an aide-de-camp to Gen. George Washington.

1. At the time of this letter, meetings were being held between representatives of Generals Henry Clinton and George Washington concerning a general exchange of prisoners of war. See Washington to Clinton, 6 June 1778, *GW Papers, Rev. War Series* 15: 333–34.

2. Those referred to in this sentence are: Commo. William Hotham, commander of British naval forces at New York; Gen. Sir William Howe, then commander of British land forces in America; and Vice Adm. Viscount Howe.

3. Roughly translated as “Words & cunning virtue.”

CONTINENTAL MARINE COMMITTEE TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentⁿ Marine Committee
York in Penn^a: Jun 10th 1778:

There is wanted for A fifty Six Gun Ship now building at Portsmouth in the State of New Hampshire, Twenty eight 24 pounders Cannon & Twenty eight 18 Pounders which we request you will order to be shipped for that Port or the Port of Boston by the first Opportunity.¹ Should the Continental Frigates *Boston* and *Providence* be in France when this gets to hand they may take in those Cannon² and in that case you will please to ship an equal number of each Size sufficient to Ballast Said Frigates, as we shall have occasion for more than will be wanted for the 56 Gun ship. We request your attention to this business and are Honorable Gentⁿ [&c.]³

Richard Henry Lee. C.M.C.⁴

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 27½. Addressed below close: “The Honble The Commissioners/of the United States of N America/at Paris.” Addressed on a separate sheet: “The Honorable the Commissioners/of the United States of North/America at/Paris.” Docketed: “Letter/Marine Com^{tee} June 10/1778. for 28. 24 Pounders/and 28 18^s.” Notation: “Order for/Cannon”; calculations appearing on address sheet:

3000	1680
<u>56</u>	<u>24</u>
18000	6720
<u>15000</u>	<u>3360</u>
168,000	40,320

The first calculation may be the weight of 56 24 pounders; the second calculation may be the weight of ammunition for those cannon at thirty 24-pound shot per gun.

1. Continental ship of the line *America*. On 19 Aug., the Commissioners ordered John Bondfield to obtain the cannon. Adams Papers, Microfilm.

2. Continental Navy frigates *Boston*, Capt. Samuel Tucker, commander, and *Providence*, Capt. Abraham Whipple, commander.

3. A copy of this letter in the Marine Committee Letterbook includes the following postscript: "P:S: we request you will order our ships of war to sail in company as it is the practice of the enemy so to do—." DNA, PCC, Marine Committee Letter Book, p. 186 (M332, roll 6).

4. That is, either Continental Marine Committee or Chairman, Marine Committee.

JOURNAL OF H.M. FRIGATE *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

June 1778 Moored off Chester [*Pa.*]
 Wednesday 10 D^o. W^e. [Mod^{te}. & fair] P.M. the *Greyhound*¹ fired several shot at some
 Rebels who appeared at Chester, Sent our Marines & Some Seamen
 to pull down a Bridge to Hinder the Incursions of the Light Horse;

D, UKLPR, 51/227, part 3, fol. 86.

1. H.M. frigate *Greyhound*, Capt. Archibald Dickson, commander.

COLONEL HENRY HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

[Extract]

Dear Sir

Head of Elk [*Md.*] 10th June 1778

the goods by the *Independant Gally*¹ I rec'd the Tents, Blankets but no Armes as Gen Smallwoods quarters are moving Continually and no certainty I have to finde them and if found perhaps no certanty of having a store Suteable to receve the goods I have sent a sargant of Cap^t — on Express to know where the goods are to be sent and have put the goods in Store till his Return which I Expect will be this Evning, shall send them of[*f*] Imediately on the Sargants Return . . . and I have the Satisfaction of Informing your Honnour that fore vessles has arrivd hear with Pork from Virginia within these two Days, and two with Bacon from this State (M^r. Char^s Down of Queen anns County²) who has sent more meat forward then all the other aggets (Colo Desheid³ Excepted) has promis'd me a drove of Cattle in a few days, by which time I shall have a quantity of those feeding in this County collected and sent forwards with those of Downs, so that you may be assurd there is not the Least Doubt but that the army will be Sofficently Supply'd with provissions and Forage— the time is now nearly come which not only your selfe but the Honnourable Board of War feared we should want for the Army, be assurd there is a plenty in Vew Let Vessles be sent on to Virginia as the Bay is clear for Both Corn and pork⁴ which I shall assist in all in my power have sent the two Vessles which went from this place Back to Virginia and shall continue them with any others I can procure in that sarvice pleas to order any Vessles that your Honnour may Send with either Corn or provissions to this place as by that at Least 20/ p^r Bbl is Saved in the Carryage only and every other circumstance in its fav^r. and the place full as Safe as I am assurd by the General officers that there is not the Least Dangare at this place This I thought my Duty to informe your Hon—of as the Board of war Direct me to direct the Goods to that Rout which is Cheaper & and Best I am Sir [*&c.*]

H Hollingsworth
 D Q M & F M G⁵

L, MdAA, Maryland State Papers, Series A, S1004-12-990 (MdHR 6636-11-116). Addressed at bottom of page: "His Excellency Governor Johnson."

1. On 2 June the Maryland Navy galley *Independence*, Capt. Bennett Mathews, commander, was ordered to Cambridge, Maryland, to pick up supplies to be delivered to Hollingsworth. Maryland Council to Lt. Col.

Samuel Smith, 2 June, MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), p. 169, no. 243.

2. That is, Charles Downes, a purchasing agent for Maryland. On 19 June, Hollingsworth wrote Johnson again complaining that the masters of the vessels that brought the pork and bacon had demanded exorbitant freightage fees. Hollingsworth also reported that he expected "several large Craft" to arrive from Virginia with additional supplies of provisions. MdAA, Maryland State Papers, Series A, S1004-12-2943 (MdHR 6636-11-126).

3. That is, Col. Joseph Dashiell of the Maryland militia and County Lieutenant for Worcester County.

4. Hollingsworth meant that Chesapeake Bay was clear of British and Loyalist vessels and could be safely used to transport provisions.

5. That is, Deputy Quarter Master & Forage Master General.

BRIGADIER GENERAL COUNT CASIMIR PULASKI, CONTINENTAL ARMY, TO GOVERNOR THOMAS
JOHNSON, JR., OF MARYLAND

Sir

as I have a mind to Establish My Legion upon a Solid Condition,¹ I Don't think there is a Better Expedient for that purpose, then to associate all my people together, and to Detach often a Couple Dozens of them at Sundry times for to Go to Sea.

I have several prospect to Execute that project. the first, is to assure of my self of my Soldiers, By the advantage they'll perceive in the said Society, and as Every one of them Shall have a Share according to the monney they'll Lay to the mass in the attempt, that I want to make, I Don't Doubt But this will Engage them to Serve with Great deal more Zeal for the public Cause: for that purpose I want to purchase a Vessel, I understood, here Lays a Brigantine which is to be sold By orders of your Excellency.² I then Do Send M^r Baldesqui Bearer of this Letter, to Deal with the persons appointed for that matter. I hope Sir you will be Kind Enough to Befriend me in this project which I am Certain will Become most usefull for the unitate State.³

I will tell you more about my prospect. I do foresee that the Britons will necessarily be obliged one day, or other to Evacuate this Continent, at that time the marin[*e*]s will Surely be more usefull then the Land troops; my Soldiers must then be instructed, Soon, and be [*Like*] the Roman troops which were obliged to make their Service Every where.

The Vessel that I intend to have fitted, Shall at present be fitted out Like a privateer, But Calculated for to Carry a Great many things Necessary for the want of my Legion, which the Congress don't Chuse to Supply it with, Considering the Great Expenses that would occur upon the Number of my Soldiers.

if I am Lucky Enough to succeed in this first Expedition, I intend with the Benefit of it, to have a frigate Built, and then after, I'll try to do Some thing Better. I am most persauded that my Good intentions for your Contry will interest your Goodness for me. I am [&c.]

Baltimore June the 10th. 1778.

C Pulaski Gn^l

LB, MdAA, Maryland State Papers, Brown Books, vol. 7, no. 58, S991-8-40 (MdHR 4615-58). Addressed below close: "His Excellency Thomas Johnson Esqr./Annapolis/Favored by/M^r Baldesqui." Docketed: "10 June 1778/Gen^l Pulaski/M."

1. Pulaski, a Polish patriot who was forced to flee his homeland in 1772, was recruited to fight for America by the Marquis de Lafayette. He was a noted cavalryman and, at Gen. George Washington's urging, was appointed "Commander of the Horse" in the American army by Congress. Resented by other officers because of his haughty attitude, he resigned as chief of cavalry in March 1778 when Congress approved his plan to raise an independent body of mounted troops. *DAB*. This unit, called Pulaski's Legion, is the subject of this letter.

2. Maryland State Trading brig *Friendship*. See the reply of the Maryland Council in their letter to Pulaski of this date, immediately below.

3. Capt. Joseph Baldesqui served as paymaster for Pulaski's Legion. Heitman, *Register*.

MARYLAND COUNCIL TO BRIGADIER GENERAL COUNT CASIMIR PULASKI, CONTINENTAL ARMY

Sir.

In Council Annapolis 10th June 1778.

M^r Baldesqui has been so obliging as to deliver your Letter and be the Bearer of this.¹ It is very desirable that the Brig at Baltimore should be employed,² but the Claim of her former Owner Cap^t Stone,³ has hitherto prevented any Thing being done with her, she wants expensive Repairs and, as he is prosecuting a Suit at Law, if he recovers the Vessel, the Repairs must go with her. The Assembly desirous of having the Matter settled on the same Principles of Justice as prevail between private Men, gave us special Powers for that End, but Cap^t Stone's Obstinacy or, at least, his Difference in Sentiment from us, has occasioned him to reject every Proposition we could make for a speedy Decision or eventual Provision. We wish to sell the Brig but, as we would not assure the Title, it is but right to apprise any Person who might be inclined to purchase, of her Circumstances, nor can we advise you, who must be a Stranger to our Rules of Property, to invest your Money in a Dispute which will at least, give you much Trouble. General Count Pulaski's Defence of the Liberties of Mankind in general and his attaching himself specially to the Interests of America, intitles him to our attentive Regard and we should have been happy in having it in our Power to sell him the Brig without any Incumbrances on her; he will justly impute his Disappointment to the Cause we have intimated.— We are Sir &^{ca}.

LB, MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), p. 171, no. 249. Addressed at the foot: "General Count Pulaski."

1. See Pulaski to Gov. Thomas Johnson Jr., this date, above.

2. Maryland State trading brig *Friendship*.

3. Capt. William Stone.

June 11

JOURNAL OF H.M. FRIGATE *AMBUSCADE*, CAPTAIN JOHN MACARTNEY

June 1778

Thurs^{dy}: 11th.

At Single Anchor in Halifax Harbour

at 4 (AM) fired a Gun and made y^c: Sign^l: to weigh weighed and came to Sail with 10 Sail in C^o: at 9 Saw a Brig to y^c: S^{owd}: her boat came on b^d: she proved to be a Brig taken by an American Privateer¹ sent the 2^d: Lieu^t:² on board at 35 Minutes past 9 boarded her took 7 prisoners sent a Midshipman³ and 4 hands on board her no Sails in sight but the Convoy—

[*sailing out of Halifax harbor*]

First and middle parts mod^e: breezes and hazey latter thick foggy w^r: (PM) Convoy in C^o: 4 Ships 1 Bark 4 Brigs and 1 Schooner under Convoy at 4 fired 2 Guns and made y^c: Sign^l: for y^c: Fleet to come under our stern at 6 fired 1 Gun P^r: Sig^l: kept y^c: Bell ringing and firing 1 Gun every hour

D, UKLPR, Adm. 51/36, part 3, fol. 13.

1. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander, captured *Carbannere* (*Carboneer*) about 17 Apr. off the Straits of Gibraltar. Its master was Fabian Street. Conyngham replaced the master and crew with Prize Master Charles Hornsby and seven seamen, and ordered them to make for a safe port in New England. *Carbannere* (*Carboneer*) was libeled in the Vice Admiralty Court of Nova Scotia on 13 June and declared a recapture on 27 June. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 139. It was 190 tons burthen and mounted 4 guns. Gambier's Prize List, 20 Dec. 1778. *The London Gazette*, 2–6 Feb. 1779.

2. Lt. Benjamin Archer.

3. Midn. Joseph Eyles.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

June 1778

Thursday 11th

George's Shoal No: 17 Leagues.

at 2 AM saw 2 Sail to the Northward, D^o: gave Chace, at 3 they seperated, made Sail after the Ship, at 4 lost Sight of the Brigg, at 5 discover'd the Chace to be an Arm'd Ship, made all clear for Action, at 7 fir'd a Gun at the Chace, she hoisted American Colours & struck them immediately, spoke her & prov'd to be the *Blaze-Castle* Privateer from Providence of 18 Guns,¹ returning from a Cruise, D^o: hoisted out the Boats & took the Prisoners on board; made Sail, 2 Prizes in Company.² Sent 2 petty Officers & 20 Men on board to take Charge.

Cape Sable N70°E dist: 65 Leagues—

D^o: W^o: [fresh Breezes and hazey, latter part light Airs and foggy] at ½ past 1 PM saw a Sail in the SE Q^r: gave Chace to D^o: at 6 fir'd 3 Shot at the Chace and brought her too, found her to be a Sloop from Corke bound to Philadelphia,³ was taken by a Rebel Privateer (the *Terrible*)⁴ took the Prisoners on board, and put a petty Officer and 6 Men onboard her to take Charge, lost Sight of the *Blaze Castle*, the Schooner and Sloop in Company.

D, UKLPR, Adm. 51/1017, part 6, fols. 244–45.

1. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro. It was libeled on 16 June in the Vice Admiralty Court of Nova Scotia and declared a recapture on 1 July. The libel describes the *Blaze Castle* as mounting 18 6-pounders and four howitzers, and gives its owners as John Innes Clarke and Joseph Nightingale, of Providence. It was bound for New Bedford. CaNSHP, Vol. 496, Vice Admiralty Court Register, vol. 6 (1777–1782), p. 140. This privateer was 360 tons burthen and carried a crew of 56. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

2. Privateer *Blaze Castle* and schooner *Sea Flower*, taken on 7 June.

3. Sloop *Susannah*, Edmund Conner, master, 90 tons burthen, a crew of eight and a cargo of pork, beef, and butter. It was libeled on 16 June in the Vice Admiralty Court of Nova Scotia and declared a recapture on 27 June 1778. The libel notes it was captured by the "Brig Privateer called the *Terrible*," on 6 June. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6 (1777–1782), pp. 142–43; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

4. Massachusetts privateer brigantine *Terrible Creature*, Capt. Robert Richardson, mounting sixteen carriage guns and six swivels, with a crew of 100 seamen, commissioned on 10 Mar. 1778, and owned by George and Andrew Cabot, of Beverly. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 233, 234.

MASTER'S JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

June 1778

Thursday 11

D^o: [Cape Cod] SSW 64 M^s.

Am at 4 Saw a sail EnE, mad[*e*] sail & Chaced at 6 Brought too the Chace a Brig from Tenereef Bound to Boston¹ ½ p^t: made sail and

Chaced Sent the Brig to New York— we draw on the Chace a Brigg Privateer.—

Montinico Island² N^o: 12 Miles—

Moderate Breezes Still in Chace, Saw another Brig NbW She made Sail from us, we Continued the Chace at 2 the Land nbW 25 Miles we Come up with the Chace our Shott goes over her. we find the Chace to be the *franklin* privateer³ of 18 Guns full of Oars ½ p^t 6 the Land 2 Miles Distance, the Wind Coming off we hauled down our Small Sails, the Chace Run between 2 small Islands we followed her into ¼ 3 fathoms Then Tacked and Stood out between the Rocks and breakers

D, UKLPR, Adm. 52/1964, fol. 129.

1. Brig *Neptune*, Joseph Costers, master, bound for Boston from Tenerife, Canary Is., with a cargo of wine. According to a note in Howe's Prize List, it was "retaken by the Rebels." Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 486.

2. That is, Matinicus I., Me.

3. Brigantine *Franklin* was a Massachusetts privateer, Capt. Thomas Connoly. It carried 18 guns and 100 men. M-Ar, Revolutionary Rolls, vol. 5, pp. 233, 236. *Franklin* escaped capture by *Experiment*.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern department

Boston June 11. 1778

Sir

We have before us your favour of the 6th Instant We are Sorry you were reduced to the Necessity of taking the whole of the Warrant on your Loan office in Certificates the greatest difficulties we feel arise from the Want of Supplies of men we are kept so Short as to make the Execution of our Office quite disagreeable We received last Saturday from Congress 50,000 dollars but the demands upon us had Accumulated to Such a degree that it is already nearly expended without thinking of your wants Supposing they would be Supplied from your Loan Office we will however Send you ~~Ⓐ~~ post three thousand dollars which tho' not so much as you want is more than we can Spare without great Inconvenience you will please to Send us up by first Safe Conveyance ~~receipt for the money now Sent~~ & Seven thousand dollars in Certificates We have an Oportunity of Negotiating them We are Glad of the Arrival of Cloathing arms &c on public Account & hope there will be no want of them in future We have no news of Importance that can be relied on— We are with great esteem [&c.]

J Warren

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot: "Hon^{ble}. John Langdon Esq^r." Docketed: "Navy Boards/Letter 11th June/1778. Answered."

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston June 11th 1778

I'm favour'd with Yours under 25th May the Pacquet and three Letters which accompanied it, came very opportunely, as the navy Board¹ this very Day sends an Express for France,² I will see them put up with ye public Letters. & they will share their Fate, I can't think how Greens³ Letters should miss your Hands, hope you receiv'd

them soon after you wrote. I find his Ship belongs to the public & a Bundle Rubbish she is.⁴ it would have been lucky could I have known your Pleasure respecting the Goods, as y^e Clothiers are in immediate Want of a Quantity of Oznabriggs, &c for y^e Troops & it grieves Me that the poor Soldiers should want necessary Covering, when we have it for them, but nothing shall be touch'd till I hear from You.

I shall follow your Instructions relative to y^e Ship *Henrietta*⁵ & hope to have her ready to obey your Orders. I hope the Next Post will bring Answers to my Letters respecting the Goods which have arriv'd in y^e *three Friends*⁶—the Gentlemen seem rather to be in a hurry for their Freight which they tell me is to be paid by Bills of Exchange. Nothing new turns up, excepting ye Arrival of a Ship from France, the last Week with Goods from Portsmouth I hope with You that spirited Measures may be pursued in our Naval Department, it's much needed, I wish, with you that you may be restor'd to your pleasant City—⁷ yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 139. Addressed at top: "Honbl Robert Morris."

1. Continental Navy Board of the Eastern Department. See Continental Navy Board of the Eastern Department to American Commissioners in France, 8 June, above.

2. Continental packet schooner *Dispatch*, Capt. Corbin Barnes.

3. Capt. John Green, Continental Navy.

4. Continental Navy frigate *Queen of France*, formerly *La Brune*.

5. Ship *Henrietta*, Patrick Brown, master.

6. The ship *Three Friends*, also known as *Trois Amis* and *Three Brothers*, had recently arrived from France. See Bradford to Continental Commerce Committee, 13 May 1778, in NDAR 12: 342-43.

7. That is, Philadelphia.

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 Timothy Parker, Commander of the armed Ship *Oliver Cromwell*,¹ the Officers, Marines and Mariners on board the same, and Samuel Smedley, Commander of the armed Ship *Defence*,² and Officers, Marines, and Mariners on board the same, and all others concerned, against the *CYRUS*, of 280 Tons burthen, Christopher Deake, late Master:—In behalf of the same, against the Ship *ADMIRAL KEPPLER*,³ of 200 Tons burthen, Abra. Brown, late Master:—In behalf of James Munro, Commander of the armed Ship *Blaze Castle*,⁴ and all concerned, against the Brigantine *OLIVER*,⁵ of 70 Tons, John McNeal, late Master:—In behalf of Lemuel Bishop, Commander of the armed Sloop *Sally*,⁶ and all concerned, against the Ship *LOUISA*,⁷ of 240 Tons burthen, Raymond Payne, late Master:—In behalf of Robert Richardson, Commander of the armed Brigantine *Terrible Creature*,⁸ and all concerned therein, against the Schooner *MOLLY*, of 60 Tons burthen, ——— ———, 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 said Captures, the Maritime Court, for the said District, will be held at *Boston*, on Wednesday, the 8th Day of July, 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.

Independent Chronicle, and the Universal Advertiser (Boston), 11 June 1778.

1. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.
2. Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander.
3. For more on the capture of these valuable letter of marque ships *Cyrus* and *Admiral Keppel*, see Journal of Timothy Boardman, 15 Apr.; Capt. Samuel Smedley to Gov. Jonathan Trumbull, 20 Apr.; and Capt. Timothy Parker to Gov. Jonathan Trumbull, 20 Apr., (two letters written at sea), in *NDAR* 12: 120–21 and 156–58.
4. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro.
5. Brig *Oliver*, John McNeal, master, 100 tons burthen, built at Glasgow in 1767, new deck and beams in 1774, owned by J. Henderson. *Lloyd's Register of Ships, 1777–1778*.
6. Rhode Island privateer sloop *Sally*, Capt. Lemuel Bishop.
7. Ship *Louisa*, R. Payne, master, 180 tons burthen, mounting eight 4-pounders and four 3-pounders, built at Harwich, England, in 1764, owned by S. Grove, of London, from London bound to Barbados. *Lloyd's Register of Ships, 1777–1778*.
8. Massachusetts privateer brigantine *Terrible Creature*, Capt. Robert Richardson.

THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON),
THURSDAY, JUNE 11, 1778

BOSTON, June 11

Monday¹ arrived at Salem, a Prize Brigantine from Ireland, laden'd with Beef, Pork and Butter, taken by the privateer Brigantine *Oliver Cromwell*,² belonging to that place.

1. That is, June 8.
2. Massachusetts privateer brigantine *Oliver Cromwell*, Capt. William Coles, mounting sixteen carriage guns, manned by a crew of 130 seamen, was commissioned on 29 Apr. 1777 and was owned by John Derby & Co., of Salem. M-Ar, Revolutionary Rolls Collection, vol. 6, p. 300.

NOTICE TO OFFICERS AND SEAMEN OF CONTINENTAL NAVY BRIGANTINE *RESISTANCE*

ALL the Officers and Seamen belonging to the Brig *Resistance*,¹ now lying in the Harbour of Boston, are hereby notified, immediately to repair on Board the said Vessel.

N. London, June 11. 1778

Connecticut Gazette; and the Universal Intelligencer (New London), 19 June 1778.

1. Continental Navy brigantine *Resistance*, Capt. William Burke, commander.

DEPOSITION OF CAPTAIN AMOS HILTON

The Deposition of Amos Hilton Commander of the Schooner *Hope* from Jamaica bound & intended to Newport of lawful age testifies & says that being about half way between Block Island & the main some of the people acquainted me that two boats were rowing towards & looking with the Glass I found them to be two whale boats. they coming up and firing two swivel Guns at us, we striking to the two boats,¹ when I directly discovered another boat who came along Side of us in about half of an Hour before which time the two abovementioned boats had ordered the Schooner to the westward—

Question asked the Deponent by M^r Elisha Champlin—part owner of the last boat—Whether the Schooner could not have been taken by small arms?—Answer. yes.

Question asked the Deponent by Samuel Segar one of the owners of the last mentioned boat—How far off he thought the third boat was when he saw her first? Answer. between two & three miles.

Question by the abovementioned Champlain—Whether the third Boat put any hands on board the Schooner or not?—Answer I do suppose there was

Question by Cap^t Brooks & Cap^t Griffin—Whether he surrendered his Vessel to these two Boats before he saw the third boat?—Answer. Yes.

Hartford County Ss Chatham [*Conn.*] 11th. June AD. 1778.

Personally appeared Amos Hilton commander of the Schooner *Hope* & made solemn Oath to the truth of the above written Deposition & Answers before me

Eben^r White Just^c Pac^s

The above Deposition was taken at the Desire & in presence of Cap^{ts} Griffin & Brooks as also M^r Champlain & M^r Segar owners of the boat called the third boat—The Deponent being about to set out on a journey to Salem in the State of the Massachusetts Bay where it is said he belong^d—

E. White Just^c. Pac^s

Opened in Special County Court at Hartford July 14. 1778.

By George Wyllys Regest^r. of s^d. Court

A true Copy as on file
examin^d

By George Wyllys Regest^r

Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28. Docketed: “7. C^a Amos Hilton.”

1. Connecticut privateer armed boat *Chatham*, Capt. David Brooks, and Connecticut privateer armed boat *Fessey*, Capt. Joshua Griffith. They captured schooner *Hope* on 7 June. See Libel Filed in Hartford Maritime Court against Schooner *Hope*, 15 June, below.

GOVERNOR WILLIAM LIVINGSTON OF NEW JERSEY TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

Sir

Princeton [*N.J.*] 11 June 1778

I have had so many applications for Commissions for privateers & Letters of marque, since the blank Commissions which I formerly had from Congress have been expended, that I could wish to be furnished with a new Supply as soon as possible—¹ With the greatest Regard [&c.]

Wil: Livingston

L, DNA, PCC, item 68, pp. 379-80 (M247, reel 82). Addressed below close: “The honb^l Henry Laurens Esq^r/President of Congress—.” Addressed on cover: “To/The honb^{lc} Henry Laurens Esq^r/President of Congress/York Town/Pennsylvania.” Notation on cover: “⌘/Major Peter Gordon.” Docketed: “No 77 Gov Livingston/11 June 1778/Read 20 June.”

1. Livingston reported that he had “expended all the Commissions Bonds & Instructions for Captains of Privateers” in a letter to Laurens of 20 May 1778. DNA, PCC, item 68, pp. 367-77 (M247, reel 68). On 20 June, Laurens replied that he would forward additional commissions “when the Marine Committee shall have made certain amendments judged to be necessary and I can obtain an impression from the Printer.” DNA, PCC, item 13, vol. 2, p. 5 (M247, reel 23). Laurens sent Livingston four blank commissions on 17 July. DNA, PCC, item 13, vol. 2, p. 30 (M247, reel 23).

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 11 June 1778.

Commission of a Letter of Marque & Reprisal issued to Peire Adelon Master of the Brig Called the *La Comptis Denery*¹ now in Patuxent River in this State mounting eight Carriage Guns & ten swivels, navigated with twenty five Men belonging to Peire Adelon and others, and also to Robert Brisson Master of the Sloop called the *Concord* mounting six Carriage Guns and ten swivels navigated by twenty two men belonging to Peire Adelon and others.

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), pp. 233-34.

1. That is, brig *La Comtesse Denery*, Pierre Adelon, master. Adelon was from Bourdeaux, France. DNA, PCC, item 196, vol. 3, p. 31.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 11th day of June 1778.— Present

Mr Whiting. Mr Travis and Mr Lewis.—

Ordered that Captain Eliezar Callander deliver to Mr Henry Armistead or his order the anchor and cable that were taken from the french snow in Rappahanock river.—¹

Ordered that Mr William Page deliver to Robert Ferguson what paints he has in his possession belonging to the Navy.—

D, Vi, Navy Board Journal, p. 410.

1. The “french snow” may have been *Elegante*, —— Collenau, master, which was captured in the Rappahannock River by H.M. frigates *Emerald* and *Richmond* in Jan. 1778. See NDAR 11: 47–48, 48. Capt. Eleazer Callender commanded the Virginia Navy ship *Dragon*.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE (CHARLESTON),

TUESDAY, JUNE 11, 1778

SOUTH-CAROLINA.

PURSUANT to a decree of the Hon. HUGH RUTLEDGE, Esq, Judge of the Court of Admiralty in this State, will be sold by publick vendue on Tuesday the 16th of June instant, on Galliard’s wharf, the SLOOP *LYDIA*, with all her tackle, furniture, apparel, and cargo on board, consisting of melasses—at the same wharf will be sold the BRIGANTINE *NEPTUNE*, with all her tackle, furniture, apparel and cargo, consisting of lumber, staves and shingles.— Likewise will be sold, the BRIGANTINE *BETSY*, with all her tackle, furniture, apparel and cargo, consisting of staves, shingles and tar. The vessels sail remarkably fast, and an inventory may be seen on board each of them; lately made prizes of by the *Notre Dame*, Brigantine of War, Capt. *William Hall*, belonging to the State of South-Carolina.¹ The condition of the sale is ready money.

EDWARD WEYMAN, *Mer. Adm.*THOMAS HALL, *Agent for the Captors.*

1. For the captures, see *The South-Carolina and American General Gazette*, 28 May 1778, in NDAR 12: 478.

June 12

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

June 1778
Friday 12

Seale Isl^{ds}. [*Nova Scotia*] N45°E^t: Dist 13 L^{gs}:
at 3 AM In 2^d Reef Top^{sls}. at 7 Saw a Sail to Windw^d: out 2^d Reefs
made Sail & gave chace at 8 Fir'd 3 Twelve Pound^{rs}: Shotted at the
Chace ½ past TK^d Ship at 9 Fir'd 2 Six Poun^{drs}: Shotted at the
Chace ½ past she brought too, D^o Shorten'd Sail, Wore Ship & brot
too on t'other Tack, hoisted the boat out & sent a Petty Officer & 5
Men onb^d her at 10 the Boat ret^d with the Prisoners she prov'd a
brig^l from Frenchmans Bay bound to S^o: Carolina, In Boat & made
Sail to the Eastw^d: prize in C^o: at Noon Punish'd Bern^d M^cDonnaugh
with 12 lashes for Uncleanliness
Cape Sable N77°E 30 Lg^s:
Mode & Clear W^t: ½ past Meridian parted Com^y with the Prize at 4
Saw a Sail to the SW made Sail & gave chace ½ past 7 Short^d. Sail
& made the Private Sig^l & Which was not answerd. ½ past 8 Spoke the
Chace it prov'd His Majesty's Ship *Experiment*^l D^o hove too she
sent her boat onb^d for a Packet we had for her ½ past 9 Parted Com^y
& made Sail

D, UKLPR, Adm. 51/118, part 3, fols. 113–14.

1. Brig *Sally*, John Holland Rickard, master, 60 tons burthen, manned by a crew of 6 seamen, on a voyage from Plymouth, Mass., to Charleston with a cargo of lumber; owned by E. Watson & Co. of Plymouth, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85; Gambier's Prize List, 20 Dec. 78. *The London Gazette*, 2–6 Feb. 1779; *Records of the Vice-Admiralty Court at Halifax, Nova Scotia*, 71.

2. H.M.S. *Experiment*, commanded by Capt. Sir James Wallace.

MASTER'S JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

June 1778
Friday 12th

Montinico Island^l N^o: 12 Miles—
AM at 8 Calm head to the SE at 11 Employed Hogging Ship—
Manahiging NW 54 Miles²
Little Winds pm at 2 Made sail and Chaced to the WSW, fired 7
Shott at the Chace, at 4 She brought too found her to be a Schooner
from Portsmouth in piscataqua³ Bound to france in Ballast⁴ took
the Materials and provisions out of her, five Casks of Pearl Ash &
One D^o: Furr's Marked EXN 1 Ab shared the Provisions to our Ships
Company and Prisoners, & Set the Schooner on fire pm Mengigon
Island⁵ NW 9 or 10 Miles

D, UKLPR, Adm. 52/1964, fols. 129–30.

1. That is, Matinicus I., Maine.

2. That is, Monhegan I., Maine.

3. Piscataqua is the river on which Portsmouth, New Hampshire, is situated; Piscataqua was sometimes referred to as Portsmouth Harbor.

4. Schooner *Amity*, Thomas Palmer, master; as seen in John Langdon to Continental Committee for Foreign Affairs, 5 June, above, *Amity* was carrying dispatches to the American Commissioners in France.

5. That is, Monhegan I., Maine.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JAMES LOVELL

Navy Board Eastern department
Boston June 12. 1778

Sir

We are just Informed that a Brig^a. by whom we Sent forward a number of packetts you sent to our care was taken soon after she sailed¹ We Suppose they were According to direction Sunk before the Enemy took possession of her this Briganteen was bound to Bilboa & the packetts were sent to the care of Mess^{rs}: Gaurdoque & Sons² she Sailed from Newbury port & it Appeared to us the best Oppertunity we then had a prospect of & we Sent them by a very Safe hand to go on board her We thought it best to give you the Earliest Intelligence of this misfortune that you might take measures accordingly We are with great respect [&c.]

J Warren
J Deshon

L, DNA, PCC, item 37, pp. 113–14 (M247, roll 44). Addressed at foot: “Hon^{ble}: James Lovell Esq^r.” Addressed on cover: “The Hon^{ble}:/James Lovell Esq^r:/York town/Pensylvania.” Notation: “rec^d: July 3^d.” Docketed: “June 12. 1778/Navy Board/reced July 2^d.” Lovell was a member of the Continental Committee for Foreign Affairs.

1. This brigantine has not been identified.
2. Joseph Gardoqui and Sons, merchants at Bilbao, Spain.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday June 12th. 1778

Capt Simeon Sampson’s Roll of Brig *Hazard*’s¹ Crew during her last Cruize amounting to Two Thousand & thirty seven pounds four shillings & eleven pence—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 256. Marginal note: “Cap^t Sim: Sampson £2037.. 4..11.”

1. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

PAYROLL OF MASSACHUSETTS NAVY BRIGANTINE HAZARD

Pay Roll for the Officers Seamen Marines &c belonging on board the Brigantine *Hazard* fitted out by the State of Massachusetts Bay
During her first Cruise under the Command of Simeon Samson

Num- ber	Names	Quality	Time of Entry	When Dischard	Time of Service Mo ^s Days	Wages per Month	Advance Wages	Wages Due	Total Amo' of Wages
1	Simeon Samson	Captain	13 Aug ^t 1777	20 th May 1778	9..5	£14..8..0		£131.. 19..11	£131.. 19..11
2	Charles Dyer	first Lieut ^t	20 Aug ^t	20 May	9..0	7.. 4..0	7.. ..	57..12..	64..16
3	Walter Hatch	second Lieut ^t	20 Aug ^t	20 May	9..0	7.. ..	7.. ..	56.. ..	63.. ..
4	Peter Cunningham	Master	20 Aug ^t	20 May	9..0	7.. ..	7.. ..	56.. ..	63.. ..
5	Sam ^t Gilbert	Surgeon	11 Sep ^t	24 March	6..13	6..10..	6..10..	35.. 6..4	41..16..4 ¹
6	Sam ^t Guild	Surgeon	25 March 1778	20 May	1..25	6..10..	.. ..	11..18..4	11..18..4
7	Justus Harrington	L ^t Marines	22 October 77	20 May	5..28	5..	5..0	29..134.4	34..13.4
8	Theoph ^s Cotton	Masters Mate	20 Aug ^t	13 April	7..23	4..10	4..10	30.. 9..	34..19..0 ²
9	Richard Carven	Boatswain	8 Novem ^t	20 May	6..12	3..18	3..18	21.. 1..	24..19..
10	Rob ^t Smallpiece	Gunner	2 October	20 May	7..18	3..18	3..18	25..14..6	29..12..6
11	Math ^w Silvester	Carpenter	8 October	20 May	7..12	3..18	3..18	24..19	28..17.. ³
12	Ensign Nickerson	Cook	12 Sep ^t	20 May	8..8	2..10	2..10	18.. 3..4	20..13..4
13	David Rider	Prize Master	11 Sep ^t	20 May	8..9	3.. ..	3.. ..	21..18..	24..18..0
14	Jona: Kendrick	Ditto	11 Sep ^t	20 May	8..9	3.. ..	3.. ..	21..18..	24..18..0
15	Daniel Turner	Ditto	29 March 1778	20 May	1..21	3.. ..	.. ..	5.. 2..	5..2..
16	Abr ^{am} : Copeland	Ditto	29 March	20 May	1..21	3.. ..	.. ..	5.. 2..	5..2..
17	Tim ^o : Goodwin	Steward	20 Aug ^t 1777	20 May	9.. ..	3.. ..	3.. ..	24.. ..	27.. ..

18	Will ^m . Tidmarsh	Cap ^t Clerk	22 Aug ^t .	20 May	8..28	3..12	3..12..	28..11..	32..3..
19	John Holmes	Pilot	20 Aug ^t .	20 May	9..0	4... ..	4... ..	32... ..	36... ..
20	Thomas Foster	Surgeons Mate	22 Novem ^r	11 May	5..19	4... ..	4... ..	18..10..8	22..10..8 ⁴
21	John Burr	Serg ⁿ Marines	22 Aug ^t .	20 May	8..28	3... ..	3... ..	23..16..	26..16..
22	John Churchill	Sail Maker	15 Sep ^t .	20 May	8..5	3... ..	3... ..	21..10	24..10..
23	Steph ⁿ Lincoln	Master at Arms	22 Aug ^t .	20 May	8..28	2..14	2..14	21..8..3	24..2..3
24	Tho ^s . Bell	Boatsw ^s Mate	23 Novem ^r	20 May	3..27	2..14	2..14	13..4..9	15..18..9 ⁵
25	John Hunt	Gunners Mate	5 Sep ^r	20 May	8..15	2..14	2..14	20..5..	22..19..
26	Sam ^l Doten	Carp ^s Mate	25 August	21 Jan ^y	4..26	2..14	2..14	10..8..6	13..2..6 ⁶
27	Zenus Whitten	Carp ^s Mate	22 Jan ^y 1778	20 May	5..28	2..14	2..14	10..12..4	10..12..4
28	Jon Carter	Armourer	17 Oct ^r 1777	20 May	[7]..3	2..14	2..14	16..9..6	19..3..6
29	Sam ^l Lincoln	Corp ^l Marines	22 Aug ^t	20 May	8..28	2..10	2..10	19..16..8	22..6..8
30	George Dunham	Cooper	22 Sep ^r	20 May	7..28	2..12	[<i>torn</i>]	18..14..4	21..8..4
31	Silv Dunham	Quart ^r Master	6 October	20 May	[7..14]	[<i>torn</i>]	[<i>torn</i>]	16..3..	18..13..
32	Elisha Doley	Ditto	20 Sep ^r	[<i>torn</i>]	[9..]	[<i>torn</i>]	[<i>torn</i>]	[<i>illeg.</i>]	[<i>illeg.</i>]
33	James Carver	Ditto	28 March 78	20 May	[1..]22	[<i>torn</i>]	[<i>torn</i>]	4..6..8	4..6..8
34	Math ^v Loring	Drummer	30 Sep ^r 1777	20 May	[7..]20	2..[<i>torn</i>]	[<i>torn</i>]	17..6..6	19..18..6
35	Sam ^l Curtess	Seaman	20 Sep ^r	20 May	[9..]	2..8..	2..8..	16..16..	19..4..
36	Zenus Whittin		22 Aug ^t	23 August	[<i>illeg.</i>]	2..8..	2..8..	9..12	12... ..
37	James Carver		22 Novem ^r	27 March	4..5	2..8..	2..8..	7..11..0 ¹ / ₄	9..19..0 ¹ / ₄
38	Sam ^l Dolen Ju ^r		25 August	20 May	[8..]25	2..8..	2..8..	18..16..	21..1..

39	Sam ^l Hicks	15 Novem ^r	20 May	[6.]15	2..8..	2..8..	12..8..0¼	14.. 16..0¼
40	John Smith	20 August	1 Dec ^r 1777	[3.]11	2..8..	2..8..	2..8..	2..8..7
41	Abner Barrow	8 Septem ^r	20 May 78	[8.]12	2..8..	2..8..	17..1 5..2½	20..3..2½ ⁸
42	Elias Beal	22 Aug ^t	20 May	[8.]28	2..8..	2..8..	19.. 1..10	21..9..10
43	Jairus Lincoln	22 Aug ^t	20 May	[8.]28	2..8..	2..8..	19.. 1..10	21..9..10
44	Peter Wilder	22 August	20 May	[8.]28	2..8..	2..8..	19.. 1..10	21..9..10
45	Sam ^l Stoddard	10 October	20 May	[7.]10	2..8..	2..8..	15..4	17..12..
46	Joseph Lincoln	10 October	20 May	[7.]10	2..8..	2..8..	15..4	17..12..
47	W ^m Stevenson	22 Sep ^t	20 May	[7.]28	2..8..	2..8..	16..12..8	19..0..8
48	Russell Oliver	22 Sep ^t	20 May	[7.]28	2..8..	2..8..	16..12..8	19..0..8
49	Zeb Roads	22 Septem ^r	[?]Decemb ^r 1777	[illeg.]	2..8..	2..8..	2..8..	2..8.. ⁹
50	Royal Lincoln	22 Aug ^t	20 May 1778	[8..28]	2..8..	2..8..	19..1..10	21..9..10
51	Ezek ^l Lincoln	22 Aug ^t	20 May	[8..28]	2..8..	2..8..	19..1..10	21..9..10
52	Laban Thaxter	22 August	20 May	[8.]28	2..8..	2..8..	19..1..10	21..9..10
53	Jud ⁿ Porter	30 Sep ^t	20 May	[7.]20	2..8..	2..8..	16.. ..	18..16..
54	David Walker	3 October	20 May	[7.]17	2..8..	2..8..	15..15..	18..3..
55	Able Barns	9 October	20 May	[7.]11	2..8..	2..8..	15..5..7	17..13..7
56	Lem ^l Gardner	10 October	20 May	[7.]10	2..8..	2..8..	15..4..	17..12..
57	John McDonald	17 October	20 May	[7.]3	2..8..	2..8..	14..13..	17..1
58	Joseph [Townand?]	17 October	20 May	[7.]3	2..8..	2..8..	14..13..	17..1
59	Jon ^a Cushing	17 October	20 May	[7..3]	2..8..	2..8..	14..13..	17..1

60	John Ridgway	17 October	20 May	[7..3]	2..8..	2..8..	14..13..	<u>17..1</u> ¹⁰
61	Edw Prevar	17 October	20 May	7..3	2..8..	2..8..	14..13..	17..1
62	James Brewster	17 October	24 March	5..5	2..8..	2..8..		2..8 ¹¹
63	Nath ⁿ Dunham	6 October	20 May	[7..]14	2..8..	2..8..	15..10..6	17..18..6
64	Christ ^r Curtiss	10 October	20 May	[7..]10	2..8..	2..8..	15..4..	17..12..
65	Seth Andrews	20 October	20 May	7..	2..8..	2..8..	14..8..	16..16
66	Thos Richard	20 October	20 May	7..	2..8..	2..8..	14..8..	16..16
67	David Vontin	23 October	20 May	6..27	2..8..	2..8..	14..3	16..11
68	John Loring	4 Novem ^r	20 May	6..16	2..8..	2..8..	13..6..	15..14
69	Will ^m Jackson	6 Novem ^r	[20 May]	6..14	2..8..	2..8..	13..8..10	15..16..10
70	James Piper	6 Novem ^r	20 May	6..14	2..8..	2..8..	15..8..10	15..16..10
71	Joshua Leavitt	21 October	20 May	6..29	2..8..	2..8..	14..6..5	16..14..5
72	Nehemiah Pratt	7 October	7 April	6..0	2..8..	2..8..	12... ..	14..8.. ¹²
73	Joseph Peirse	1 Novem ^r	20 May	6..20	2..8..	2..8..	13..12..	16... ..
74	Silv. Baker	11 Novem ^r	20 May	6..9	2..8..	2..8..	12..14..6	15..2..6
75	Nick ^s Hunnyman	10 Novem ^r	13 March	4..3	2..8..	2..8..	7..9..	9..17.. ¹³
76	David Rogers	12 Septem ^r	20 May	8..8	2..8..	2..8..	17..8..8	19..16..8
77	Eben ^r Clark	12 Septem ^r	20 May	8..8	2..8..	2..8..	17..8..8	19..16..8
78	James Howell	12 Septem ^r	20 May	8..8	2..8..	2..8..	17..8..8	19..16..8
79	Theoph ^s Hopkins	1 October	20 May	[7]..20	2..8..	2..8..	16... ..	<u>18..8..</u> ¹⁴
80	Edw ^d . Smith	1 October	20 May	7..20	2..8..	2..8..	16... ..	18..8..
81	Rich ^d . Fethergall	1 October	20 May	7..20	2..8..	2..8..	16... ..	18..8..
82	John Jackson	8 Novem ^r	20 May	6..12	2..8..	2..8..	12..19..4	15..7..4
83	James M ^c Quire	8 Novem ^r	20 May	6..12	2..8..	2..8..	12..19..4	15..7..4

84	Melzer Hunt	1 Novem ^r	20 May	6..20	2..8..	2..8..	13..12..	16... ..
85	Henrique Fillis	12 Novem ^r	20 May	6..8	2..8..	2..8..	12..12..8	15..0..8
86	John Caswell	8 Septem ^r	20 May	8..12	2..8..	2..8..	17..15..4	20..3..4
87	James Sloan	4 Novem ^r	20 May	6..16	2..8..	2..8..	13..5..7	15..13..7
88	Andrew [Lesser?]	30 Septem ^r	26 March	5..26	2..8..	2..8..		2..8.. ¹⁵
89	Jack McIntire	9 Novem ^r	20 May	[6..11]	2..8..	2..8..	12..17..7	15..5..7
90	Fortune Roberts	13 Novem ^r	20 May	6..7	2..8..	2..8..	12..11..7	14..19..4
91	Moses Russell	13 Novem ^r	30 March	4..17	2..8..	2..8..	8..11..	10..19.. ¹⁶
92	Joseph Noceal	8 Novem ^r	15 March	3..27	2..8..	2..8..		2..8.. ¹⁷
93	Habjah Kenny	12 Novem ^r	9 Dec 1777	..27	2..8..	2..8..		2..8.. ¹⁸
94	Peter Landman	22 Novem ^r	20 May 1778	5..28	2..8..	2..8..	11..16..5	14..4..5
95	David Tailor	1 Novem ^r	8 May	6..8	2..8..	2..8..	12..12..8	15..0..8 ¹⁹
96	Thomas Wilson	20 Septem ^r	28 Sep 1777	0..8	2..8..	2..8..		2..8.. ²⁰
97	Barn ^y Mathews	12 Septem ^r	20 May 1778	8..8	2..8..	2..8..	17..8..8	19..16..8
98	Elk [<i>tear</i>] le	12 Novem ^r	20 May	6..8	2..8..	2..8..	12..12..8	15..0..8
[99]	[<i>tear</i>]	12 Novem ^r	20 May	[6]..8	2..8..	2..8..	12..12..8	<u>15..0..8</u> ²¹
[100]	[<i>tear</i>]	12 Novem ^r	20 May	6..8	2..8	2..8	12..12..8	15..0..8
[101]	[<i>tear</i>] Knowles	12 Novem ^r	20 May	6..8	2..8	2..8	12..12..8	15..0..8
[102]	[T]homas M ^c Can	31 October	20 May	6..20	2..8	2..8	13..12..	16... ..
[103]	[S]am ^l . Brown	14 Novem ^r	20 May	6..6	2..8	2..8	12..9..7	14..17..7
[1]04	Ezek ^l . Ward	22 Novemb ^r	20 May	5..28	2..8	2..8	11..16..8	14..4..8
105	Nath ^a Leonard	11 Novemb ^r	20 May	6..9	2..8	2..8	12..14..6	15..2..6

106	W ^m Eldrage	22 Novemb ^r	20 May	5..28	2..8	2..8	11..16..8	14.4..8 ²²
107	John Wilkerson	22 Novemb ^r 22 Novemb ^r [<i>illeg.</i>] 22 Novemb ^r [1777]	[<i>illeg.</i>]	2..8	2..8	2..8	2..8 ²³	
	Carried over— ²⁴							
Bro ^t over								
108	James Ford	Seaman	6 Novemb ^r 77	8 May 1778	4..2	£2..8	2..8	£105..0..9 2..8 ²⁵
109	Freeman Rider		11 Septem ^r	20 May	8..9	[2]..8	4..10..3	19..18..3
110.	W ^m Stevens Jun		10 Novemb ^r	20 May	6..10	2..8	12..16..	15..4..
111.	[Antonio?] Sea[<i>illeg.</i>]		24 Novemb ^r	24 Febr ^{ry}	3..	2..8	2..8	2..8 ²⁶
112.	John Freeborn		14 Novemb ^r	22 March	[4..]8	2..8	2..8	2..8 ²⁷
113.	Peleg Patten	15 Decemb ^r	8 March	2..10	2..8 ²⁸			
114.	Sam'l[?] McCarte	25 Decemb ^r	20 May	4..25	2..8		11..12..	11..12..
115.	Frah Ryler	12 Febr ^{ry} 1778	20 May	2..28	2..[8]	7..1..	9..1..	
116.	James First	1 March	20 May	2..20	2..8		6..8..	6..8..
[117].	John Procter	1 March	20 May	2..20	2..8		6..8..	6..8..
[118.]	James Allay[?]	3 March	20 May	2..17	2..8		6..3..4	6..3..4
[119.]	Edw ^d Ju[<i>illeg.</i>]en	9 March	20 May	2..11	2..8		5..13..7	5..13..7
[120.]	Nath ⁿ Arnold	11 March	20 May	2..9	2..8		5..10..6	5..10..6
[121].	Isaiah Andrew	12 March	20 May	2..8	2..8		5..8..8	5..8..8
122.	Thom. Water	12 March	20 May	2..8	2..8		5..8..8	5..8..8
123.	Will ^m Grover	12 March	20 May	2..8	2..8		5..8..8	5..8..8
124.	Prince Clark	26 March	20 May	1..24	2..8		4..6..8	4..6..8

125.	Theoden[?] Berry	26 March	20 May	1..24	2..8	4..6..8	4..6..8
126.	Edw ^d Beecher	26 March	20 May	1..24	2..8	4..6..8	4..6..8
[127.]	Wash[?] A[<i>illeg.</i>]	2[7]March	20 May	1..23	2..8	4..5..	4..5.. ²⁹
128.	Asaph Tracy[?]	27 March	20 May	1..23	2..8	4..5..	4..5
129.	Nath ⁿ Har[?]	27 March	20 May	1..23	2..8	4..5..	4..5..
130.	Edw ^d [Samp?]	27 March	20 May	1..23	2..8	4..5..	4..5..
131.	W ^m Spicer	22 March	20 May	1..22	2..8	4..3..4	4..3..4
132.	[<i>illeg.</i>] S[<i>illeg.</i>]	Master Mate	13 Oct ^o 1777	20 May	7..7	18..14..	21..14..
[133.]	John Knight	Boy	10 October	20 May	[7]..10	1..4..	8..16..
13[4].	[<i>illeg.</i>] Wilde	d ^o	22 Aug	20 May	[<i>illeg.</i>]22	1..4..	9..10..6
135.	Wm. [<i>illeg.</i>]	d ^o	[17 Oct. 1777]	20 May	[<i>illeg.</i>]	1..4..	9..6..6
136.	[<i>illeg.</i>] [<i>illeg.</i>]	d ^o	10 October	20 May	7..10	1..4..	8..16..
13[7].	[<i>illeg.</i>][Stevenson?]	d ^o	6 Novemb ^r	20 May	6[.. <i>14</i>]	1..4..	7..15..4
[138.]	[<i>illeg.</i>] [<i>illeg.</i>]	d ^o	14 October	20 May	[7..6]	[<i>illeg.</i>]	8..13
[139.]	[<i>illeg.</i>] [<i>illeg.</i>]	d ^o	22 Novemb ^r	20 May	5..28	1..4..	5..18..5..
[140.]	[<i>illeg.</i>] Bar[<i>illeg.</i>]	d ^o	6 Octob[er]	[<i>tear</i>]	7[.. <i>14</i>]	1..4..	7..15..4
[141.]	[<i>illeg.</i>] C[<i>illeg.</i>]	d ^o	[<i>illeg.</i>]	[<i>tear</i>]	[7..22]	1..4..	2..2..6
[142.]	[<i>illeg.</i>] [<i>illeg.</i>]	d ^o	2 Oct[ober]	[<i>tear</i>]	[7]..2	1..4..	9..2..6
[143.]	[<i>illeg.</i>] [<i>illeg.</i>]	Seaman	[<i>illeg.</i>] March 1778	[20 May]	[<i>illeg.</i>]2	2..	4..1..7

Deduct the sum [illegible. . .] Novemb^r 1777 for Advance Wages³¹

Errors Excepted

Simⁿ Samson

Boston 6 June 1779

the Truth/of the foregoing Pay-Roll/Before me. Sam^l Pemberton Just. Peace." Endorsed on the silk cover: "Cap^t Samson Roll/The written Master Brig *Hazard*/Roll amounting £2037.4..11/examin'd & the above/Sum found due/*Oliver Wendell*"; and "[*illeg.*] June 12th 1778/Read & allowed & order'd that a Warrant be drawn/in the Treasury for £203 ½ .4 / 11 in full of the/above Roll/John [*illeg.*]"

1. Note in right margin: "left sick at Martinico."

2. Note in right margin: "Deceas'd."

3. Sum in right margin: "£529..11..5."

4. Note in right margin: "Deceas'd."

5. Sum in right margin: "289..14."

6. Note in right margin: "Deceas'd."

7. Note in right margin: "Deserted."

8. Sum in right margin: "267..18..1."

9. Note in right margin: "Deserted."

10. Sum in right margin: "344..12..18."

11. Note in right margin: "Deserted."

12. Note in right margin: "Deceas'd."

13. Note in right margin: "Deceas'd."

14. Sum in right margin: "301..18..1"

15. Note in right margin: "Deserted."

16. Note in right margin: "Deceas'd."

17. Note in right margin: "[Ship'd?] at Martinico."

18. Note in right margin: "Deserted."

19. Note in right margin: "Deceas'd."

20. Note in right margin: "Deserted."

21. Sum in right margin: "264..7..6."

22. Sum in right margin: "106..18..9"

23. Note in right margin: "Deserted"

24. Sum in right margin: "£105..0..9"

25. Note in right margin: "Deserted"

26. Note in right margin: "Deserted"

27. Note in right margin: "Deserted"

28. Note in right margin: "Deserted"

29. Sum in right margin: "£2,229.14..5."

30. Sum in right margin: "133..4..6
"2362..18..11."

31. Sum in right margin: "325..14.." followed by new total, below, "£2037.4..11."

GOVERNOR WILLIAM GREENE OF RHODE ISLAND TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Sir,

Providence June 12th 1778.—

At the Request of the Council of War I now make Application to your Excellency for the Loan of Eight Continental Commissions or Letters of Marque and Reprisal.—

The Ports of this State being blocked up by the Enemy the Secretary informs me that he thought he had a sufficient Number for the Summer.—But the Success that our small Cruizers have met with in the Sound¹ hath induced so many Persons to fit out armed Boats that all the Commissions have been taken up and several more are now wanted.—As Part of the Shores of this State lie most conveniently for annoying the Enemy your Compliance with this Request will be serving the common Cause as well as oblige this State, and Your Excellency's [&c.]

Copy, R-Ar, Letters from the Governor, vol. 3 (1778–1779), p. 39. Addressed at foot: "Gov^r Trumbull." Docketed: "Letter to Gov^r Trumbull/for Commissions of Letters/of Marque & Reprisal/June 12th 1778."

1. Refers to the area today designated Rhode Island Sound and Block Island Sound.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

12th June—Very fine weather. Wind S.

The *Pigot* Galley¹ gave chase out of Seconnet² this Morning to a Snow which appeared to be coming in there, and about 7 o'Clock she struck without resistance. She was brought round into the harbour this Evening,³ and proves to be a French vessel from Bourdeaux to Bedford, laden with dry goods and Salt. She mistook the Seconet passage for Bedford.⁴

Mackenzie, *Diary* 1: 300.

1. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.

2. Sakonnet Passage.

3. H.M. frigate *Cerberus* and the armed boats of the fleet assisted in escorting the French snow to Newport. Journal of H.M. frigate *Flora*, UKLPR, Adm. 51/360, fol. 159.

4. That is, New Bedford, Massachusetts.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER

FRIDAY, JUNE 12, 1778

NEW-LONDON, June 12.

On Monday Capt. Ebenezer Dayton, in an armed Boat,¹ carried three Prizes (Coasters) into New Haven, which he took near Fire-Island Inlet, the South Side of Long-Island.

Last Sabbath, a Schooner² taken near Block-Island by two Whaleboats from Connecticut-River,³ was sent in. She was from Jamaica, laden with Rum, Sugar and Coffee, and it's said belongs to Mr. Lopez,⁴ late of Newport; the Schooner four Days before her Arrival parted with a large Jamaica Fleet, bound to England, under Convoy of a 40 and a 20 Gun Ship.

The AMERICAN REVENUE⁵ and REVENGE⁶ Privateers belonging to this Port are arrived at Bedford⁷ their Crews being taken down with the Small Pox.—They took a Snow out

of the above Fleet, which they ordered into Boston.

Capt. ROLAND, in a Sloop from this Port, is taken and carried into Antigua.

1. Dayton commanded the Connecticut privateer boat *Suffolk*. The prizes were likely *Dispatch*, *Jane*, and *Polly*. See Libels Filed in Connecticut Maritime Court, 17 June, below.

2. Schooner *Hope*, 60 tons burthen, Amos Hilton, master, which was captured on 7 June near Point Judith, Rhode Island See Deposition of Captain Amos Hilton, 11 June, above, and Deposition of Jacob Allen, 24 June, below.

3. Connecticut privateer armed boats *Fessey*, Capt. Joshua Griffith, and *Chatham*, Capt. David Brooks.

4. Aaron Lopez.

5. Connecticut privateer sloop *American Revenue*, Capt. Samuel Champlin Jr.

6. Connecticut privateer sloop *Revenge*, Capt. Joseph Conkling.

7. That is, New Bedford, Massachusetts.

FRANCIS LEWIS TO JOHN LANGDON

Dear Sir

York Town [*Pa.*] 12 June 1778.

Don Juan d Miralles a Spanish Gentleman of fortune who lately arrived at Ch^s Town S^o. Carolina from y^c Havanna, had at Ch^s Town procured a ship laden with near 1200 Casks of Rice to be purchased for him and sent for Cadiz.—

Don Miralles is now in this Town & yesterday receiv'd a letter from his Agent at Ch^s. Town advis^g that his ship was taken by a British ship of War, retaken by a privateer belonging to one of the Eastern States on this Continent:¹ The ship is called the *Nuestra Señora Del Carmen*, Don Francisco Pruna Mas^r., sail'd from Ch^a. Town 27th. March last, She had a Spanish Register, and cleared as from the Havanna directly for Cadiz, for a covering, in case She was examined by a british armed Vessel.

As it is probable this Vessel may be brought into some of the Eastern Ports, if within your district, I must desire you would enter a claim in behalf of said Don Juan D Miralles to both Vessel & Cargo, geting the salvage adjusted agreeable to y^c resolves of Congress. The expences shall be thankfully repaid you by, Sir, your very Hum^l Serv^t,

Fra: Lewis

L, PHi, Ferdinand J. Dreer Autograph Collection, Members of Congress, vol. III, series 7: 2. Docketed: "Francis Lewis/Letter/June 12th 1778/Answ^d." Endorsed: "Given to me by Mrs Elwyn/daughter of Governor Langdon/Fr. Lewis was one of the signers/of the Declaration of independance/from New York/R Gilmore/1829/He died in Dec^r 1803."

1. H.M. frigate *Carysfort* reported capturing "*Nuestra Señora del Carmel*," on 28 Mar. off the bar at Charleston, South Carolina "Francisco Bruna" is listed in the prize papers as master and owner. *NDAR* 11: 822–23. It was recaptured by the Massachusetts privateer schooner *Hornett*, Capt. Nathaniel Bently, and carried into Boston where Pruna was able to reclaim it. See Libels Filed in the Massachusetts Maritime Court of the Southern District, 23 Apr., in *NDAR* 12: 169–70; and John Bradford to Francis Lewis, 1 July, below.

SAMUEL AND ROBERT PURVIANCE TO JAMES LOVELL

Dear Sir

Baltimore 12 June 1778

We have received your Letter of the 8th & that directed to our Brother John, with the Packets for France, 8 in Number.¹ The first Set shall be forwarded by The Sloop *America* Captⁿ Harrison who sails tomorrow for Martinico.— The other Set shall forward By The Schooner *Savage* Captⁿ Geddes who will be ready to sail for same Place in a few days.— Both are very fast Sailing Vessels

The Packets you formerly sent to our Care was delivered to Captⁿ Murray of our

Brigg *Saratoga*,² who sailed about two Weeks agoe. It was unlucky you did not send these Letters a few days sooner, as the Con^l Brigg *Baltimore*,³ and another Brigg which We are concerned in, sailed only last Monday for France.—Small Vessels are sailing for Martinico or Statia very frequently, but know of None that may be going for France shortly. We are Sir [&c.]

Sam^l & Rob^t Purviance

L, DNA, PCC, item 78, vol. 18, pp. 185–86 (M247, roll 100). Addressed at bottom of page: “Hon^{ble}. James Lovell Esq^r.” Notation just below date: “rec^d 14th.” Docketed on separate page: “June 12th 1778/Messrs Purviance/rec^d. 14th.”

1. In his letter of 8 June, Lovell had requested that the Purviance brothers forward copies of a resolve of Congress of 5 May asking the American Commissioners in France to “use their best endeavours to procure the abolition” of the eleventh and twelfth articles of the Franco-American treaty of amity and commerce dealing with the duty-free status of molasses imported to America from the French West Indies and all American merchandise exported to those islands. *JCC*, 11: 460; articles eleven and twelve are on pp. 428–29. Lovell asked the Purviances to forward the resolves and Lovell’s letter to John Adams “either directly, or by the Islands, giving critical instructions to keep them from falling into the hands of the Enemy. They are of great importance, and were unluckily omitted in three packets which are gone.” DNA, PCC, item 79, vol. 1, p. 233 (M247, roll 105).

2. Maryland privateer brig *Saratoga*, Capt. Alexander Murray.

3. Continental packet brig *Baltimore*, Capt. Thomas Read, commander.

THOMAS SMITH TO CAPTAIN JAMES GRAY

Sir

Virginia Williamsburg 12th. June 1778.

With the Brigantine *Liberty* under your Command you must embrace the first favourable Opportunity of going out to Sea, and proceed on your Voyage to Nantes which port must make if possible, on your Arrival there you’ll wait on William Lee Esq^r Agent for the State of Virginia at that place to whom deliver all your dispatches he will secure and loose no time on discharging your Cargo, after this is done M^r Lee will furnish you with a full Load of Goods to return with and as you are now Completely fitted with all things necessary, I hope your Disbursements in France will be low, I am sensible from your Former Conduct that due attention will be paid to the Interest of this State but as your Voyage is of very great Importance I cannot too warmly recommend your doubling your diligence and care, consider for you have been Acting amongst Friends where every assistance has been given, the next consideration of greater Concern. to wit your Launching into an Element filled with Enemies whose unrelenting Hands you have felt the Weight of, therefore avoid them, keeping always upon the defensive, your Situation as to Men & Arms will not admit of an attack, but if Attacked remember how much is at Stake, both as to the State, and your own affairs a safe Voyage will be a great step towards laying a foundation for your future Welfare in this Life¹ on your Voyage to Virginia I would have you by all means endeavour to effect coming into some of the following places Viz. Chingoteague, Matompken, Matchapungo, Matchapreague² or Sand Shoal all of which are Inlets to the Eastern Shore of Virginia, but above all a preference should be give to Cape Henry Charles for reason I have personally Observed to you, the Idea of Ocracock & Carratuck frights me, they are places every person acquainted with them should avoid, but if particular Circumstances should make it necessary (of which you will be best able to judge) you much consult your own Safety and the Situation of y^r Vessel & Cargo. that you may have a safe Voyage & speedy return is the wish of Your most Ob^t S^t

Thomas Smith AS.³

LB, Vi, Thomas Smith Letter Book, vol. 3: 65. Addressed at top: "Captain James Gray."

1. Despite Smith's admonition, Gray and *Liberty* were captured by H.M. ship-rigged sloop-of-war *Nautilus*, Comdr. John Becher, commander, on its voyage to Nantes. UkLPR, H.C.A. 32/389/10; H.C.A. 49/92, fol. 12.

2. That is, Chincoteague, Metomkin, Matchapungo, and Wachapreague.

3. An abbreviation for Agent of the State. Smith was Virginia State Agent.

NOTICE CONCERNING A VIRGINIA NAVY DESERTER

Run away from the *Diligence* galley,¹ *Richard Tolley*, a *Scotchman*, about five foot high, much pock marked, and has very light hair. Had on when he went away, a white cloth jacket, and a white fullled² cap. He pretends to be a seaman, and is very talkative. Whoever apprehends the said deserter, and secures him so that he may be again taken into the naval service of this state, shall have ten dollars reward.

JOHANNES WATSON

Purdie's *Virginia Gazette* (Williamsburg) 12 June 1778.

1. Virginia Navy galley *Diligence*, Capt. Johannes Watson, commander.

2. A cap created by fulling, which was a process of shrinking and thickening woolen fabric in order to cause the fibers to felt.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN HEZEKIAH ANTHONY

Navy Board 12th June 1778—

Sir/

You are directed by the Commissioners of the Navy to Deliver the Brigg *Polly* with all her Stores, Together with an Inventory of all the Stores belonging to said Brigg to such persons as the Owners may direct to receive her—

You are also to discharge all the Men belonging to said Brigg Immediately after delivering her to the Owners, and to deliver a proper pay bill to the Clerk of the Navy Board that they may be paid their wages¹

By Order of the Board

Edward Blake first Commiss^r

To

Cap^t Hezekiah Anthony—

South Carolina Commissioners, p. 160.

1. As seen at South Carolina President and Privy Council to First Commissioner of the South Carolina Navy Board, and South Carolina Navy Board to Capt. Hezekiah Anthony, both 17 Dec. 1777, *Polly* had been taken into the service of the state to serve in an expedition against British privateers. NDAR 10: 749, 750.

June 13

COURT-MARTIAL OF CAPTAIN JOHN MANLEY, CONTINENTAL NAVY

[*Boston*]Saturday 13th. June 1778

The Court after the Closest Inquiry and the Most Mature Consideration are of Opinion That no part of the Charge is Supported Against Cap^t. Manley¹ except that he was deficient in establishing a proper System of Signals previous to the Ships Sailing and during the Cruise² and also of Imprudence on 30th. of May 1777 in laying by for a large Ship of the Enemy to come down upon him before he had tryed her Sailing³ That the Court have the fullest reason to Attribute this Conduct rather to Inexperience than any Censurable Motive The Court are further of Opinion that Cap^t. Manley did all that lay in his power to Save the *Hancock* and that he did not in any Instance during the Cruise discover any want of Courage but on the Contrary great Zeal for the good of the Service he was Engaged in The Court therefore Acquit him of every part of the Charge and beg leave to recommend him to Congress as a Spirited & brave Officer.—

Dudley Saltonstal President⁴

(Copied)

D, RNHi, William Vernon Papers.

1. Manley had commanded the Continental Navy frigate *Hancock*.2. For Capt. Hector McNeill's charges against Manley for not using and observing signals during their cruise in May to July 1777, see *NDAR* 9: 170, 180–81, and 304–5.3. This refers to McNeill's charge that during their encounter on 30 May 1777 with H.M.S. *Somerset* and a convoy of transports, Manley, contrary to McNeill's advice, lay to with sails up in the path of four large oncoming ships. See *NDAR* 8: 1043–44; and 9: 305.4. Capt. Dudley Saltonstall commanded the Continental Navy frigate *Trumbull*.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Saturday June 13th. 1778

On motion Ordered that John Clouston Esq^r. be & he hereby is appointed to the Command of the Brig *Hazard* in the service of this State in the room of Simeon Sampson Esq^r. resigned & that the Secretary be directed to inform Capt Clouston of his said Appointment—¹

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 260. Marginal note: "John Clouston Esq^r. /appointed to the Command /of the Brig *Hazard* in /the Room of Sim. Sampson /Esq^r. resigned.—"

1. On 30 June Clouston took command of *Tyrannicide*, replacing Capt. Jonathan Haraden. See Journal of the Massachusetts Council, 30 June, below. On 23 June, John Foster Williams was named captain of *Hazard*. See Acts and Resolves of the Massachusetts General Court, 23 June, below.

ORDER OF THE MASSACHUSETTS COUNCIL

State of Massachusetts Bay

[*Boston*] Council Chamber June 13. 1778.—

Whereas this Board on the Eighteenth of May last passed an order directing Captain

Simeon Sampson Commander of the Briganteen *Hazzard* A Vessel in the Service and pay of this State, to detain all Wages & prize money as was then or might afterwards become due to the Ships Crew aforesaid untill he had Examined into the mutiny which had arose on board the Briganteen aforesaid during her late Cruize¹ and the said order having had its operation & produced the desired Effect in part Therefore Ordered that the order of the Council of the Eighteenth of may last directing Captain Simeon Sampson to Detain all such Wages & Prize money as Was due to the Crew belonging to the Briganteen *Hazzard* untill the further order of the Council Be and hereby is Repealed—And the said Captain Simeon Sampson is hereby directed to detain all such Wages & Prize money in his hands as may be due to Lie^t Walter Hatch Lie^t.² on board said Briganteen untill further order of this Board

read & Accepted

Jn^o. Avery D^y Sec^y

D, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 428. Docketed: “Order of Council directing/Cap: Sampson to detain/the Wages & Prize Money/due to Walter Hatch Lieut/on Board his Vessel and/repealing an Order of/Council of 18th May last/June 13th: 1778—.”

1. The cruise began on 26 Nov. 1777 and ended on 15 May 1778 at Boston.

2. Lt. Walter Hatch, second lieutenant of Massachusetts Navy brigantine *Hazard*.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL

SATURDAY, JUNE 13, 1778

PROVIDENCE, June 13.

Since our last the Privateer Ship *Marlborough*, Capt. Babcock,¹ of this Place, arrived in Port from a successful Cruize,² having taken 28 Prizes: Six of the most valuable were manned,³ and three of them have arrived; the others were sunk or destroyed. She brought in with her a Ship laden with dry Goods, Wine, Port, &c.⁴ and a Brig with Provisions;⁵ a large Guineamen, having on board 300 Slaves,⁶ was ordered to South-Carolina. The *Marlborough* has large Quantities of valuable Effects on board, taken from the Enemy.

1. For more on the *Marlborough*'s cruise, see its log in NDAR 12: 323, 453, 482–83, and 817–31.

2. *Marlborough* arrived safe at Hyannis, Massachusetts, on 9 June. NjMoHP, Lloyd W. Smith Collection, “Journal of A Voyage in the Good Ship *Marlborough* George Wth Babcock Commander.”

3. One of the manned prizes was the brigantine *Pearl*, Peter Branker, master, from the coast of Guinea bound for Liverpool, which was captured on 24 Feb. 1778 and later retaken. For more on brig *Pearl*, see From *The Jamaica Gazette*, May 9, in NDAR 12: 318. The other manned prizes were the schooner *Betsy*, British letter of marque ships *Kitty*, John Fisher, and *Fancy*, William Allenson, master, both of Liverpool, ship *John*, James Ogilvie, and brig *Sally*, Thomas Clouston. For more on these captures, see Log of Rhode Island Privateer Ship *Marlborough*, NDAR 12: 323, 453, 482–83, 817–31.

4. Ship *John*, James Ogilvie, master. For capture, see Log of Rhode Island Privateer Ship *Marlborough*, 10 May, NDAR 12: 323.

5. Brig *Sally*, Thomas Clouston, master, from Newburyport to Bilbao, Spain, which was taken by H.M.S. *Raisable* on 27 May. For capture, see Log of Rhode Island Privateer Ship *Marlborough*, 30 May, NDAR 12: 819.

6. British letter of marque ship *Fancy*, William Allenson, master, of Liverpool.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

13th June. Very fine weather. Wind S.

Commodore Griffith¹ is going from hence immediately in The *Nonsuch*.² It is said all the line of Battle ships are to assemble in the Delaware, as a French Squadron, convoy to a fleet of American store ships, is expected there.³

Mackenzie, *Diary* 1: 300.

1. Capt. Walter Griffith was acting commodore of the British squadron at Newport.

2. H.M.S. *Nonsuch* sailed on 18 June with a convoy for New York City. *Ibid.*, 303.

3. As seen in Vice Adm. Viscount Howe to Philip Stephens, 10 June, above, Howe was informed on 2 Apr. that Chef d'Escadre La Motte-Picquet's squadron had returned to Brest.

JOSHUA HUNTINGTON TO THOMAS SHAW

Sir

Norwich [*Conn.*] June 13th. 1778

M^r Harris Informs me that you have Some Paints of Diferent Kinds Sutable for The Ship I am building.¹ if you Can Spare them Should be glad you would Tell M^r Harris have Such As he thinks will be wanting for the Ship, If you have any Oakum to Spare Pleass to Send itt by Braddock² Pleass to Send a Bill of the Paints & Oakum I have a note of hand ag^t your Brother³ for ab^t £430. Can I have the money If I send. I much Want Itt—Your [&c.]

Joshua Huntington

NB. Don't forgitt Poor Cap^t Ingraham in N York. he is very Sick & will not Live Long Unless he Can be Exchanged Pleass to write for him in Particular & you will much oblige your Friend

J. Huntington

He is onboard the Ship *good Intent*—⁴

L, CtY, Nathaniel and Thomas Shaw Papers, packet 138, no. 8793. Addressed on cover: "M^r Thomas Shaw—/New London—." Addressed at top: "M^r Shaw." Addressed below close: "To M^r Thomas Shaw." Docketed: "Joshua Huntington/Letter/June 14 1778."

1. Continental Navy frigate *Confederacy*.

2. John Braddock (or Braddick).

3. Nathaniel Shaw Jr., Continental Agent for Connecticut.

4. *Good Intent* was a former British transport pressed into service as a prison ship at New York. Edwin G. Burrows, *Forgotten Patriots: The Untold Story of American Prisoners during the Revolutionary War* (New York: Basic Books, 2008), pp. 92–93.

MEMORANDUM TO REAR ADMIRAL JAMES GAMBIER

[*New York, N.Y.*] 13th June 1778—

Query 1st Can Vessells be condemned in America for breach of Acts of Trade?

Answer: The Ports in America not mentioned in the prohibitory Act enjoy all former priveledges, are liable to all former restrictions and of course vessells and Cargoes at such Ports transgressing the laws of trade become forfeited to the King. but at the Ports enumerated in the Prohibitory Act, there can be no forfeitures in consequence of former acts of Trade as that late act puts a stop to all trade, except such as is carried on by licensed Vessells for certain purposes.

Query 2^d Can the King have a claim to any share of prizes made by virtue of the Prohibitory Acts?

Answer No—by the first clause of the Prohibitory Act all ships and Vessells

whatever going to trade or coming from Trading with the rebellious subjects in America are forfeited to His Majesty.¹ by the second clause of the same act, the Parliament gives to the officers and Seamen of His Majestys Navy the sole property of all Ships and Vessells so forfeited to the King which they shall seize and make prize of; only leaving to His Majesty the power of dividing such prizes. which is accordingly done by His Majestys proclamation dated 22d December 1775.² As the sole property of prizes are give by the above Act to the Navy, so the Navy by that act have the sole power of seizing. The Parliament past another act entitled An Act for enabling Commissioners &c &c—by this Act for the encouragement of what is there set forth, Commissions is granted to Private Ships of war who are also empowered to make prizes of Ships and Vessells forfeited to the King but more limited than the Navy (X see the Act) the word Whatever being left out least (it is supposed) an improper use might be made of the same powers granted to the Gentlemen of the Navy.³ Altho the word of the act Differs from that of the Prohibitory, yet the Spirit seems to be the same—the sole property of the Prize is given to the Captor. In any case when those private ships of war may exceed their powers in making a seizure, if the vessell seized ought to be a prize and can be condemned, the proceeds can never be adjudged to the King as neither of the two above mentioned Acts in any instance leave room for the King to claim any share or part of the amount of Seizures, all being given away by the very acts that empowered the taking of Prizes. So where the Judge cannot condemn to a private Ship and yet finds cause for condemning he ought to do it to the Navy Officer commanding at the Port where the Court is held, or to any officer of the Navy that takes possession of the prize as a forfeited vessell to His Majesty but brought in by a vessell that had no power to prosecute her agreeable to Act of Parliament. This would answer the end intended by the Act; give the Navy the emolument, or an oportunity of doing a generous thing by the first Captor, and prevents what seems exceeding the intention of all Acts of Parliament forcing on the King more than he has a right to & of course more than he desires.

LB, N, Andrew Elliot Papers, Letterbook B, pp. 48–50. The author of the queries is not given but was presumably Andrew Elliot, in whose letterbook the memorandum was found. Elliot was superintendent of the Port of New York.

1. On the Prohibitory Act, which passed Parliament on 26 Dec. 1775, see David Murdoch, ed., *Rebellion in America: A Contemporary British Viewpoint, 1765–1783* (Santa Barbara, California, and Oxford, England: Clio Books, 1979), pp. 352–55 and 357–59.

2. For this proclamation, see *NDAR* 3: 440–42.

3. For this act entitled an “Act for enabling the Lords of the Admiralty to grant Commissions to private Ships, &c. employed in Trade, or retained in his Majesty’s Service, to make Prize of such Ships, &c. as are therein mentioned, for a limited Time,” see *NDAR* 8: 662–64.

COMMODORE JOHN HAZELWOOD, PENNSYLVANIA NAVY, TO GEORGE BRYAN, VICE PRESIDENT OF
THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Trenton [*N.J.*], June 13th: 1778—

Your Excelincy, i am told by letter from Capt. Montgomery¹ is displeasd that the pay master² is not Come up to pay the People, I told the navy Board³ that your Excelincy Requested, that he might go up when I arived at this place, & like wise spoke to the pay master to the same purpose, he gave me to understand That he should go soon, & as he is under the command Of the navy Board & not me, I left it with them To dispatch him off, I Should be glad if your Excelincy could spare 20 or 30 of the men with Two Liu^{ts}: to come down here, to assist in geting Two of the Galleys & a Sloop up. that lays in a Daingerous way if thay are not got up soon, we Have got two up allready with what Captains we Have here, but can not manage to get Up the Others without more Assistance, & if your Excelincy thinks Proper, when those men comes down, we will get all The Galleys up & Clean them out, & Can have them Ready to Sink should the Enemy come up this way Again,⁴ but I think there's but little dainger of it As its Thought they will soon take their leave of Us, I wish i had it in my Power to give them a Scowering Before they get out of the river, & I am certen had we But our Fleet on Floate & manned thay would be Obliged to leave some more of them behind.

Here is nothing new to Inform your Excelincy of For all our news comes from your way & having Not to add am your Exc^{ts}: [&c.]

John Hazelwood C P F⁵

L, NHpR, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 80. Notation: “Comm^o: John Hazelwood to VP Bryan 1778.”

1. Capt. Hugh Montgomery, Pennsylvania Navy.

2. William C. Bradford.

3. Pennsylvania Navy Board.

4. In May 1778, the British sent a force to destroy Continental Navy and Pennsylvania Navy vessels on the upper Delaware River. See Gen. Philemon Dickinson to Gen. George Washington, 9 May, and Report of Maj. John Maitland, 11 May, in *NDAR* 12: 308–10 and 330–32.

5. That is, Commodore Pennsylvania Fleet.

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

June 1778
Friday 12th In Delaware River
D^o W^r: [Mod^t & Hazey] At 4 PM Two men deserted in the Boat from
Alongside & ran her on Shore
Saturd^r: 13th In Delaware River
At 12 Sent an Off^r: wth a party of Men for the Boat, the Rebels fir'd
on them & wounded the Officer, D^o they ret^d. having got the Boat
off At 10 AM The Officer departed this Life

D, UKLPR, Adm. 51/4385, fol. 18.

JOURNAL OF H.M. FRIGATE *CAMILLA*, CAPTAIN JOHN COLLINS

June 1778
Saturday 13th [*in Delaware River*]
Do weather [Fresh Breezes and Cloudy] People variously Employ^d
at 4. PM saw some Rebel Boats Engaging a sloop about 3 Miles up the

River off Holmans Creek, sent the Gun Boat & Yawl Man'd and arm'd to her assistance at 10 Do saw the above Sloop on Fire, strikeing a Ground and Scuttled by the Rebels. At 11 Do the Boats Return'd

D, UKLPR, Adm. 51/157, fol. 110.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Saturday 13th. June 1778

Ordered That M^r Crisall¹ deliver to Captain Matthews,² 2 barrels of Beef one Barrel of Pork, one Barrell of Beans, one Barrel of flour one Barrel of Whiskey and four Barrels of Bread for the Galley *Independence*—

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), p. 235.

1. State Agent John Crisall.

2. Capt. Bennett Matthews, commander of Maryland Navy galley *Independence*.

MARYLAND COUNCIL TO CAPTAIN BENNETT MATHEWS, MARYLAND NAVY

Cap^t Matthews. In Council [Annapolis] 13th. June 1778.—

You are to proceed in the *Independence* Galley to Chaptico Warehouse on Wicomico River and receive of Cap^t John Thomas, who lives within a Mile of it, the Provisions that he has purchased, and call on your Way down at the other Landings on Patowmack, where he may have lodged any, and receive that also. If the Galley will, as we expect take more than Cap^t Thomas has, of which you and he cand judge, take so much of the Continental Provisions at Llewellins Warehouse in the Care of M^r ONeal,¹ as will about make up your Load. You are to proceed to the Head of Elk with the Provisions as soon as you well can, just calling in the Mouth of this River in your Way.—

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 172, no. 152. Addressed at the foot: "Cap^t Bennett Matthews."

1. Bernard O'Neal was a Maryland state agent who also resided on the Wicomico River; see Thomas Johnson to George Ross, 27 May 1778, *NDAR* 12: 468.

June 14

JOURNAL OF H.M. FRIGATE *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE

June 1778
Sunday 14th

Isle au Bic SW Dist^{ce}. 3 leags.¹

Fresh Breezes and Squally. at 4 AM saw a Schooner to Westw^d. of Bic. at 10 weigh'd and came to Sail. standing over towards the North Shore.

Port Neuf (on the North Shore) WBS

Dist^{ce} 3 or 4 Leg^s.

D^o. W^r.— ½ past Noon saw a Sail to the NNE D^o. made sail and gave Chace. at 1 the Chace bore away and run down the North shore— At 3 got within Gun Shot; and fired several Nine pd^{rs}. Shoted at 4 the Chace brought too after hauling close in Shore near pointe des Bersiamites, found her to be an American Privateer Schooner called

the *Pompey*, Silas Smith Master with 2 Carriage Guns 3 pd^{rs}. 16 Swivels and 31 Men on Board.² She had Sailed from Boston 3 Weeks before with 42 Men. on the 6th. Ins^t had taken the *James* Brig from Teneriff with Wine &c^a. on the 12th the *Aurora* from Halifax with Salt Molasses &c^a. both of which were sent away to Boston. She had also taken and Sunk the *Chance* Sloop from Quebec bound to Mount Louis. Sent a Lieu^t. with 7 Men on Board her. shifted the Prisoners and made Sail turning to the Westw^d. along the North Shore.

D, UKLPR, Adm. 51/1013.

1. Isle du Bic is in the mouth of the St. Lawrence River.

2. Schooner *Pompey*, Silas Smith, commander, was owned by William West and Samuel Williams of Salem, Massachusetts. It is listed as having 4 carriage guns, 16 swivels, and a crew of 40. Allen, *Massachusetts Privateers of the Revolution*, 242.

CAPTAIN SAMUEL WARREN, R.N., TO WILLIAM SAUNDERS

(Copy)

Sir

Proteus S^t John's Harbour June 14. 1778

I. Rec^d. Your's dated May the 31st 1778¹ Addressed to his Excellency Jn^o. Montagu Esq^e. Vice Admiral of the Red Commander in Chief and Governor of Newfoundland, or to the Sen^r. Officer for the time Being at S^t John's must Begg leave to Inform you Cap^t Frederick² Rec^d. one of a Similar Nature some time past from you. in consequence of which he got his Majestys Sloop *Spy* Ready for Sea He waited ten or Twelve days for a wind to get out, which Sprung up this Morning when he Sailed to the S^oward, Agreeable to Orders rec^d. from his Excellency Vice Adm^l. Montagu I am S^r. [&c.]

Sam^l Warren

Copy, UKLPR, Adm. 1/471, fol. 222. Addressed below close: "W^m. Saunders Merch^t at Placentia Newfoundland." Docketed: "31st May 1778/from M^r Saunders/Placentia/E/In Adm^l. Montagu's Letter/Dated 27 July 1778." Notation: "E^d.", meaning "Enclosed." This letter was enclosed in Vice Adm. John Montagu to Philip Stephens, Secretary of the Admiralty, 27 July 1778.

1. See William Saunders to Vice Adm. John Montagu, 31 May, *NDAR* 12: 494.

2. Comdr. Thomas Lenox Frederick, commanding H.M. sloop *Spy*.

WILLIAM WALL TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

Providence June 14th 1778

I Rec^d. Your favour Yesterday Wherein you Offer me apart of your two Privateers, *Minerva*,¹ & *General Hancock*,² and that you would sell my flour, and pay Yourselves out of the Proceeds, I have One Hundred & fifty Barrels of New York flour, Lying at Salsberry, in Connecticut,³ which I have sent for and Amagine it is on the Road, Which Can Order for Boston, as Easy as to bring here, therefore if you will Let me know the Am^t of what the ship, will Sail at, And if the Bills Does not Amount to high, I will Take a Sixteenth of the Ship *Minerva*, and Perhaps a Sixteenth of the *General Hancock*, and will order the flour to you Amediately, Or as soon as Can be Delivered Please to Whrite me Amediately as it may Safe 30 or 40 Miles Cartage In hast[*e*] Conclude [&c.]

W^m Wall

L, MSAE, Cushing and White Papers. Addressed on cover: "To/ Mess^{rs}. Cushing & White/Merch^{ts}. /Boston."

Docketed: "Col^o William Wall's/Letter 14 June 1778." Wall served as Lt. Col. of Elliott's Rhode Island State Artillery Regiment from Dec. 1776 to June 1777.

1. Massachusetts privateer ship *Minerva*, Capt. John Grimes, was commissioned on 3 Apr. 1778.
2. Massachusetts privateer ship *General Hancock*, Capt. Ishmael Hardy, was commissioned on 23 June 1778.
3. That is, Salisbury, Connecticut.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 14 JUNE

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Gilbert Barton, in Allentown, on Tuesday the fourteenth of July next, at ten o'clock in the forenoon, then and there to try the truth of the facts alledged in the bill of John Brooks (who as well, &c.) against the brigantine or vessel called the *Prince Frederick*,¹ lately commanded by William Sawyer, with her tackle, apparel, furniture and cargo: To the end and intent that the owner or owners of the said vessel, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessel and her cargo should not be condemned according to the prayer of the said bill.

June 14, 1778

By order of the Judge,
BOWES REED, Pro. Reg.²

The New-Jersey Gazette (Trenton), 17 June 1778.

1. *Prince Frederick*, a brig of 150 tons, armed with 4 guns, William Sawyer, master, in ship of the line *Surprise*'s transport convoy. *Lloyd's Register of Shipping*, 1777–1778.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

[Extract]

[Philadelphia]

Sunday 14 June [1778]. Everything wears the face of leaving this place soon. many of the horses are carried over, The Commissioners baggage are Shipping.¹ This day the unfinished vessels left on the stocks were burnt. Those who have visited Gov^r Johnston say he talks high in fav^r of the rebels, he has given out some pamphlets said to be wrote by his brother justifying the opposition.² The *Vigilant* is the only ship [*illeg.*] here.³ The *Roebuck* lys below redbank.⁴ That ship has [*constantly*?] been an Asylum for the distressed loyalists, no man is more hurt by the face of affairs than Cap^t Hammond. Constant in the line of duty, had the Command been vested in him I have the best reason to believe there would not have been an inlet unexplored, or a rebel craft left between this & Cape Charles. . . .

D, UkLi, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Stuart.

1. The horses had been "carried over" the Delaware River; the "Commissioners" were members of the Commission for Quieting Disorders in America—commonly referred to as the Carlisle Peace Commission.
2. George Johnstone, former governor of West Florida and member of the Carlisle Peace Commission. His brother was William Pulteney, a Member of Parliament. The pamphlet was undoubtedly William Pulteney's *Thoughts on the Present State of Affairs with America, and Means of Conciliation* (London, 1778).
3. H.M. armed ship *Vigilant*, Comdr. Brabazon Christian, commander.
4. H.M. frigate *Roebuck*, Capt. Andrew Snape Hamond, commander. Red Bank, New Jersey, is some eight miles down the Delaware River from Philadelphia.

GOVERNOR WILLIAM MATHEW BURT OF THE BRITISH LEEWARD ISLANDS
TO LORD GEORGE GERMAIN

ST. KITTS, 14 JUNE 1778

I have the Honor of your Lordship's Letter¹ . . . & at the Same time Received . . . THE Memorial of His Excellency Baron Dreyer² Complaining of the Capture, Detention, & Condemnation of the Two Brigantines the *Dorothea* & the *Elizabeth Christine*. I am truly Concerned to find such Misrepresentations have been made to the Court of Denmark which have, amongst the great & Numberless Matters of Importance, given you trouble. The transactions being truly & fairly Stated I hope will induce the Baron Dreyer to Entertain a more favorable Opinion of this Matter & Consequently a Similar Report to his Court.

Much, My Lord, has been said by Governor Clausen on the Conduct of the Inhabitants of Tortola.³ I am sorry to say Regularity & a Proper System of Government is not Established there as in the rest of this Government Committed to my Care. I hope soon to have it. However, in these Cases from the Account which I herewith have the Honor to inclose your Lordship it will appear that far from the Danish Captains being Compelled or forced to Renounce their Claim Mr. Tennent⁴ from St. Croix, who Pretended to be Owner of the Brigantine *Dorothea*, refused to Enter a Claim to Part of her Cargo but admitted it American. . . .

We had long in this Government Suspected, & had almost Proof Positive, that Agents for the Rebellious Americans Resided in St. Croix & Publicly received Consignments which they either Sold at St. Croix or Covered as their Property & Remitted to Europe. Mr. Tennent Refusing to Claim the American Produce but immediately Relinquishing it, is a Proof that it did not belong to His Danish Majesty's Subjects. Whatever was Danish Property was delivered & not even Libelled [On] July 30th 1777 I troubled your Lordship with Copies of Letters which has Passed between Governor Clausen & Myself on the Subject of the Captures now Complained of; Since that Period, Applications have been Necessary to Governor Clausen on a Complaint I received from one Flemming a Free Mulattoe that his Wife and Children, Negroes whom he had brought from Georgia, were Seized, Detained, absolutely taken from him & Sold at St. Croix by Governor Clausen to whom I wrote on the Subject. The Governor Declared they were Claimed & taken by Course of Law under a Letter of Attorney from a Mr. Walls of Georgia directed to Mr. Tennent, the Identical Person who Claimed the Brigantine *Dorothea*, and as a Proof of the Legality & Justice of detaining the Wife & children from the Husband & Parent inclosed me under the Notarial Seal . . . a transcript from the Record that American Agents were Permitted to appear in their Courts on the Part of the Rebels. Thus, My Lord, you see is Justified the Idea that American Agents Reside in St. Croix & Cover, where they Can, American Property.

The Non Commissioned Vessels your Lordship knows [were] Armed in Consequence of His Majesty's Proclamation Calling on his Loyal & Zealous Subjects to Annoy & Distress his Rebellious. I am happy to find we had so many in this Government who immediately Armed at our Sovereign's Call.

With the Memorial March 21st is a Paper of Reference: there are two Schooners in . . . this Reference which the Baron Dreyer States as Danish Property Coming immediately from America Loaded with Tobacco, Rice, Flour and Slaves; how far the Capture of these Vessels & Cargo acknowledged to be American were Condemnable by the Prohibitory Act your Lordship will determine, but this Singularity attends all

these Complaints—not an Appeal was ever prayed. . . .

I do imagine the Tortola Privateers may have Chased, Perhaps made Prizes opposite & in Light of the Ports of St. Croix & St. Thomas, but not within Double the Reach of Cannon. I have been assured they have RELINGUISHED MANY CHASES AT THAT DISTANCE.

. . .

L, printed in George F. Tyson Jr., *Powder Profits & Privateers: A Documentary History of the Virgin Islands during the Era of the American Revolution* ([Charlotte Amalie, U.S. Virgin Is.]: Bureau of Libraries, Museums & Archaeological Services, Dept. of Conservation & Cultural Affairs, 1977) 75–76.

1. On 10 Mar. Germain wrote Burt that the Danish minister had presented a memorial claiming restitution of the brigantines *Dorothea* and *Elizabeth Christine*, property of Danish subjects captured and taken into Tortola “by some Non-Commissioned armed Vessels,” and there condemned. Germain instructed Burt to investigate and to detain the monies arising from the sale of the two brigantines and their cargoes until the claim had been resolved. George F. Tyson, *Powder Profits & Privateers: A Documentary History of the Virgin Islands During the Era of the American Revolution*, Occasional Papers 1 (Bureau of Libraries, Museums & Archaeological Services, Department of Conservation & Cultural Affairs, 1977), pp. 75–76, citing UKLPR, C.O. 152/57.

2. Christopher de Dreyer, Envoy Extraordinary from the King of Denmark.

3. See Governor Peter Clausen to Governor William Mathew Burt, 3 Feb. 1778, in *NDAR* 11: 276–77.

4. That is, John Tennent of the St. Croix firm of Tennent & Ross. While it is not named, Peter Clausen was probably discussing the seizure of the *Dorothea* in a letter to Burt of 3 Feb., *ibid.*

June 15

DIARY OF SIMEON PERKINS

Monday, June 15th; [Liverpool, *Nova Scotia*]—By Elisha Doliver from Portmetway,¹ we hear that the Sloops *General Gage*, and *General Howe*,² and an other Large Armed Sloop were at that place, and Drove the small privateer on shore.³ Two schooners from ye West Indies, belonging to the Head of the Cape⁴ also [*illeg.*]. We are cutting and hal-ling spars. The above mentioned vessels pass the Harbour toward night. The Privateer is got off, and said to be with them. The people seem to be spirited for Fishing in small boats, and are coming dayley for salt.

Perkins, *Diary*, p. 204.

1. That is, Port Medway, an outport of Liverpool.

2. Provincial sloops *General Gage*, Capt. George Sibbles, commanding, and *General Howe*, Capt. Jones Fausen, commanding.

3. Massachusetts Privateer sloop *Fox*, Jonathan Tuksbery, commander. In his diary entry for the previous day, Perkins noted that the town of Liverpool had doubled its guard that night “on acct of the Privateersmen [*from the grounded Fox*], supposed to be in the wood, and might attempt to take some vessel or boat.”

4. Presumably, Cape Sable.

PETITION OF SOME INHABITANTS OF PORTSMOUTH TO NEW HAMPSHIRE COMMITTEE OF SAFETY

State of New Hampshire

To the Honourable Committee of Safety appointed by The Hon^o. General Court, to transact the Prudential matters of the said State, during the recess of said Court, Convened at Exeter.—

The Petition of a Number of the Freeholders, and other Inhabitants of said State,

in behalf of their Captivated Friends, unto your Honors, Humbly shews.—That your Petitioners have received undoubted Intelligence that the Privateer Briganteen *McClary*¹ of Portsmouth, Commanded by John Gregory, was Taken about the Tenth day of February last, and carried into Newport by the *Unicorn* Man of War, whereby the Fathers, Sons, Brothers & Friends, of Nine of said Crew, are become the objects of the Enemies Cruelty, and are now suffering a Close Confinement in a Loathsome Prison, at this unfavourable season of the year, and are thereby not only exposed to Penury & Want, but to the Ravages of Putrid Fevers, and Infectious Distempers, and without the Intervention of this Hon^{ble} Committee most of them we fear will loose their Lives, before they can be releived, We therefore Pray your Honors would take into your consideration the miserable situation of the aforesaid persons, And take such methods as your Honors shall think most probable to effect an immediate release, and as in Duty they will ever Pray &c.

June 15. 1778—

Rob ^t Furniss ²	Th ^o Martin ³
Sam. Sherburne ⁴	Sam ^l . Cutts
John Penhallow ⁵	Nath ^l . Folsom
Josh. Wentworth ⁶	Moses Woodward
Rich ^d . Champney	Jos. Simes ⁷
Geo. King	Keith Spence ⁸
Geo Turner ⁹	Nahum Ward
John Wheelwright	Jn ^o Hart Jun ^r
Jos: Seaward	Robert Parker ¹⁰
Nath ^l Treadwell	John Furnald
	Jacob Treadwell ¹¹

DS, Nh-Ar, Meshech Weare Papers, vol. V, fol. 47.

1. New Hampshire privateer brigantine *McClary* was captured on 6 Feb. by H.M. frigate *Unicorn*. For more on its capture, see *NDAR* 11: 297 and *n*.

2. Robert Furniss was one of *McClary*'s owners. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm, 1/488, fols. 486–87; DNA, PCC, item 196, vol. 9, p. 108.

3. Thomas Martin was one of *McClary*'s bonders. DNA, PCC, item 196, vol. 9, p. 108.

4. Samuel Sherburne was a bonder of privateers at Portsmouth.

5. John Penhallow was a bonder of privateers at Portsmouth.

6. Joshua Wentworth was a former owner of privateer *McClary*.

7. Joseph Simes, George King, Nahum Ward, and John Wheelwright all witnessed privateer bonds at Portsmouth.

8. Keith Spence was a privateer owner at Portsmouth.

9. George Turner was a bonder of privateers at Portsmouth.

10. Robert Parker commanded privateer *McClary* when it was first commissioned on 2 Sept. 1776. See *NDAR* 11: 220.

11. Jacob Treadwell was another owner and bonder of *McClary*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87; DNA, PCC, item 196, vol. 9, p. 108.

LIBELS FILED IN NEW HAMPSHIRE MARITIME COURT

State of New Hampshire.

A LIBEL is filed before me in Behalf of the Owners of the armed Schooner *The Friends Adventure*,¹ KINSMAN PEVERLY, Commander—and the Captors, against the Schooner *Betsy* and Cargo, Hugh Hunter late Master—taken on the High Seas by said armed Schooner—which Vessel and Cargo it is alledged in said Libel, were at the time of the

Capture thereof, the Property of some Subject or Subjects of the King of Great Britain other than the Inhabitants of Bermudas, and Providence or the Bahama-Islands, and was then and before employed in carrying supplies to the Enemies of the United States of America——The Truth of which Libel, as also of the Libel of the same Owners and Captors against the Schooner *Hero & Cargo*,² which was to have been tried the 29th Day of June next,—is to be tried on Monday the 6th Day of July next, at 10 o’Clock Forenoon, at the Court House in Portsmouth, at which time and place; any persons may appear and shew Cause, if any they have, why said Vessels and their Cargoes should not be condemned.

Joshua Brackett³ Judge of the
Maritime Court for said State.

Portsmouth, June 15, 1778.

New-Hampshire Gazette. or; State Journal, and General Advertiser (Portsmouth), 16 June 1778.

1. New Hampshire privateer schooner *Friends Adventure*, Capt. Kinsman Peverly, mounting 6 carriage guns, a crew of twenty seamen, owned by Samuel Hill & Co., of Portsmouth, commissioned on 6 Aug. 1777. D, DNA, PCC, item 196, vol. 5, p. 105.

2. Schooner *Hero*, Jonathan Dellaway, master, was libeled by Capt. Kinsman Peverly on 8 June. *The Freeman’s Journal, or New-Hampshire Gazette* (Portsmouth), 9 June 1778.

3. That is, Joshua Brackett.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department

Boston June 15. 1778

Sir

Your favour of the 13th instant I received this morning. We approve of your Method of Weighing the Iron at N. London or Norwich. the Anchors M^r. Babcock¹ has got near all his pay for.

We request you will make the best terms you can with Mess^{rs}. Browns² for the Cannon and have them cast got ready and forwarded as soon as possible.³ We have no other dependance for Cannon but on the Browns.

We received Letters from Maj^r. Huntington⁴ informing us the furnace at Salisbury⁵ would not be in blast untill next Spring. M^r. Warren⁶ is gone home for a few days. hope I shall soon have the pleasure of your Company here. We forwarded one of your Letters⁷ by the Packett for France which sailed Yesterday.⁸ Inclosed you have the opinion of the Court Martial on Cap^t. Manley.⁹ the Court is now Sitting upon the Trial of Cap^t. M^c Neill.¹⁰ no News.

We are respectfully Your Hum^{ble} Serv^{ts}

in behalf of the Board

JOHN DESHON

P.S. Cap^t. Hopkins is arrived here in a Prize who left England the 10th. of April last and he says there was no news of the *Boston* in London then. therefore hope she is safe arrived in France.

[P.S.] By a prize Ship from London 27th April at Salem we have the good News of the Safe arrival of the Ship *Boston* in France,¹¹

J^N^o DESHON

“Papers of William Vernon and the Navy Board,” p. 248. Addressed at foot: “[Addressed] The Hon^{ble} William Vernon Esq Providence.”

1. Adam Babcock, merchant at Boston.

2. John and Nicholas Brown of Providence, owners of the Hope Furnace, Bristol, Rhode Island.

3. The cannon were for Continental Navy frigate recently given the name *Alliance*, building at Salisbury, Massachusetts.
4. Joshua Huntington, superintendent of construction of Continental Navy frigate later named *Confederacy*, building at Norwich.
5. Salisbury Furnace, Salisbury, Connecticut.
6. James Warren, member of the Continental Navy Board of the Eastern Dept.
7. Probably Vernon's letter to John Adams, 26 May (see *NDAR* 12: 455–56), containing copies of his letters of 9 Mar. (see *Adams Papers* 5: 410) and 20 May (see *NDAR* 12: 399–401), which Adams answered on 27 July (see *Adams Papers* 6: 324).
8. Continental packet schooner *Dispatch* (*Despatch*), Corbin Barnes, master.
9. See Court-Martial of Capt. John Manley, 13 June, above.
10. Capt. Hector McNeill, former commander of Continental Navy frigate *Boston*.
11. Continental Navy frigate *Boston* anchored in the Gironde River, France, on the afternoon of 30 Mar. See Journal of Continental Navy frigate *Boston*, Capt. Samuel Tucker, 31 Mar., and Diary of John Adams, 30 Mar. *NDAR* 11: 1138, 1139, and 1141–42.

PROCEEDINGS IN THE RHODE ISLAND INFERIOR COURT OF COMMON PLEAS
IN THE CASE OF ESEK HOPKINS VS. RICHARD MARVEN AND SAMUEL SHAW

[Extract]

Providence Ss.

[15 June 1778]

At the Inferior Court of Common Pleas to be holden in Providence in and for the County of Providence on the third Monday in June AD 1778.

Esek Hopkins of North Providence in the county of Providence late Commander in Chief of the Continental Fleet of War, complains of Richard Marvin¹ and Samuel Shaw² gentlemen alias mariners late officers on board the Continental Frigate *Warren* in the Custody of the Sheriff in an action of the case.

For that, whereas the Plaintiff being appointed by the Honorable the Continental Congress Commander in Chief of the Fleet fitted out by the American States for the protection thereof, the Defts³ together with Roger Haddock⁴ John Truman⁵ James Brewer⁶ John Grannis⁷ James Sellers⁸ George Stillman⁹ Barnabas Lothrop¹⁰ and John Reed¹¹ against whom also the Plff's¹² original writ issued, but they were not to be found averring the Plff in said Post and office did wickedly and maliciously conspire together in order to injure the Plff and did Wickedly maliciously and infamously prepare and present unto the Most Honorable The Continental Congress a false scandalous and wicked libel, whereby the Plffs good name and reputation was most vilely and scandalously abused traduced and Vilified and other false and scandalous matters the said conspirators did conspire to do against the Plff, Whereupon the Plff complaineth and saith, that from the time of his birth hitherto he was of good name fame and reputation and from his known honor probity honesty and abilities the most Honorable The Continental Congress did repose faith and Confidence in him by appointing him the Commander in Chief of the Continental Fleet of War, in which post he did continue to the interest emolument and advantage of the United States, and did continue to act and officiate in said Command to the best of his abilities and did give unto the said Honorable Congress good satisfaction as a Commander until the 19th day of February AD 1777 when the Defts together with the other consp[*i*]rators out of their envy and malice aforethought did on the day & year last mentioned at Providence aforesaid write and publish a certain false feigned & scandalous writing in the words following Viz.¹³ . . . by pretence of which said libel so written published and delivered to the most Honorable Congress, divers

false rumors and scandals did arise and were had and the Plff. fell under great displeasure & distrust of the said honorable Congress and divers of the Good people of the United States, so that the Plff lost the favor and good opinion of the said Most Honorable the Continental Congress which before that time they had towards him and by means of the said base false and scandalous libel aforesaid the Plff was dismissed from his employment and office as aforesaid & hath been brought into disgrace. Whereupon the Plff saith he is worse and hath damage ten thousand pounds lawful money as laid in his writ dated the thirteenth day of January AD 1778. and thereupon he sues

by R J Helme, his attorney¹⁴

At Providence Inferior Court June term AD 1778 In the Case Esek Hopkins Plff vs Richard Marvin & Samuel Shaw Defts

And the said Richard Marvin & Samuel Shaw come into Court and defend the force & injury when &c and say that the Said Esek Hopkins ought not to have & maintain his said action against them Because they say, that they the said Richard & Samuel engaged on board said ship *Warren*, with an earnest desire & fond expectation of doing their country Service, and were anxious for the Weal of America, & wished nothing more earnestly than to see her in peace & prosperity—That they were ready to hazard every thing that was dear, and if necessary sacrifice their lives for the welfare of their country; that they the said Richard and Samuel were desirous of being active in defence of their Constitutional liberties & privileges against the unjust and cruel claims of tyranny & oppression. But that at the time said petition recited in the declaration of said Esek Hopkins was wrote and presented to the Said Marine Committee, matters were so circumstanced on board the said frigate there seemed to be no prospect of their being Serviceable in that Station; that they had then been in that condition a considerable space of time and were personally well acquainted with the real character and conduct of the Said Esek Hopkins; And that the Said Esek Hopkins, before the writing and presenting of said petition had been guilty of such crimes as rendered him quite unfit for the public department he occupied. And they the said Richard and Samuel together with the other persons named in the declaration of the Said Esek Hopkins, thereupon presented the said petition therein recited to the Said Marine Committee as it was lawful for them, sincerely and humbly petition the Said Honorable Marine Committee; that they would inquire into the conduct & character of Said Esek Hopkins. All which they are ready to verify Whereupon they pray judgment of the Said Esek Hopkins ought to have & maintain his Said action against them &c¹⁵

Richard Marvin
Samuel Shaw

And the said Esek Hopkins replied & saith that the aforesaid plea of the said Richard Marvin and Samuel Shaw is insufficient to preclude him the said Esek from his action aforesaid, for that notwithstanding any thing by them pleaded in said plea alledged the said Richard and Samuel with the others in said declaration did wickedly maliciously and infamously conspire together in order to injure the Plff as he in his declaration hath alledged and without any other cause whatever. And this he prays may be inquired into by the Country by

R J Helme his Attorney

And the Defts likewise

W Channing¹⁶ pro Defts

We find for the Defendants and there cost.¹⁷

Joseph Smith
 Ephraim Pearce
 Abner King
 Thomas Knight
 John Larchar
 John Carpenter
 Jn^o Mumford
 W^m. Seamans
 Benj^{an} Randall
 Nathan Waterman
 David Martin
 Robert Latham

I Joseph Olney¹⁸ of Providence in the county of Providence Esq. being summoned to appear before the court of Common Pleas June Term 1778 to give evidence in a cause before said court pending wherein Esek Hopkins Esq is Plaintiff & Samuel Shaw &c defendants, maketh Answer to the following questions which were asked him in open Cou[r]t
 Viz.

Question. Capt. Olney, are you acquainted with Esek Hopkins Esq. character as a public officer & a private gentleman, if so please to relate his character.

Answer. When he commanded the fleet I always looked upon him as a commander always desirous to serve his country & in the fleet we looked upon him as a gentleman.

Quest. How long have you been acquainted with Mr Hopkins and what time did you enter the Service on board the fleet which Commodore Hopkins commanded.

Ans. I entered on board the fleet under his command at Philadelphia in December 1775 & remained there all the time he commanded it. My acquaintance with [*him*] has been from my youth up.

Quest. Have you ever heard the conduct of Commodore Hopkins as commander of the fleet censured.

A. I have heard his conduct blamed by Some in Philadelphia & in particular M^r Newman & Capt Shaw who left the fleet at New London

Quest. Have you heard that the public in general censured the conduct of Commodore Hopkins, while he had the command of the fleet

A. I have heard him censured but by them that I thought knew nothing of the affairs of the fleet.

Qu. On board of what vessel was you an officer, and was you with the Said Esek Hopkins the whole of the time he had the command of the fleet

A. I was Second Lieutenant on board the *Columbus*¹⁹ until he returned from Philadelphia, & then was appointed to the command of the *Columbus* until Januy 1776.

Question. Did you ever hear Esek Hopkins Esq speak disrespectfully of the Congress or the Cause we are engaged in

A. No.

Joseph Olney
 Providence Inferior Court. June Term AD 1778
 Sworn to in open court A Fenner J²⁰ Clk

James Manning²¹ of Providence in the State of Rhode Island & Providence Plantations being called before the inferior Court of Common Pleas in Providence in the State aforesd to give evidence concerning the character of Esek Hopkins Esq late Commander of the fleet belonging to the United States of America being duly sworn was asked the following questions

Q. How long have you been acquainted with Esek Hopkins Esq & what is his general character.

Ans. From more than seven years intimate acquaintance with sd Esek Hopkins Esq, I have had the highest reason to esteem him a man of honor & respectable character amongst mankind & a zealous advocate for the Cause & liberty of his Country & disposed to serve it with his best abilities.

Quest. Have you ever heard the conduct of the Said Esek Hopkins as commander of the fleet censured.

Answer. I have heard many say that he ought to have gone out with the fleet, before the Enemy came to Newport, and others justified his bringing the Ships into the river,²² but whether they were qualified from personal knowledge of the State of the fleet, to form a judgment, I am not able to say.

Quest. Are you acquainted with the conduct of the Said Esek Hopkins Esq while on board the fleet.

Ans. No

James Manning

Inferior Court June Term AD 1778. Sworn to in open court

Witness A Fenner Jr Clk

Daniel Tillinghast of Providence in the county of Providence & State of Rode Island Esq Continental agent for said State being duly Summoned, appeared before the Inferior Court of common pleas holden in said Providence & made answer to the following interogatories which were all put to him in a case wherein Esek Hopkins is Plff. agst Richard Marvin et al Deft

Quest. Are you acquainted with Commodore Hopkins & for how long, and what is his general character as an officer, Sea Man & gentleman in private life.

Ans. I have been personally acquainted with Commodore Hopkins above 28 years & have always [*blank*] him to be an experienced officer & much of a gentleman in a private Character.

Quest. Did Commodore Hopkins receive the wages & prize money belonging to the Seamen under his Command in the fleet.

Ans. No.

Quest. At the time the British fleet arrived in the river & at Newport was the fleet under the command of commodore Hopkins fitted for Sea. Were they after the arrival of s[*aid*] British fleet finished & a considerable sum of money expended on them

A. I having a personal knowledge of the Situation of the fleet at that time, know they could not proceed to Sea, and a considerable Sum of money was expended on the Ships after that fleet arrived.

Quest. Did Commodore Hopkins ever call on you as Continental agent to pay off the seamen & make division of the prize money.

Ans. He did & I paid as long as I had any money in my hands.

Quest. Do you conceive the Conduct of Commodore Hopkins to be any way

detrimental to manning said fleet.

Ans. I did not.

Quest. What number of men had they on board the Ship *Warren* & the other ships.

Ans. To the best of my Knowledge about 110 and but few Seamen among them on board the *Warren*. On board the *Providence* about 100,²³ & the *Columbus* about 50, the Sloop *Providence* about 15—²⁴

Quest. Were you acquainted with the conduct of the Said Esek Hopkins when on board the fleet. Did you ever hear his conduct censured by the public

Ans. As to his conduct while on board the fleet I never heard but he behaved as an experienced officer, nor was I on board to see his conduct. I have heard him censured often by people that I was sure did not know the situation of the fleet at that time

Dan^l Tillinghast

Inferior Court June Term AD 1778. Sworn to in open court.

Witness A Fenner Jr Clerk

Ambrose Page²⁵ of Providence in the county of Providence Esq appearing before the Inferior Court of common pleas, to which court he was duly summoned to give his deposition in a certain case wherein Esek Hopkins Esq was Plff. against Richard Marvin et al Deft made answer to the following interogatories

Quest. Are you acquainted with the character of Commodore Hopkins as an officer, seaman & a gentleman in private life, please to relate.

Ans. I have known Capt Esek Hopkins Esq from his youth Until he commanded the American fleet, to my certain knowledge his character as an honest judicious commander ever has been esteemed amongst the gentlemen of this town. I have also known him in the W Indies on Several Voyages, where he was much respected by the merchants of my acquaintance, & I doubt not but every gentleman will allow him, a sincere friend in the cause of his Country

Quest Did you ever hear the conduct of the Said Esek Hopkins Esq as Commander of the fleet, censured & by whom

Ans. I do not particular remember, but Some of the then present council did not justify his not going to Sea on the expectation of the British fleet taking possession of Newport.

Quest. Are you acquainted with the conduct of Esek Hopkins Esq while commander & on board the fleet

Ans. No.

Ambrose Page

Providence Inferior Court June Term AD 1778 Sworn to in open court

Witness A Fenner J Clerk

Vide the other Side

Quest. As you was one of the members of the upper house of Assembly²⁶ when commodore Hopkins requested the advice of the Commttee who acted in the recess of the General Assembly, what was to be done with the fleet under his command as the British fleet then a vast deal Superior in number & force were approaching what was the answer given by Commodore Hopkins.

Ans. As near as I remember, was this. His orders was on his being fitted & manned to go on a Second expedition therefore could not proceed to Boston as we advised,

but if he could take any measures to man his fleet; would immediately proceed to Sea

... The deposition of Stephen Potter Esq duly sworn saith that he hath been acquainted with Commodore Hopkins & that he the Said Hopkins hath borne the character of an honest Man as far as I ever Knew or heard, & I have been acquainted with him for near twenty years & I never heard him charged with any thing criminal that disqualified him in my opinion from Serving in any Station whatever. I have heard some persons fault him in some matters, that when they had done, I concluded they were not judges of; they were matters of his Staying in Providence river with the fleet.

Stephen Potter

Providence Inferior Court June Term AD 1778

Sworn in open Court

Witness A Fenner Jr Clk

Copy, RHi, Esek Hopkins Papers, vol. 3, pp. 9–16. Docketed: “Copy Case/Esek Hopkins/vs/Richard Marvin/June 7. 1778.” Notation in different hand: “Hopkins Papers/separate.” Documents omitted are copies of records of Congress relating to Commodore Esek Hopkins’s appointment and dismissal from the Continental Navy, all of which have been printed in previous volumes of *NDAR*. They were sent to the defendants by President Henry Laurens on 31 July by order of Congress of 30 July. *JCC* 11: 730-33.

1. Richard Marven (or Marvin) was third lieutenant of frigate *Warren*.
2. Midn. Samuel Shaw, Continental Navy.
3. That is, Defendants or Richard Marven and Samuel Shaw.
4. Roger Haddock, master of frigate *Warren*.
5. John Truman, carpenter of frigate *Warren*.
6. James Brower (or Brewer), gunner of frigate *Warren*.
7. Capt. John Grannis, Continental Marines.
8. James Sellers was second lieutenant of frigate *Warren*.
9. Lt. George Stillman, Continental Marines.
10. Lt. Barnabas Lothrop, Continental Marines.
11. John Reed, chaplain of frigate *Warren*.
12. That is, Plaintiff’s, or Esek Hopkins’s.
13. See Officers of the Continental Frigate *Warren* to the Continental Marine Committee, 19 Feb. 1777. *NDAR* 7: 1234–35.
14. Rouse J. Helme, a prominent attorney in Rhode Island.
15. On 8 July Marven and Shaw petitioned the Continental Congress to intervene on their behalf. PCC, item 42, vol. 5, p. 98 (M247, roll 55).
16. William Channing, attorney general of Rhode Island.
17. On 30 July, Congress resolved to defray any reasonable expenses incurred in defending Marven and Shaw. *JCC* 11: 730–33. Hopkins’s biographer believes this intervention by Congress on behalf of the defendants persuaded the jury to find in their favor. Field, *Esek Hopkins*, p. 235.
18. Capt. Joseph Olney, Continental Navy.
19. Continental Navy ship *Columbus*, Capt. Abraham Whipple, commander.
20. Arthur Fenner Jr.
21. Rev. James Manning, a Baptist clergyman and president of Rhode Island College.
22. That is, Providence River.
23. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.
24. Continental Navy sloop *Providence*, Capt. Hoysteed Hacker, commander.
25. Ambrose Page was a sea captain and a member of the General Assembly of Rhode Island.
26. That is, the Rhode Island Council of War.

LIBEL FILED IN HARTFORD COUNTY MARITIME COURT AGAINST SCHOONER *HOPE*

A Libel of David Brooks commander of the schooner of war called the *Chatham*, and also of Joshua Griffith commander of the schooner of war called the *Fessey*, for themselves and associates, against a certain schooner called the *Hope* Amos Hilton late master (which comes by adjournment from the session of this court on the 14th. day of

July last) was now read, and is in the words following viz^t

“State of Connecticut Ss. for Hartford County.

“To the honourable Jabez Hamlin Esq^r and the rest of the honourable Judges of the county court in the County of Hartford, who are authorized impowered . . . constituted and appointed to try judge and determine by jury or otherwise concerning all captures that have or shall be taken upon the high Seas and bro^t into said County—

“The Libel Appeal and Information of David Brooks commander of the schooner of war called the *Chatham*, and also of Joshua Griffith commander of the schooner of war called the *Fessey* in behalf of themselves the owners and setters forth of said Schooners and their respective ships companies, against a certain schooner called *Hope*, Amos Hilton late master, burthen about sixty tons,¹ her tackling apparel and cargo consisting of west-India goods.² And your Appellants, this 15th. day of June Anno Dom: 1778, come into this honourable court and do libel appeal inform and say, that your appellants and informers wish the aforesaid two schooner’s of war’s companies, being duly and properly commissioned and instructed to proceed in said vessels of war, against the enemies of this and the united States of America, and their goods vessels and effects to apprehend seize and take upon the high Seas or between high water and low water mark, and them bring into any of the united States of America in order for adjudication. Whereupon your libellants say, that in prosecution of their said commissions, and being consorted together, they with their companies on board said schooners of war, did on the 7th. day of June instant apprehend seize and take upon the high Seas the aforesaid schooner *Hope*, then belonging to and in the service of the enemies of the united States of America and in open hostility; and have brought said schooner *Hope* with her cargo into the county of Hartford: Wherefore as this is a matter of prize and cognizable only in this honourable court, your informants humbly pray the advice of this court in the premises, and that the usual monitions may be issued for notifying all persons claiming the said schooner *Hope*, or her cargo, that they may appear and claim the same, complying with the rules and regulations of Congress in such case made and provided; and that thereupon this court would proceed to sentence and condemnation of the said schooner *Hope* and her cargo as lawful prize; so that the same may be disposed of as to law and justice appertains, and your informants shall as in duty bound ever pray. Dated in Middletown the 15th. day of June Anno Dom 1778.

Joshua Griffith } for themselves
David Brooks } & their associates” . . .

A true Copy from the Records of said Court
examined this 28th. of August 1778, by George
Wylls Regist^r.

Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28. On 18 Aug. 1778 Aaron Lopez, formerly of Newport, R.I. and then residing in Leicester, Mass., entered a writ reclaiming schooner *Hope* and her cargo as his property. Lopez on 7 Sept. appealed an adverse ruling by the Hartford County Maritime Court to the Continental Congress, and the case was referred to the Committee on Appeals. *JCC* 12: 886. On 10 Apr. 1779 and again on 19 Feb. 1780 the Committee reversed and annulled the verdict of the Hartford County Maritime Court and ordered the schooner returned to Lopez. DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28.

1. *Hope* is described in her Custom House registration at Kingston, Jamaica, as “a Square Sterned Schooner of twenty five Ton.” Custom House Register at Kingston, Jamaica, 24 Apr. 1778. DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28.

2. *Hope's* cargo consisted of 40 puncheons and 21 casks of rum, 12 hogsheads, 2 tierces and 9 barrels of sugar, and 4 barrels of limes. The schooner was manned by a crew of 5 seamen. Custom House Certificates at Savanna la Mar, Jamaica, 8 May 1778. Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JUNE 15, 1778

NEW-YORK, June 15.

Saturday Morning was sent into this Port by his Majesty's Ship *Experiment*, Sir James Wallace, Commander, the Brig *Little Benjamin*, Jacob Howell, late Master, from James River, Virginia, for Amsterdam, laden with 300 Hogsheads of Tobacco, 20,000 Staves, &c. This Brig has been in Port for more than two Years past, waiting an Opportunity to put to Sea.¹

1. In Howe's Prize List, 30 Oct. 1778, the name of the prize brig is given as *Young Benjamin*. It was captured on 9 June. UKLPR, Adm. 1/488, fols. 485–86. In *The Royal Gazette* of 28 Oct. 1778 there appeared an advertisement offering for sale "the valuable Brigantine *Young Benjamin*. . . burthen about 220 tons, Philadelphia built, not four years old, prize to his Majesty's ship *Experiment*."

COMMISSIONERS FOR QUIETING DISORDERS TO LORD GEORGE GERMAIN

[Extract]

(No.3)

My Lord

Having received your Lordships Letter of the 12th April together with the Kings Commission Appointing and Authorizing Us to treat, consult and Agree upon the means of quieting the Disorders Subsisting in the Colonies in North America. And also His Majesty's Instructions for our Direction in the very Important Business entrusted to us; We embarked on the 15th. On Board His Majesty's Ship the *Trident*¹ at Spithead, And with the first fair Wind proceeded on the 21st in our Course for New York—

On the 27th of the following month, being by the Reckoning about 70 Leagues to the Eastward of Cape Henlopen, We spoke with His Majesty's Armed Brig *Stanley*² which had lately sailed from thence. And were informed by her Commander Lieutenant Whitworth that Lord Howe and Sir Henry Clinton, Commanding in Chief His Majesty's Navy and Army employed in North America, were both at Philadelphia. That before Lieutenant Whitworth's departure from that Place, Accounts had been received of the proposed French Treaty with His Majesty's Revolted Colonies having been brought by M^r Simeon Dean on board a French Frigate to Casco Bay, and transmitted from thence to the Congress at York Town in the Western Extremities of this Province.³ And that some disagreeable Resolutions had already been taken on the Subject of this Treaty, and the Conciliatory Bills.—

Under these Circumstances it appeared so Essential to us to lose no time in our Proceedings, and so Eligible to have the earliest Communication with His Majesty's Commanders in chief, with whom we have the Honour to be joined in our Commission, and with whom we are particularly Instructed to Consult, that We thought it our Duty to make use of the discretionary Power with which We are vested by His Majesty "to repair either to New York or such other place as we should Judge most proper," and We accordingly, not apprized of the positive Orders under which the Command-

ers in Chief were to act, made the Requisition to Commodore Elliot in writing of which there is a Copy enclosed, in consequence of which he proceeded immediately to the Delaware River and We arrived on the 6th Instant in this City, where We have been received and treated with all the Attention that can shew respect for His Majesty's Commission with which We are honoured.—

As no reason had been given to Us before We left England either to believe or Conjecture that the Terms of Reconciliation, however Wise and Liberal, tendered by Parliament to the Colonies would be left almost Solely to their own Operation and Effect, We were naturally surprized to Learn that His Majesty's Army was by Express Orders from Great Britain dated about three weeks before Our departure from London, under a necessity of quitting this Province at a time the most Critical to the opening of our Commission, and with a tendency the most prejudicial to the Conduct of our Negotiation.—⁴

In Consequence of this Order the Commander in Chief had already given Publick Notice of his Intention to Evacuate Philadelphia And a Considerable proportion of the Navy in Obedience to a Similar order had been withdrawn from Chesapeak Bay and other important Stations on these Coasts, so that the Access of French Ships to Supply the Revolted Colonies and Confirm them in their supposed Alliance with France was entirely left Open.—

This being the Posture of His Majesty's Forces by Sea and Land, We found the City and Province of Philadelphia in great Consternation. And the greatest Part of those who had put themselves under His Majesty's Protection were either retiring on Board Ships in the River or endeavouring to make their Peace with the Congress.—

. . . We have as yet received No Answer from the Congress.⁵ And the Evacuation of the Town being determined to take place on Thursday next the 18th Instant We think proper to Reembark on Board the *Trident* now lying at Newcastle, about Forty Miles below on the River, and proceed from thence to New York.—⁶

In accounting for the Step We have taken in the first Opening of our negotiation by stating Priviledges for America of so Ample a nature We have other reasons which your Lordships knowledge of the Operations projected for the Naval and Military Services of the Year will easily Suggest and which have influenced Our Conduct. But as We cannot state those reasons, though they have been principal Motives with us, We request that in Case our Letter to the Congress should be given to the Public, no Judgement may be formed upon it untill all the Circumstances can be fully explained.

The Separation of the American Colonies from France and their ReUnion on the present liberal Terms with Great Britain were in the Judgement of almost every Person here Practicable in the Compass of one Active and well Supported Campaign, whether this may be Expected from the present Plan of Operations a very little time will now determine. We are with the greatest respect [&c.]

Philadelphia
June the 15th. 1778.—

Carlisle
W^m. Eden
Geo—Johnstone

The Movements of his Majesty's Troops & Ships discribed in this dispatch and made in consequence of Express Orders Sent from Great Britain without any Communication to the Commissioners appointed under the Act of Parliament for quieting the disorders in N^o. America or admitting of any discretion or delay in the Commanders in Chief, I consider as a fatal, ill Concerted, & Ill advised, Retreat, highly dishonor-

able to His Maj^{ty}s Arms & most prejudicial to the Interest of his Dominions.

Geo—Johnstone.

L, UKLPR, C.O. 5/180, fols. 53–66d. Addressed at foot of first page: “The Right Honorable Lord George Germaine.” Docketed: “Philadelphia June 15th. 1778/Commissioners/N^o 2/(Separate)/R/July 21st.” Notation at top of first page: “Duplicate.” The letter contained several enclosures, including: Commissioners to Commo. John Elliot, 27 May 1778; Commissioners to Henry Laurens, President, and to other members of Congress, 9 June 1778; George Washington to Dr. Adam Ferguson, 9 June 1778; and Henry Laurens to Sir Henry Clinton, 6 May 1778. The instructions of King George III to the Commissioners are printed in Davies, *Documents of the American Revolution*, 15: 81–93.

1. H.M.S. *Trident*, Capt. John Elliot, commander. As soon as he cleared the English Channel, Elliot, by direction of the Admiralty, assumed the rank of commodore.

2. Armed brigantine *Stanley*, tender to H.M. frigate *Roebuck*, acting Lt. Richard Whitworth, commander.

3. On the arrival of Simeon Deane in America, see his letter to American Commissioners in France, 16 Apr., in *NDAR* 12: 121–22.

4. For the orders referred to here, see Germain to Lt. Gen. Sir Henry Clinton, 8 Mar. 1778. *NDAR* 11: 1069–73.

5. The commissioners’ letter to Congress concerning the offer of reconciliation, dated 9 June, is printed in Davies, *Documents of the American Revolution*, 15: 135–37. Congress replied on 17 June, but the commissioners did not receive that reply until 2 July. Henry Laurens to the Carlisle Commissioners, 17 June 1778, *Letters of Delegates*, 10: 122–23; Commissioners for Quieting Disorders to Lord George Germain, 5 July 1778, Davies, *Documents of the American Revolution*, 15: 159.

6. As seen in Viscount Howe to Philip Stephens, 19 June, below, the British did leave Philadelphia on 18 June.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN JOHN DREW, SOUTH CAROLINA NAVY

Navy Board June 15th 1778—

Cap^t John Drew Sir/

Your Letter of the 13th Ins^t— was this Evening laid before the Board,¹ and in Answer thereto am to Inform you that the Board will not agree to your proposals. As you have Every Advantage that is allowed in the Merchant Service, you must Expect to run the same risk that Capt^{ns}. in the Merchants Service do, if [break] not agreeable to you another Master must be [break] the *Rattle Snake*—²

By Order of the Board
Edw^d Blake first Commissioner

South Carolina Commissioners, p. 160.

1. Drew’s letter has not been found.

2. As seen in the Journal of the South Carolina Navy Board, 27 June, below, by that date James Briggs had replaced Drew as captain of the South Carolina Navy schooner *Rattle Snake*.

LIEUTENANT GOVERNOR JOHN GAMBIER OF THE BAHAMAS
TO LORD GEORGE GERMAIN

Duplicate

Providence Chief of the
Bahama Islands 15th. June 1778

I have the Honour of sending to your Lordship the Triplicate of my Letter dated the 25th. of February last.¹ Since which Time there has not been any Attempt made by the Americans to disturb the Inhabitants of these Islands.

In Consequence of my Application to Sir Peter Parker the Admiral commanding at Jamaica requesting some Assistance to protect His Majestys Subjects in these

Islands. He dispatched the *Hornet* Sloop of War Captain Haswell with Orders to him to co-operate with me in any Measures that might be conducive to His Majestys Service or the Protection of these Islands, which Sloop remained here sometime, then sailed for Turks Island.

I have hopes that Lord Howe will send some Vessel of War here, as I have repeatedly by Letter endeavoured to convince him of the Necessity of it.²

Your Lordship will receive herewith the Address of the Council and the Address of the General Assembly wherein they request of me to represent to the Throne their Inability to putt the Forts in a proper State of Defence, and to petition His Majesty to give the necessary Orders for their being repaired, fortified and garrisoned, they likewise request of me to represent to the Throne, the Necessity there is for some Naval Force to be stationed at these Islands.³ The General Assembly have passed an Act whereby they have layd some additional Duties in order to enable me to hire some Men to do Duty in the Forts.

The Forts are in so ruinous a State that I have been obliged to hire Artificers and Workmen to give them some Temporary Repairs, and I have pledged myself that they shall be paid.

I have by this Opportunity wrote to Lord Townshend the General of the Ordinance and enclosed to him the Demand of the Storekeeper for Guns Ammunition and Stores necessary for the Forts, and have also requested of him for Leave to draw on the Ordinance Board, for so much Money as the Expence of repairing the Forts amounts to. Your Lordship has herewith Copy of the Store Keepers Demand.

To you my Lord as the Patron of His Majestys Colonies I must make my Address entreating of your Lordship to represent to His Majesty the necessity there is for the Forts in these Islands to be repaired fortified and garrisoned, as well as that some Naval Assistance should be stationed here for the Protection of these Islands and also that the Board of Ordinance may receive Directions for the paying of such Bills as I may draw on them for the temporary Repairs of the Forts.

When the Independent Company (consisting of 150 Men Officers included) doing Duty here was disbanded. His Majesty was graciously pleased to give Orders that a Detachment consisting of two Companies from some Regiment in North America should be stationed here to do Garrison Duty. Upon the breaking out of the Disturbances in North America, the General commanding there⁴ order'd that Detachment from hence to join his Army in Boston, since which Time the Bahama Islands have been left destitute of any military Force.

I am satisfied if two Companies of His Majestys Forces had been here at the Time of the Rebel Invasion in 1776 the Governor would have been able to have defended the Forts, and consequently the Guns and Stores would have been safe, and for want of such Force, His Majesty has sustained a great Loss, as will appear to your Lordship by the enclosed Return of the Store Keepers.⁵

The very large Quantities of Salt that the Americans are supplied with from these Islands and particularly Turks Island, makes it absolutely necessary for me to have some Orders for restricting that Trade.

I flatter myself with Hopes that in Consequence of my Representations, how very necessary it is, that these Islands should be putt in a good State of Defence that some military Force will be order'd here and if so, I must entreat of your Lordship to give Orders for there being sent to me the Powers for granting Letters of Marque, as many of the Inhabitants are willing to fit out proper Vessels for that Purpose, provided we

have a Force to protect their Property from the Ravages of the American Privateers.

I expected to find here the several Acts of Parliam[ent] relating to the Trade of the Colonies. upon my Application to the President of the Council, he acquainted me he had not any. I must therefore entreat of your Lordship to give the necessary Orders for their being sent to me. I have the Honour to be [&c.]

Jn^o: Gambier.

L, UKLPR, C.O. 23/24, fols. 31–32. Addressed at bottom of first page: “Right Hon^{ble}/Lord George Germain.” Docketed: “Providence, Bahamas/15th June 1778./Lieu^t Gov^r Gambier/R/3^d April 1779./ (Dup-Orig^t not reced)/ (4 Inclosures)./Ent^t (15).” Montfort Browne, governor of the Bahamas, had been captured by the Americans when they seized New Providence I. in Mar. 1776 and had been carried prisoner to Rhode Island.

1. See *NDAR* 11: 431.

2. See Lt. Gov. Gambier to Vice Adm. Viscount Howe, 20 Jan. 1778. *NDAR* 11: 210.

3. In its address, the General Assembly attested to its willingness to put the forts and the Bahamas in a condition to defend themselves, but added “these Objects have already Exhausted our Finances, and the present unnatural Contention have rendered the principal Articles that supported the Revenue of these Island, so very trifling and precarious, that we are sensible of our not being able to do it effectually without Assistance from our Most Gracious Sovereign.” UKLPR, C.O. 23/24, fols. 35–36.

4. That is, Lt. Gen. Thomas Gage.

5. For a return of the guns and stores captured by the Americans in Apr. 1776, see Commo. Esek Hopkins to Gov. Jonathan Trumbull, 8 Apr. 1776. *NDAR* 4: 711–12.

June 16

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *HUNTER*, COMMANDER JOHN BOYLE

June 1778

off Point Miscou [*New Brunswick*]

Monday 15th.

at 3 AM weighed the B^t B^r & tow'd the Ship at 4 Made sail ¼ past heard 9 Guns Fired from passbediack¹ Saw the *Bonaventure*² Return with 9 Guns Saw 2 Schooners & a Ship the Schooners were privateers³ and the Ship⁴ they had Taken at passbediack Saw the privateers Quit the Ship and Run out Got the Sweeps out and Row'd the Ship After them the *Viper*⁵ almost out of Sight. Row'd the Ship found we Come up with the Schooners at 11 Fired 17 Guns Shott^d. at the Rebel Schooners they Got their oars out & Got Fast away from us
In Chaleur Bay Passbediack p^t N^o. 7 or 8 Miles.

First p^t light airs & fair Middle fresh Breezes and Fair latt^r light airs & fair PM: Contin^d to Row after the privateers in C^o. the *Bonaventure*^{ur}. at 6 Cont^d Row^g. & found we Come up With them a litle O^d. the Sweeps in lost sight of the *Bonaventure*^{ur}. Set Stud^g. s^{ls}. Found we come up With them ½ p^t. 9 lost sight of them by the Darkn^{ss}. of the Night at 10 Short^d. S^l. haul'd our wind Supp^g they would Endeavour To Get out of the Bay TK^d. Ship

Tuesday 16th.

at 4 AM saw the *Viper* and 2 shallops a[t] 7 Br^t. too made the Sign^l for the Captⁿ. of the *Viper* took the 2 shallops for Tenders and Sent a petty officer and man from Each Ship in them Made sail up the Bay to look For the Privateers at 11 Fired a Gun & made the Sign^l for an Enemy Gave Chace.

Nepisguist River⁶ off Shore 2 Miles

First part fresh Breezes and fair Middle and latter light airs

Inclineable To Calm PM Got the Sweeps out at 2 found that what we had been Chas^g were White houses that we had Seen over the Fogg Bore away in C^o. With the *Viper* and Tenders ½ past 8 Came too with the B^t B^r in 10 F^m. Water off Trackadugashe⁷ and Sent a Boat on Shore for Intellig^{cc}. found the Privateers had Gone up the Bay For Rustigouche⁸ & Sent the Tenders and Boats to Row Guard and Coop the Bay

D, UKLPR, Adm. 51/466.

1. That is, Paspébiac, Québec.

2. Ship *Bonaventure*, from Jersey.

3. Massachusetts privateer schooners *Lark*, Capt. William Munday, and *Lively*, Capt. Robert Brookhouse.

4. Ship *Bee*, P. Fainton, master, 180 tons burthen, built at Boston in 1773, mounted 14 3- and 4-pounder swivel guns, carried a crew of 30, owned by Charles Robin & Co., of Jersey, on a voyage from Jersey to Chaleur Bay with salt, &c., sent to Paspébiac and was returned to its owners after they paid one eighth of its value to Comdr. Boyle. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779; *Lloyd's Register of Ships, 1777–1778*.

5. H.M. brig-rigged sloop-of-war *Viper*, Comdr. John Augustus Hervey, commander. Howe's Disposition Lists, 11 Sept. and 25 Sept. 1778, UKLPR, Adm. 1/488. Hervey is referred to as "Captⁿ Harvey" in the Journal of H.M. brig-rigged sloop-of-war *Hunter* during this period. UKLPR, Adm. 51/466.

6. That is, Nepisiguit River, New Brunswick.

7. Possibly Tetagouche River, New Brunswick.

8. That is, Restigouche River, New Brunswick.

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

June 1778
Tuesday 16

Cape Elizabeth [*Me.*] N½W 4 Lg^s.
at 4 AM saw a Sail to the Southw^d: gave Chace ½ past carried away the Larb^d. Fore Topmst. Steering Sail Boom & sprung the Starb^d. Main D^o: at 5 thick fogg Shorten'd Sail at 10 Cape Ann West 7 or 8 Leag^s.

Cape Ann W¼N 8 or 9 Leag^s.
First Parts Mod^c. Intermix'd with thick fogs, Middle & latter Mod^c & Clear at 1 PM Saw the Chace Standing in for Cape Ann, Bear^g E½S^o. Fir'd 2 twelve P^{rs}: at her. ½ past heard the Report of Several Guns to the Westw^d. and saw 2 Sail bearing W½N at 2 Cape Ann WBS^o 7 L^{gs}. lost Sight of the Chace at 4 TK^d Cape Ann W½S^o. 6 L^{gs}. at 5 Saw the Chace bearing SEBe^t at 8 Came up with her she prov'd a French Brigg¹ from Guadaloupa bound as we supposd to Boston or Marble Head, laden with Rum, Molasses, Anchors, Cables &c, D^o brot too hoisted out the Cutter, Shifted the Priseners & sent 2 petty Officers & 6 Men Onb^d her ½ past 10 Took her in Tow² & made Sail

D, UKLPR, Adm. 51/118, part 3, fols. 114–15.

1. Brig *Marie Catherine*, master unknown, owned by A. Maurel, 150 tons burthen, mounting 2 guns and manned by a crew of 11, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85; Gambier's Prize List, 20 Dec. 1778 in *The London Gazette*, 2–6 Feb. 1779.

2. *Blonde* towed *Marie Catherine* most of the way to Halifax, arriving on 25 June. Adm. 51/118, fols. 115–17.

LIEUTENANT ROBERT CUSHING TO JOHN CUSHING AND SAMUEL WHITE

June 16 1778— On board the *Minerva*¹Gent: Battery Point [*Portsmouth, N.H.*]

We arrivd here the same day we left Nantasket, and the next day by Cap^t: Grimes Orders went on shore, to git sundry things that we ware dephent² of—accordingly apply'd to M^r: Sheaffe³ who supplyd us with 96 Gall^s: Rum ½^{lb}: Oakum 6^{lb} pound of Tea 3 Small Sparrs for Skids and 1 bb Lime, also borrowd of M^r: Noble 70 Dollars, for which I gave them Orders on your House⁴ should bin glad to have got severell other things but could find nobody willing to trust us—our Coffe Sugar & small Stores are all Expended—and as to fresh Meat we have not had a Meal since we left Boston—Cap^t: Grimes Thinks Very hard of it that you did not Give him a Letter of Credit—as it's Impossible for a Ship to lay in Port Recruiting clear of Expences—for my owne part Considering the Expences you have bin at I am willing to live on bread & Water untill we can take something which hope will be the case soon, as we have got a fine Crew on board to the amount of 135 or 40 Men and wait for nothing now but a Wind which hope we shall have so as to sail to Morrow Morning—hope the Next news you'l hear from us will be by way of a good Jamaicaman—till then Remain [&c.]

Rob^t Cushing

L, MSaE, Cushing and White Papers. Addressed on cover: "Mess^{rs}: Cushing & White/Merchants in/Boston." Addressed at top: "Mess^{rs}: Cushing & White." Docketed: "M^r: Rob^t Cushing's/Letter. From Portsmouth/June 16th: 1778—." Cushing was second lieutenant of privateer *Minerva*.

1. Massachusetts privateer ship *Minerva*, Capt. John Grimes.

2. That is, "deficient."

3. Jacob Sheafe Jr., merchant at Portsmouth, New Hampshire For more on *Minerva*'s accounts with Sheafe, see Sheafe to Cushing and White, 22 June, below.

4. That is, the merchant firm of Cushing and White of Boston.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Tuesday June 16th: 1778

Capt Jonathan Haraden's Roll for Service on board the State Brig *Tyrannicide* amounting to Fourteen hundred & seventy pounds three shillings & one penny—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 264. Marginal note: "Cap^t: Jon^s: Haraden/£1470.. 3.. 1."

MASTER'S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNE

June 1778 Moor'd as before [Moor'd with y^e Bowers S^omost P^t of City Island
Tuesday. th16 W½S S^omost P^t of Hart Isl^d NEbN Dist^e ⅓ of a mile The Steping
Stones SbW¼W]

Light Breezes and fair PM & AM boarded Vessels as before At 2 AM
The Sign^l being made that they Rebels were landed on City Island
sent y^e Boats Arm'd after them At 6 ret'd y^e Boats the Rebels have-
ing retreated Carpenters Empl'd Caulking the Waterways.

D, UKLPR, Adm. 52/1986, fol. 141.

THE ROYAL AMERICAN GAZETTE (NEW YORK), TUESDAY, JUNE 16, 1778

NEW-YORK, June 16.

Last Friday arrived here, after a passage of 12 weeks, the Letter of Marque ship *Richard*, Captain Lyon, of 16 guns and 70 men, of and from Liverpool:—About the middle of May, he took a snow from France, bound to America, laden with salt, wine, brandy, cloathing, &c. there were found on board of her a number of letters directed to Congress.¹

About ten days since, Capt. Lyon spoke with the Letter of Marque ship *Marlborough*, from Liverpool for Philadelphia, with two prizes, one of them from Carolina, with rice and indigo, and the other from Chesapeake with tobacco.²

Last Saturday night, about 11 o'clock, a small party of rebels, from East-Jersey, landed at New Utrecht, on Long-Island, who, having procured a waggon and horses, proceeded to Flat-Bush, where several Gentlemen of this city, have country-houses: The rebels, being well informed of this circumstance, proceeded to the house of Major Moncrieff, whom they surprized in bed and, after allowing him time to dress, carried off. They were not so complaisant to Mr. Theophylacte Bache, of this city, who, upon the first alarm, went and opened his door without any other cloaths except his shirt, the skirt of which one of them tore off in the scuffle, and dragged him away in that condition. About the same time they surrounded the house of David Matthews, Esq; Mayor of this city, who ordered his doors to be secured in the best manner, resolving to defend himself to the last extremity, in the mean time he sent a negro to the top of the house, who by discharging a musket gave an alarm, which so intimidated the assailants, that they ran away after breaking two muskets in endeavouring to force into the house: His worship immediately sent an express to Brooklyn, for a party of the 35th regiment, but the rebels, being too expert in a retreat, had got to their boats with their prisoners and a Mr. Forrester, one of their Lieutenants, then on parole there.³

Yesterday was sent in here by the armed sloop *Harriot*, Capt. William Austin, of this port, the schooner *Sally*, Charles Henly, master, of North-Carolina, bound to St. Eustatia, with lumber, and the sloop *Bacchus*, Stilson Hinson master, laden with tobacco. &c. At sea they parted company with the schooner *Betsy*, — Seldon master. with a cargo of tobacco. These vessels Capt. Austin cut out of Carratuck Inlet, North-Carolina, on the 9th inst. where he burned a sloop after taking four hogsheads of tobacco out of her: A sloop with dry goods, he was obliged to leave aground, not having hands to bring her off.

. . . There are now at Cranberry inlet, in New-Jersey, three gallies, from New London of four guns each, that have taken several vessels, among them a schooner from Cork with provisions;⁴ and a vessel from the West-Indies with rum and sugar.⁵

1. Ship *Richard*, Capt. Andrew Lyon, burthen 300 tons, was built in 1773 and extensively rebuilt in 1777. It carried 16 6-pounders. It was owned by Benson & Co., of Liverpool. *Lloyd's Register of Ships, 1777–1778* (there, however, the captain's name is given as T. Lion).

2. British letter of marque ship *Marlborough*, Capt. George Dawson, 250 tons burthen, rebuilt in 1776, carrying 14 6-pounder and 2 9-pounder guns. *Lloyd's Register of Ships, 1777–1778*.

3. Maj. Thomas Moncrieff, an officer in the Royal Fencible American Regiment. He was the brother-in-law of Theophylact Bache, a New York merchant and lukewarm Loyalist, who was also seized. The raiders took Bache and Moncrieff to Morristown, New Jersey, where they were held a short time before being exchanged. Maxine N. Lurie, "Bache, Theophylact," *American National Biography*, ed. by John A. Garraty and Mark C. Cranes (New York and Oxford, England, Oxford University Press, 1999), vol. 1: 827–29. David Matthews was mayor of New York City from February 1776 to 1782 when he became Register of the Court

of Admiralty. His property in America, including the estate at Flatbush, was confiscated by the Patriots. After the war he became President of the Council and Commander-in-Chief of the Island of Cape Breton. Lorenzo Sabine, *Biographical Sketches of Loyalists of the American Revolution with An Historical Essay*. 2 vols. (Boston, Massachusetts, Little Brown and Company, 1864) 2: 51–52. The paroled American officer who escaped with the American raiders was Capt. Alexander Graydon. Lurie, “Bache,” 828. The *New Jersey Gazette* reported on 17 June that the raiders, eleven in number, were led by William Marriner and that Matthews, their “principal object,” escaped capture because he was “in the city.”

4. Sloop *Hazard* with a cargo of beef and pork, captured and carried into Tom’s River by Capt. Peter Anderson with 16 men in an armed boat. *New Jersey Gazette*, 27 May and 3 June 1778.

5. On 10 June, Maj. Gen. Philemon Dickinson of the New Jersey militia reported to Gen. George Washington: “Two valuable Prizes were sunk into Toms River, two days ago, by a small New England Privateer, part of the Cargoes, consists of one hundred & fifty hogshheads Rum—this small Privateer within five weeks past, has taken Prizes, to the amount of, One hundred & fifty thousand pounds.” DLC, George Washington Papers. On 14 June, Brig. Gen. William Maxwell reported to Washington that “a Prize Snow & two sloops” had been captured and brought into Egg Harbor; “the first has 160 puncheons of Rum on Board the two latter is loaded with fruit & Turtle.” He added: “I think they all should be moved to Camp as they would conduce much to the Health of the Troops and will soon spoil where they are.” Ibid.

JEAN HOLKER TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir.

York town [Pa.] June 16 1778.

In consequence of your desire I have the Honour to inclose you an Account of the motive of my Mission in America by which you will see the verbal instructions I have received from his most Christian Majesties Ministers in the Month of November last year.¹ invincible obstacles of which my Court is already informed have deprived me of the happiness of arriving here sooner, and of beeing the first to inform you of the Kings favourable dispositions. but I have now the satisfaction to acquaint you that his Majesty has extended his Goodness and Generosity even to the subjects of the United States, by authorising me to pay to the Owners of two American frigates the *Hancock* and the *Boston* commanded by the Captains Babson & Hendrick the sum of Four hundred thousand Livers tournois, by a letter of the first of February last of which I have the honour to inclose you a copy.² and I beg sir that you will be pleased to communicate that Letter to the August Assembly over which you Preside and to assure it of the particular satisfaction I feell in being employd in so interesting an occasion. if during my residence here I can merit its confidence it will be a great increase to my happiness as I am directed to wait here for his Majesties and his Ministers further instructions. I am with Respect Sir [&c.]

holker.

[Enclosure]

I am directed by the Ministers of his most Christian Majesty to Declare that his Majesty is most sincerely interested in the happiness and Independance of the united American States and to make known that the ressources and Powerfull assistance they have found in the Commerce of his subjects and the Protection and facility they have met with in his Ports are its Effects and the prooff. I am authorised allso to declare that his Majesty desirous to give them further testimony of it was disposed to receive favourably the proposal of a treaty of Alliance and Commerce with the United States, and that his intentions were not to lay any restraint on their Views in Consequence of which he desires that proper Powers may be sent to the representatives of Congress in France, in case those they have should not be sufficiently extensive.

I am directed to make the strongest representations relative to the Insults

committed by American Privateers against the French and Spanish Flags, who have searched and plundered several merchant Vessells belonging to those two Nations, the Courts of France and Spain expect that Congress will take the quickest and most efficacious methods—to put a stop to such insults and give them the most compleat satisfaction on this head, so that their Flags may be respected over all the seas, and that their subjects may enjoy the advantages of a Free trade.

It has been recommended to me to represent how dangerous it would be for the united States to enter into any Treaty with the Court of London without the intervention of European Powers who are concern'd in guarantying the Independance of the United States, the Faithfull Execution of the treaty they should conclude; the Number, nature and situation of the possession still in the Possession of the English on this continent, would point out this Necessity if the ambitious, interested and insidious Views of that Court did not sufficiently demonstrate
York town June 16. 1778.

L, DNA, PCC, item 96, pp. 1–8 (M 247, reel 124). Docketing: “Letter from M^c Holker/Yorktown 16 June 1778/read 18./Referred to M^r Morris/M^r Witherspoon/M^r M^cKean/Report 27th/Consid: &/disagreed—.”

1. This summary of Holker’s instructions follows immediately below Holker’s signature. Congress was skeptical of Holker’s assertion that he spoke for the French ministry and, as seen in the docketing, on 18 June appointed a committee to investigate Holker’s papers and assertions. Also, the Committee for Foreign Affairs on 21 June wrote the American Commissioners in France asking them to investigate the “Authenticity” of Holker’s mission. The commissioners consulted the comte de Vergennes, who, according to Arthur Lee, responded that “he was astonished that Mr. Holker had no Commission verbal or other from the Ministry; & was only desired to communicate to them his observations on the Country.” *Letters of Delegates*, 10: 169n. Even before the commissioners received this request, however, the whole matter became moot when the new French minister to the United States, Conrad-Alexandre Gérard, announced on 23 July 1778 that he had appointed Holker “inspector general of trade and manufactures of France, and agent to the royal marine of France” as well as “consul of France in the port of Philadelphia.” *JCC* 11: 713.

2. Holker enclosed a letter from Jacques-Donatien Le Ray de Chaumont of 28 Feb. 1778 authorizing the payment. Holker announced that the king of France had authorized the payment for the owners of the two American privateers equal to the value of the two prizes they had sent into Nantes in Aug. 1777, but which had been returned to their British owners because of the prizes’ false entries as Dutch vessels. DNA, PCC, item 96, pp. 9–10 (M247, reel 124). The prizes, the Jamaicamen *Clarendon*, Thomas Cowell, master, and *Hanover Planter*, Thomas Luney, master, had been re-named *Hancock* and *Boston* respectively by their American captors when they were sent into Nantes. Their captors had been the Massachusetts privateer brigantines *General Mercer*, Capt. James Babson, and *Fanny*, Capt. John Kendrick. The congressional committee appointed to consider Holker’s letter recommended that Congress “take Measures” to see that the “owners of the Privateers *Hancock* and *Boston*” be paid. DNA, PCC, item 96, pp. 13–14 (M247, reel 124). The report was rejected however “because it was a Matter that did not concern the public Interest, & might open a Door to endless applications.” Titus Hosmer to Thomas Mumford, 27 June 1778, *Letter of Delegates*, 10: 194. It was not until October 1778 that Holker paid the authorized agents of the owners of *General Mercer* and *Fanny*. *Independent Ledger*, and the *American Advertiser*, 9 Nov. 1778.

CAPTAIN MICHAEL MELLALY TO NATHANIEL SHAW, JR.

Att Sea Latt^d. 34..13 [N] Long^d 51..06 [W]
[ca. 16 June 1778]¹

D^c Sir this is to Enpharm you that I have Captard the Snow *Ladcy Spincer*² a king’s packit from phalmought³ in England For phaladelphay⁴ Mounting 14 Carage guns a Quintity of Swillels and blunderbuses and as well found as anay frigit in y^c Navay aCording to her bigness She had on bourd when I Captord her 50 men. I fell in with this fellow att Sun Doon y^c 15 June—he was standing to y^c Nothard as I passed to y^c Soudard we Exchan^d Saverel brought Sides⁵ I Amedentlay tack^d to y^c N: after

him Com up with him att 10 Run up with Within pistol Shoot before we Exchange^d a fire I will Refer you to y^e to⁶ peopel on bourd of y^e prise for partles as well as his Sails and Riging who y^e mater of y^e Engagment turn^d in y^e fine I have tacken Sum Valabel goods out as well as to Save Quintity on bourd of the prise the Next morning about 10 oC AM I Saw a brig a Storn wich Com up with me and tould me he Should Com en with me for part of y^e prise for he heard my guns in the Night Enganing y^e packit this brig beLong to boston⁷ pay No atetion to his Clame as I and My Company will Loose no parte of it this Snow is a vary grate saler and good vesel I Do Not kno what Valou She has on bourd but She must be a good prise from what I have seen I must Brake up my Cruse vary soone for want of water for I have 46 of the packets men on bourd Mr Palmer and Mr Colfax wich is upon one futing bourd of the Snow will tell you the partlers onbourd much batir then I posably Can—the unhapaness of haveing So manay men on bourd of this snow will be the means of bracking up my Cruse without I Come athought Sum frenchman to gatt Red of those prisonrs—I am vary unhapay on bourd as their is So manay prisonrs on bourd and my peopel Vary green Never the Less I Shall Stay out as Long as I Can—

the Brig *Nancay*⁸ Sails Vary fast and If well maned abel to Stand anay too mast Vesel that flooths So I have Nothing to ad but D^r Sir Remain your partler frind

Micheal Melally—

D^r Sir you will Remamber my Kind Love to my Litel Famalay we are all well and full of spirits So a Due

Sir we have No time to menson aney thing abought agencay but by Vote would have you Do with ours as you Do with your one—

[*on reverse*] I have Encluse^d a Comosion to you that may Release me If I Should gat tacken

L, CtY, Nathaniel and Thomas Shaw Papers, packet 44, no. 2773. Docketed: "Cap^t Melallys/Letter."

1. The date is determined by the contents of the letter.

2. H.M. Post Office packet boat *Le Despencer*, William Pond, commander. For more on this capture, see *The Connecticut Gazette*; and *the Universal Intelligencer* (New London), 3 July, below.

3. Falmouth, England.

4. That is, Philadelphia.

5. That is, broadsides.

6. That is, two people. This refers to the two officers, Palmer and Colfax, who were sent on board *Le Despencer* as prize masters.

7. Massachusetts privateer brigantine *Satisfaction*, Capt. Nathaniel Thayer. See Journal of Ambrose Serle, 29 June, below.

8. Connecticut privateer brigantine *Nancy*, sixteen guns, commissioned on 23 Apr. 1778 by Gov. Jonathan Trumbull, owned by Nathaniel Shaw Jr. Middlebrook, *Maritime Connecticut*: 2, 166.

AARON DEXTER TO SAMUEL SEWELL

Brig *Hawke*¹ june 16 1778

Lat, 33°, 20' Lon, 66°, 34'

My dear Sewell

I have the pleasure to write you in a Ship that I have some small property in—yesterday we took in Company with Capⁿ Skeamer in a Continental Brig of 16 Guns² a Ship of between 3 & 400 tons mounting 12 guns & a Brig of 180 tons with valuable cargoes on board each³ The Ship fir^d 14 Guns at our Brig before She Struck—Our own Vesel is very leaky & affords us some prospec^t of carry^s us down to the Center among the Gods for I think that they are below as well as above—tho most People thinks none

Name of my Master The Honourable The Congress apply to your Excellency to grant me permission to put our own Ship² in order for defense, so that I may embark all the Officers and Men belonging to said Detachment, as soon as possible for our Colonies, by which Your Excellency and your Inhabitants will be relieved from any farther inconveniencies that may arise in your present alarming Situation, and at same time be Gratefully acknowledged by Your Excellency's Most Obedient [&c.]

Ol^r Pollock Agent for the United
Independant States of America

L, SpSAG, Cuba, Legajo 2370, fols. 202–3. Addressed at the foot: “His Excellency/Don Bernardo De Galvez.”

1. The force commanded by Capt. James Willing.
2. The prize ship *Rebecca*, which Pollock had renamed *Morris*. For Gálvez's response, see Gálvez to Pollock, 17 June, below.

“A LIST OF VESSELS TAKEN BY THE SQUADRON UNDER THE COMMAND OF ADMIRAL YOUNG AT BARBADOS & THE LEEWARD ISLANDS”

(N^o. 2.)

A list of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th. June 1778

By what Ship	Time When	from Whence	Name of the Vessel	Name of the Master	Sort of Vessel	— Guns	N ^o . of Tons	— Men	To what Country or Place belong ^s .	Lading	where Sent	Particulars relat ^s them & Cause of Seizure
Privateer												
Portland's } Tender ¹ }	16 th . May 1778	Boston	<i>Eagle</i> ²	Elij ^h . Luce	Brig	8	60	39	Boston	Provisions & Warlike Stores	Antigua	being an American Privateer. }
Merchant Vessels												
<i>Seaford</i>			<i>Betsey</i> . ³	Tho ^s . Paine	Sloop					Lumber &c	Antigua	being Laden with American Produce
Portland's } Tender. }	30 th . April	Virginia	<i>Dolphin</i> ⁴	Tho ^s . Cox	Sloop				Virginia	Tobacco	D ^o .	Ditto
Ditto	1 st . May	D ^o .	<i>Morrice &</i> <i>Wallace</i> ⁵ }	Nich ^s . Martin	Ditto				D ^o .	D ^o .	D ^o .	Ditto
<i>Beaver</i>			<i>Betsey</i> ⁶		Schoo- ner					Tobacco &c	D ^o .	Ditto
Ditto			<i>Ranger</i> ⁷		D ^o .					Melasses &c	D ^o .	Ditto

Jam^s Young.

DS, UKLPR, Adm. 1/310, enclosed in Vice Adm. James Young to Philip Stephens, 16 June 1778.

1. H.M. sloop *Tartar*.
2. For the capture of *Eagle*, see Journal of H.M.S. *Portland*, 22 May 1778, NDAR 12: 424.
3. For the capture of sloop *Betsy*, see Journal of H.M. frigate *Seaford*, 25 Apr. 1778, NDAR 12: 194, where *Betsy* is identified as sailing from Boston, Mass., for Hispaniola.
4. For the capture of *Dolphin*, see Journal of H.M.S. *Portland*, 7 May 1778, NDAR 12: 294—95.
5. For the capture of *Morrice & Wallace*, see Journal of H.M.S. *Portland*, NDAR 12: 300, where the sloop is identified as being from Maryland.
6. For the capture of schooner *Betsy*, see Journal of HM ship-rigged sloop-of-war *Beaver*, 1 May 1778, NDAR 12: 245, where the schooner is identified as sailing from Carolina for St. Eustatius.
7. For the capture of *Ranger*, see Journal of HM ship-rigged sloop-of-war *Beaver*, 2 May 1778, NDAR 12: 252, where the schooner is identified as sailing from Guadeloupe for Boston.

June 17

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Wednesday June 17th. 1778.

M^r Wood came up with a Message from the Honb^l^c. House¹ to enquire of the Board² whether they had passed upon the Resolve appointing Capt. John Harraden³ to the command of the Brigantine *Hazard*.

Judge Niles⁴ went down with a Message to the Honb^l^c. House to inform them that the Board had Nonconcurr'd the Choice referred to in the foregoing Message.

D, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), pp. 588–89. Marginal notes: “Message from/the House; Message from/Council.”

1. Massachusetts House of Representatives.

2. Massachusetts Council.

3. Capt. Jonathan Haraden commanded Massachusetts Navy brigantine *Tyrannicide*. On 10 June Capt. Simeon Samson, commander of Massachusetts Navy brigantine *Hazard*, resigned his command because of ill health. On 13 June the Massachusetts Council appointed Capt. John Clouston to succeed him. See Samuel Phillips Savage, President of the Massachusetts Board of War, to Massachusetts Council and House of Representatives, 10 June, above.

4. Samuel Niles, member of the Massachusetts Council.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Boston June 17th. 1778Sam^l Ph[']ps Savage Esq^rEleazer Johnson Esq^rJohn Browne Esq^rIsaac Phillips Esq^rThomas Walker Esq^rSam^l Ph[']ps Savage Esq^r President—

Order'd, That Col^o Crafts¹ receive of Cap^t Harraden² all the small Arms on board Brig^t *Tyrannicide*, and have them put in proper Order imediately.—

Order'd, That Cap^t Hopkins³ receive of Cap^t [*blank*] Commander of the Brig^t *Hazard*^t all the Rum return'd in said Brig^t. & that he make return of the number of Gallons— Also, that he deliver for the use of Said Brig^t. Sixty-seven & a half Gallons W.I. Rum—

Order'd, That the Com^y Gen^l.⁵ deliver Cap^t [*blank*] Commander of the Arm'd Brig^t *Hazard*, the following Articles—viz:—

12,000^{lb} Bread—

35 Barrels Beef—

24 Barrels Pork—

6 Barrels Flour—

35 Bushels Pease—

300^{lb} Butter—

2 small Casks Rice—

87 Gall^s. Vinegar—

200^{lb} Candles—

9^{cwt}..0^{qr}..0^{lb} Brown Sugar—

(Ent^d. July 7th)

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 336–37.

1. Col. Thomas Crafts, commanding Massachusetts State Artillery Regiment.

2. Capt. Jonathan Haraden, commanding Massachusetts Navy brigantine *Tyrannicide*.

3. Capt. Caleb Hopkins.

4. Capt. Simeon Samson had resigned the command of Massachusetts Navy brigantine *Hazard* on 10 June, leaving it without a captain. See Samuel Phillips Savage, President of the Massachusetts Board of War, to Massachusetts Council and House of Representatives, 10 June, above.

5. David Devens.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble}. Gentlemen,

Boston 17th June 1778

In my last I wrote ye honble Board that Cap^t Burk being out of Town I could not come at a Date of y^c Commis^o. he receiv'd from Gen Washington since which I have satisfied Myself respecting it & find He was commission'd ye 8th January 1776—¹ I congratulate you on M^r Adams's² Arrival at Paris, we have been in Fear, as we have had no Acc^t of his Arrival at France by a Ship³ that saild from Nants forty eight Days after he saild hence I beg leave to mention the Brig *Dispatch*⁴ having saild from Charles-town twenty Days since, in Company with a Brig which arrivd here two Days ago hav- ing nothing to add I remain yours &c

J B—

P S I had like forgot to have mention'd that Cap^t Rathbourn⁵ informs me that Cap^t Trivett⁶ is gone forward to York Town⁷ against his advice, & that by this measure of Trivett's, he refusing to distribute ye Shares to ye Captors, fifteen of his best Men have left him, the Cap^t himself with almost all the People being content with ye Decree of ye Marine Court—⁸ Cap^t Rathbourn is fearful Great Loss will happen from Trivetts Management of ye Cargo the Acc^t. of the *Mary*'s⁹ Cargo is inclosed—¹⁰

LB, DLC, John Bradford Letter Books, vol. 2, p. 140. Addressed at top: "Honble Marine Board."

1. His letter concerning the rank of Capt. William Burke, Continental Navy, has not been found. For more on Burke's date of rank in Washington's Fleet, see Continental Marine Committee to John Bradford, 28 Apr. and John Bradford to Continental Marine Committee, 14 May, in *NDAR* 12: 210–11 and 350.

2. John Adams, American Commissioner in France.

3. Ship *Henrietta*, Patrick Brown, master, which sailed from Nantes more than a month before Adams's arrival.

4. Continental packet brigantine *Dispatch*, Lt. John Brown, Continental Navy, commander.

5. Capt. John Peck Rathbun, commanding Continental Navy sloop *Providence*.

6. Capt. John Trevett, Continental Marines, who acted as prize agent for the crew of sloop *Providence*.

7. That is, York, Pennsylvania.

8. For more on Trevett's appeal to the Continental Congress of the verdict of the Massachusetts Maritime Court for the Southern District of 19 May, see John Bradford to Capt. John Peck Rathbun, 27 May, and note, in *NDAR* 12: 465–66.

9. Ship *Mary*, Henry Johnson, master.

10. Enclosure not found.

DEPOSITION OF SAMUEL MYRICK, MASSACHUSETTS NAVY

I Samuel Myrick lately belonging to y^c Brigantine of War called the *Hazzard* belonging to y^c State of y^c Massachusetts Bay in New England of Lawfull age Mariner testify & declare y^t I was on board y^c s^d: Brigantine on or about y^c twenty second of April last bound on a cruize y^t there appeared an Uneasiness on board among y^c Men upon account of their long Absence in Consequence of which a petition was wrote by one William

Spear intended to have been presented to Cap^t Sampson¹ but was not, said petition having been shewn to Lieu^t Hatch² who disapproved of it saying that would not do but they must have a Round Robbin When said Hatch told said Spear y^t there must be a Round Robbin he Replied he did not know what a Round Robbin was upon which said Hatch undertook to inform him in manner following—You must draw a Circle and write your names round it so y^t it may not be discovered who Signed first soon after I heard there was one on foot which was offered to me to sign & I signed it accordingly—I further testify that I heard it said that Tho^s M^cCann then on board said Brigantine wrote the Above Round Robbin & further I say not.

Boston June 17. 1778.

Samuel Myrick

Mass. State }
Suffolk. County }

Boston June 17th. 1778

Samuel Myrick made Oath to the Truth of the above written Declaration by him subscribed,
Before me, Sam^l Pemberton Just. Peace

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 312. Docketed: “Deposition/of Sam^l Myrick/June 17th. 1778—”

1. Capt. Simeon Samson, commander of Massachusetts Navy brigantine *Hazard*.
2. Lt. Walter Hatch, second lieutenant of brigantine *Hazard*.

ADVERTISEMENT FOR SEAMEN FOR CONNECTICUT PRIVATEER SLOOP *BEAVER*

THE Sloop *BEAVER*, a prime Sailor mounting twelve Carriage Guns, commanded by Capt. WILLIAM HAVENS, now lying in the Harbour of New London, is fitting for a Cruize: — Any Gentlemen Volunteers that have a Mind to ship, may meet with good Encouragement by applying to the Place of Rendezvous at Capt. Nathan Douglas’s, or on Board said Sloop.

New-London, June 17, 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 19 June 1778.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW HAVEN COUNTY

State of CONNECTICUT, ss.

New Haven County,

To all whom it may concern

KNOW Ye, that Libels are filed before the Honorable James Wadsworth, Esq; Judge of the Maritime Court for said County, in Favour of Ebenezer Dayton¹ and Company, against the Sloops *Jane*, John M^tIntire, late Commander; *Dispatch*, Adam Walbury, late Commander; *Polly*, Nathaniel Jarvis, late Commander; and against their Boats, Sails, Rigging, Furniture, Apparel and Cargoes:² Also in Favour of said Dayton and Company against the Rigging, Sails, Furniture, Apparel and Cargo of the Pettiauger *Lively*, Lindly Murray, late Owner.³ Which Sloops, Rigging, Sails, &c. it is said were taken on the High Seas, between high and low Water Marks, and brought into the Port of New Haven, in New Haven County.— The Court erected for the Trial of all Captures taken and brought into said County, will be held at the State House in the County of New

Haven, on Monday the Sixth Day of July next, at Two of the Clock in the Afternoon; of which all Persons claiming Property in said Vessels, Cargoes, &c. are to take due Notice, and govern themselves accordingly.

Per Order,
JOHN WHITING, Register.

New Haven, June 16th, 1778.

Connecticut Journal (New Haven), 17 June 1778.

1. Capt. Ebenezer Dayton owned and commanded the Connecticut privateer schooner *Suffolk*. It was commissioned on 11 April 1778, mounted 2 guns and was manned by a crew of 7 seamen. DNA, PCC, item 196, vol. 14, p. 103.

2. These three small sloops were captured on 5 June near Blue Point, opposite Patchogue Creek, on the south side of Long Island. Middlebrook, *Maritime Connecticut* 2: 220.

3. The pettiauger *Lively*, Lindley Murray, master, was also taken on 5 June near Blue Point in Great South Bay, Long Island. Middlebrook, *Maritime Connecticut* 2: 220.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 17 JUNE

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Gilbert Barton, in Allentown, on Tuesday the fourteenth of July next, at ten o'clock in the forenoon, then and there to try the truth of the facts alledged in the bills of John Brooks (who as well, &c.) against the sloop or vessel called the *Palm*, the brigantine or vessel called the *Speedwell*, and the sloop or vessel called the *Jenny*.—Of Timothy Shaler,¹ (who as well, &c.) against the sloop or vessel called the *Speedwell*.—Of John Potts, (who as well, &c.) against the -----lately taken by the armed boat called the *Dove*, near Philadelphia,—with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of the said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their cargoes should not be condemned according to the prayer of the said bills.

By order of the judge,
BOWES REED, Pro. Reg.²

June 17, 1778

The New-Jersey Gazette (Trenton), 24 June 1778.

1. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.

2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 17th day of June 1778.—Present

Mr Whiting and Mr Archer.—

Ordered that the keeper of the public store, deliver to Captain Wright Westcott twenty eight pounds of twine eighteen sail needles, one two hour glass one hour ditto, six yards of Baize one hundred and twenty yards of Bunting and half pound of thread for the use of the *Henry Galley*.—

Ordered that Mr William Goodson deliver to Captain Wright Westcott two Bolts of Canvas for the use of the *Henry Galley*.—

Ordered that the Keeper of the public store deliver to Captain Maxwell¹ two yards white Linen and twenty nine yards of Bunting for the use of the *Lewis* Galley.—

Ordered that a Warrant issue to Captain Wright Westcott for one hundred pounds on accmpt for the purpose of furnishing necessaries for the use of the *Henry* Galley.—

Ordered that the Keeper of the public store, deliver to Mr David Henderson² five yards of frize,³ two quires of paper, and two Bolts of light Canvas for the use of the ship *Dragon*.—

Ordered that the Keeper of the public store, deliver to Mr Jn^o. Brittain⁴ thirteen bolts of Canvas fifteen pounds of twine two pad Locks, and four pieces of Bunting for the use of the Boats *Patriot* and *Liberty*.—

D, Vi, Navy Board Journal, 411–12.

1. Capt. James Maxwell.

2. Henderson served as steward and clerk aboard the Virginia Navy ship *Dragon*.

3. That is, frieze, a kind of coarse woolen cloth, with a nap, usually on one side only. *OED*.

4. Sailing Master John Britton, Virginia Navy.

THOMAS SMITH TO CAPTAIN PHAROAH FITZPATRICK

Sir

Williamsburg [Va.] 17th June 1778

As I have appointed you to the Command of the Schooner *Peace & Plenty*¹ now lying at the Publick Ship Yard on Chickahominy; I desire you will without loss of time proceed to get your Complement of hands taking into the number two you are already furnished with, and give me immediate notice when you are in readiness to receive my further Orders, it may be necessary for you to go up and take charge of the Vessel to morrow with all her Appurtenances of which you must give me an exact account— The necessity of this business being carried on with spirit and Industry is obvious and I hope no further instructions are necessary for the present. From the Advice given you in person I should fain hope, for your Credit sake and the welfare of the state you will exert yourself in a manner much to your Credit: you must engage your Hands on the best terms you can so as not to run to a very exorbitant price, but prefer good, able-bodied Negroes acquainted with going by water, they may be got cheaper than white men and will do you more real Service.² I am [&c.]

Thomas Smith AS³

NB— must employ a pilot to carry the vessel to Fredericksburg Rappahannock

LB, Vi, Thomas Smith Letterbook, vol. 3: 67. Addressed at top: “Captain Pharoah Fitzpatrick.”

1. *Peace & Plenty* was a Virginia State trading schooner.

2. In a letter of 24 July to Capt. Thomas Gibbons, new commander of the Virginia State trading schooner *Mayflower*, Smith advised Gibbons to complete his crew by “giving a preference to Stout able Bodied Negro’s which I have always found may be hired at lower Wages, and be made to do more duty then Common white men.” See Smith to Gibbons, 24 July, below.

3. An abbreviation for Agent of the State. Smith was Virginia State Agent.

THOMAS SMITH TO CAPTAIN JOHN LURTY, VIRGINIA NAVY

Williamsburg [Va.] 17th. June 1778

The Brig *Northampton* being turned over to my Department¹ and your having taken the Command² I must request you will proceed with all convenient expedition up Rappahannock River, and go to Fredericksburg, at which place you will apply to my assistant M^r Benjamin Day at that place for your full Load of Tobacco; which I want you to get on Board with all convenient possible dispatch, after you have got your Load Complete, make the best of your way to York Town where you are to deliver your Tobacco on Board the *Fair Roderick* a French 50 Gun Ship lying there,³ and take his the Captain's⁴ Receipt for the same but you will do right to give me Notice of your Arrival at York I have not farther to observe than I wish give due attention to this matter which is of considerable importance.⁵ let me hear from you & Sir your most [&c.]

T Smith

LB, Vi, Thomas Smith Letterbook, vol. 3: 66. Addressed at top: "Captain John Lurty."

1. Smith was Virginia's State Agent. Permission for Smith to use the Virginia State Navy brigantine *Northampton* to carry tobacco is in a letter from Lt. Gov. John Page to Smith of 12 June. *Letters of Patrick Henry*, p. 289.

2. The previous commander of *Northampton*, Capt. Francis Bright, had resigned his commission on 12 May. See Journal of the Virginia Navy Board, 12 May, in *NDAR* 12: 340.

3. That is, *Fier Roderique*.

4. The merchant Pierre-François Chevallié.

5. On 29 June, Smith ordered Pharoah Fitzpatrick, the recently-appointed master of the Virginia trading schooner *Peace and Plenty*, to pick up a load of tobacco at Alexandria and carry it to "Monsieur Chevallie" onboard *Fier Roderique*; see Smith to Fitzpatrick, 29 June, below. On 10 July, Smith informed Benjamin Day that *Northampton* had carried seventy-four hogsheads of tobacco to Yorktown and that Smith had decided to send the brig back to Fredericksburg for another load. Vi, Thomas Smith Letterbook, vol. 3, fols. 92.

PRESIDENT OF SOUTH CAROLINA RAWLINS LOWNDES TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

[Extract]

Dear Sir

. . . Commodore Gillon¹ is nearly ready to take his departure for Europe in order to try his Skill in Negotiating a Loan Sufficient to equip three Frigates² for the Service of our State, Our Assembly have granted £500,000 for that purpose, but the purchasing of Vessells, the Charges on Shiping, the Certain loss on the Sales, I imagine will leave but a small Ballance applicable to this use, and will render it necessary for the Commodore to use all his Address, supported by the Great Seal of the State, to establish himself in his post. If you have any Regulations respecting the Rank or Subordination of Officers in the Service of the particular States, when joined with the Continental Navy, be pleased Sir to make me acquainted therewith—³ . . .

Cha^s Town

Raw^s Lowndes

17 June 1778—

L, ScU, South Caroliniana Library.

1. Alexander Gillon had been appointed a commodore in the South Carolina Navy on 11 Mar. 1778. Paullin, *Navy of the Revolution*, p. 435.

2. Gillon had set out to acquire three frigates on behalf of South Carolina and was accompanied by John Joyner, John McQueen, and William Robertson, who were the prospective captains for the vessels. D. E. Huger Smith, "Commodore Alexander Gillon and the Frigate South Carolina," *The South Carolina Historical and Genealogical Magazine* Vol. 9 No. 4 (Oct. 1908): 189-219.

3. In his reply of 5 Aug., Laurens wrote nothing about the mission of Alexander Gillon. However,

in a letter to Lowndes of 6 Oct. 1778, Laurens included an undated note from French ambassador Conrad-Alexandre Gérard expressing concern about Gillon's mission because "this step executed by a single State in contradiction with the Plan of Confederacy, could hurt in Europe the Idea of the uniformity of the Governments to rely on Congress for the exertion and application of the common forces and it might be misunderstood or misrepresented to the prejudice of the confidence and the consideration Congress has so justly acquired." *Laurens Papers* 14: 388.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO OLIVER POLLOCK

Mui Señor mio: He recibido la que vm^l con fha de aier en que me hace ber la situacion en que vuesa merced se encuentran y que no les queda otro adburio para restituirse a sus colonias, que el de hacer su viage por mar en su frag^{ta}, para lo qual, y hacerlo con alguna Seguridad, necesitan armarla y ponerla en estado de defensa: Siento mucho berme en el caso de quebrantar la resolucion que havia tomado de no permitir en esta plaza hacer armamentos a ninguno de los dos partidos que estan en guerra; pero atendiendo a las criticas circunstancias en que vm's se hallan y la suerte de la guerra los apuesto, combengo en su solicitud permitiendo que puedan recorrer, y recomponer dha Fragata de modo que pueda servirles a los dos objetos de transporte y defensa, vien entendido que para ello a de preceder por parte de vm^l y del oficial que la manda su palabra de onor y juramento por escrito, de que las ideas de dho armamento no son otras a que las de hacer en derechura su viage sin dirigirse al corso ni cometer extorsion alguna a los Yngleses a menos de ser atacados¹: Dios guarde a v.m^l muchos años Nueva Orleans 17 de Junio de 1778. [&c.] Bernardo de Galvez:

S^{or} Olibero Pollock

Es Copia Conforme a su original que queda en esta secretaria de Gobierno de mi cargo Nueva Orleans 2 de Sep^{re} de 1778

Joseph Fouchen

[Translation]

My dear sir: I have received the letters you sent me yesterday that made me see the situation in which you find yourself, and that does not leave you any means of returning to your colonies other than to make a voyage on the sea in your frigate and, for security, to arm and place yourself in a state of defense. I regret very much to find myself in a situation of breaking the resolution I had adopted of not permitting in this place any of the two parties at war to be armed. But now, considering the critical situation in which you find yourself and the hazard of the war at hand, I consent to your petition permitting you to mend and repair the said frigate in a fashion that might serve the two objectives, of transport and of defense, it being well understood that for this to proceed depends on you and the officer who commands it, on his word of honor and according to his oath in writing, that the purpose of the said armament is no other than to make a direct voyage without committing any extortion against the English, unless they are the attackers.¹ May the Lord keep your life for many years. New Orleans 17 June 1778. [&c.] Bernardo de Galvez.

Oliver Pollock

The copy conforms with the original which remains in this secretariat of the government under my charge.

Joseph Fouchen

Copy, SpSAG, Papeles de Santo Domingo, Legajo 2596, part I, fols. 388-89. Translated by Oscar M. Villarejo, 25 Apr. 1989.

1. On 18 June Pollock wrote Gálvez thanking him for permission to outfit *Morris* and promising that he and William Pickles, the captain of the *Morris*, would abide by this condition. Pollock to Gálvez, 18 June 1778, SpSAG, Papeles de Cuba, Legajo 2370.

June 18

DIARY OF SIMEON PERKINS

[Extract]

Thursday, June 18th, [Liverpool, *Nova Scotia*]—Pleasant morning. Wind N. The Car-teel is gone out.¹ A Fishing Boat, which Stephen Page, and some others redeemed from the Privateer, that was lately run on shore at Portmetway,² going out, was seized by the crew of the said Privateer, in the Harbour, and carried off. Two Privateers are seen to go by the Harbour. Rob. Lloyd, the owner of the said boat, comes for her, and brings me a line from Mr. Creighton to Assist him in gitting her, but he is too late, otherwise he would have her.³

Perkins, *Diary*, p. 205.

1. According to Perkin's diary entry of 17 June, this was a cartel schooner carrying ninety American prisoners from Halifax to Boston.

2. Massachusetts Privateer sloop *Fox*, Capt. Jonathan Tuksbery, had been forced ashore at Port Medway.

3. The fishing boat, *Ranger*, was forced to carry Tuksbery and nine of his crew to the United States. Perkins, *Diary*, 204n.

JOHN BRADFORD TO LEONARD JARVIS

Dear Sir,

Boston June 18th 1778

I have just receiv'd a line from Cap^t Gorham¹ in which He writes he has receiv'd from Bedford 35 Hhds & on [e] Tierce of Sugar, among them are six Hhds belonging to Col Sears,² but He cannot find any Marks to distinguish y^e One from y^e other, pray let Me know by the first Opportunity whether they have been weigh'd, or if you have any Way of knowing those ship'd by You. The Sloop³ has brought up 19 Hhds & one Teirce. If I should not find any Marks of Sears, I shall take Care of y^e Whole till I hear from you—the Cap^t that brings them up tells Me a Number of Cask are so shatter'd it's impossible to move them, therefore am sending down a Parcell flour Barrells for y^e Purpose of shifting them. I gave Demand for Tallow &c to the Navy Board⁴ a fortnight since, who promis'd Me to furnish you—I find M^r Agent Trivet⁵ has gone go⁶ Congress—I've represented his Conduct to y^e Marine Board⁷ therefore believe he'll not meet with so favourable a Reception as he may wish for. Rathbourn⁸ complains of him bitterly, & says, by his Conduct as Agent, He has lost fifteen of his best Men, he says he is content with the Decree of Court, & would have dissuaded him from going forward. we have a certain Account of y^e *Bostons*⁹ Arrival in France—No News of Consequence offers—yours &c

J B—

Pray say in your Next what Quantity of Sugar was on Board on ye *Mary*¹⁰ for y^e Report givn in to y^e navy Board was only 20 Hhds, 34 Trs¹¹ & 38 Bblls

LB, DLC, John Bradford Letter Books, vol. 2, pp. 141–42. Addressed at top: “Leonard Jarvis Esq”

1. Capt. Sturgis Gorham, of Bedford in Dartmouth, now New Bedford.
2. Col. Isaac Sears, merchant at Boston.
3. Possibly Continental Navy sloop *Providence*.
4. Continental Navy Board of the Eastern Department.
5. Capt. John Trevett, Continental Marines.
6. That is, “to”.
7. Continental Marine Committee.
8. Capt. John Peck Rathbun, Continental Navy.
9. Continental Navy frigate *Boston* arrived in the Gironde River, France, on 30 Mar. See *NDAR* 11: 1139, 1141.
10. Prize ship *Mary*, Henry Johnson, master.
11. Abbreviation for “tierces”.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 18 June 1778

Your Fav^r under y^e 1 Ins^t came to hand last Evning pr Post, as you make no Mention of the *three Friends* Cargo, I suppose my Letter under 13 May had not reach'd you, tho it was due, two Days before your last Date, the Commissary for purchasing Cloathing from Rhode-Island State, has been waiting, here to make a large Purchase but as your former Letter¹ forbid me doing any thing I shall not touch y^e Goods 'till I receive further Orders—the Navy Board² has taken Charge of y^e Cargoes which came in Cap^{ts} Green³ & Nicholson⁴ & have parted with a considerable Quantity but on shewing your former Letter to M^r Warren⁵ they declined parting with any more. M^r Warren told Me he saw an Impropriety in the Boards taking Charge of ye Goods and said the Whole ought to be put into my Hands, but as they sold a part, I told him, I thought it best to let them rest where they where, The *Henrietta*'s⁶ ready to sail having a Cap^t ready to step on Board when I know your Pleasure, the Ship is completely overhaul'd that when they arrive at Carolina⁷ they will have nothing to do, but to take out their Ballast & load. We have been in Pain about M^r Adams,⁸ hearing he was carried to England, but we have a Certainty of his Arrival at Paris, When will the Enemy leave your City, we have been strangely amus'd for ten Days past by many Accounts of their removing from it.⁹ God grant you a peaceful Possession of it again & very soon—I'm yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, p. 141. Addressed at top: “Hon^{ble} Rob^t Morris Esq^t.”

1. Morris' letter of 25 May. For more about the cargo of the *Three Friends*, see John Bradford to Robert Morris, 11 June, above.
2. Continental Navy Board of the Eastern Department.
3. Continental Navy frigate *Queen of France*, Capt. John Green, commander.
4. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.
5. James Warren, member of Continental Navy Board of the Eastern Department.
6. Ship *Henrietta*, formerly commanded by Patrick Brown.
7. That is, South Carolina.
8. John Adams, American Commissioner in France.
9. Philadelphia.

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, their Cargoes and Appurtenances, viz.— In behalf of Jeremiah Hibbert, Commander of the private armed Schooner *Hawke*,¹ and all concerned therein, against the Snow *Mary*,² of about 100 Tons burthen, William Ashweek, late Master; against the Brigantine *Wensleydale*,³ of about 100 Tons burthen, Atkinson Wynn, late Master, and against the Brigantine *Dove*, of about 160 Tons burthen, John Mudge, late Master: In behalf of Isaac Soames, Commander of the armed Brigantine *Fair-Play*,⁴ and all concerned therein, against the Brigantine *Exeter-Galley*,⁵ of about 250 Tons burthen, William Black, late Master: In behalf of William Preston and John Blackley, Commanders of the armed Schooners *Washington*⁶ and *Lizard*,⁷ and all concerned therein, against the Sloop *Sally*, of about 65 Tons burthen, John Williams, late Master: In behalf of Nathan Brown, Commander of the armed Brigantine *Montgomery*,⁸ and all concerned therein, against the Brigantine *Olive-Branch*,⁹ of about 100 Tons burthen, Thomas Goldsmith, late Master: In behalf of John Conway, Commander of the armed Schooner *Terrible*,¹⁰ and all concerned therein, against the Brigantine *Three-Partners*,¹¹ of about 120 Tons burthen, ——— ———, late Master: In behalf of Christopher Babbidge, Commander of the Brigantine *Joseph*¹² (a Letter of Marque) and all concerned therein, against the Sloop *Chatham*, of about 45 Tons burthen, Andrew Petticron, late Master: In behalf of Jeremiah Rolls, Commander of the armed Schooner *Taphnabush*,¹³ and all concerned therein, against the Schooner *Peggy*, of about 50 Tons burthen, ——— ———, late Master: In behalf of Francis Bowdin Dennis, Commander of the armed Schooner *Harlequin*,¹⁴ and all concerned therein, against the Schooner *Peace and Plenty*, of about 40 Tons burthen, Amos Sheffield, late Master: In behalf of James Dennis, Commander of the armed Schooner *Spring-Bird*,¹⁵ and all concerned therein, against a Shallop of about 20 Tons burthen, ——— Bowdin, late Master: In behalf of Elijah Luce, Commander of the armed Brigantine *Eagle*,¹⁶ and all concerned therein, against the armed Sloop *Dolphin*, of about 40 Tons burthen, James Hyland, late Commander.¹⁷ In¹⁸ behalf of James Munroe, Commander of the Ship *Blaze Castle*,¹⁹ and all concerned, against the Schooner *Grey Hound*, of about 25 Tons burthen, ——— Rowe, late Master: and against the Brigantine *Maria*,²⁰ of about 130 Tons burthen, William Johnson, late Master: In behalf of Jonathan Greely, Commander of the armed Brigantine *Speedwell*,²¹ and all concerned therein, against the Brigantine *Sisters*,²² of about 130 Tons burthen, Alexander McCall, late Master: In behalf of ——— Kendricks, Commander of the armed Brigantine *Fanny*,²³ and all concerned therein, against the Schooner *Shelelah*,²⁴ of about 60 Tons burthen, Richard Puller, late Master; and in behalf of Samuel Ingersoll, Commander of the private armed Schooner called the *Saint te Pee*,²⁵ and all concerned therein, against the Schooner *Buck*, of about 30 Tons, Robert Bell, late Master. In behalf of John Conway, Commander of the private armed Schooner *Terrible*, and all concerned therein, against the Brigantine *Adventure*,²⁶ of about 50 Tons burthen, Philip Ballian, late Master; and against the Bilander *Sukey*,²⁷ of about 50 Tons burthen, Moses Cutler, late Master; and against the Brigantine *Revenge*,²⁸ of about 65 Tons burthen, Peter Clement, 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 said Captures, the Maritime-Court for the said District, will be held at *Boston*, on *Thursday*, the 9th Day of July next, at Ten o'Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may ap-

pear, 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), 11 June 1778.

1. Massachusetts privateer schooner *Hawke*, Capt. Jeremiah Hibbert.
2. Snow *Mary*, William Ashweek (or Ashwik), master, 130 tons burthen, built at Boston in 1748, new deck and upper works in 1765, owned by Pinson & Co., from Dartmouth, England, bound to Newfoundland. *Lloyd's Register of Ships, 1777-1778*.
3. Brigantine *Wensley Dale*, Atkinson Wynne, master.
4. Massachusetts privateer brigantine *Fair Play*, Capt. Isaac Somes.
5. Brigantine (or ship) *Exeter Galley*, William (or James) Black, master, 260 tons burthen, mounting 12 guns, built in New England in 1772, owned by J. Barr, a transport from Cork, Ireland. *Lloyd's Register of Ships, 1777-1778*.
6. Massachusetts privateer schooner *Washington*, Capt. William Preston, mounting 6 carriage guns and 10 swivel guns, crew of 35 seamen, owned by Thomas Jones, John Stickney and Joseph McWan of Newburyport, was commissioned on 5 Sept. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 289, 290; Mass. Archives Collection, vol. 167, fol. 201.
7. Massachusetts privateer schooner *Lizard*, Capt. John Blackler, mounting 6 carriage guns and 8 swivel guns, crew of 25 seamen, owned by Thomas Adams, Mungo Mackay and others of Boston, commissioned on 27 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 176, 177; Mass. Archives Collection, vol. 168, fol. 231.
8. Massachusetts privateer brigantine *Montgomery*, Capt. Nathan Brown.
9. Brigantine *Olive Branch*, Thomas Goldsmith, master, 70 tons burthen, built in New England in 1761, repaired in 1774 and new upper works in 1775, owned by Holdsworth, from Dartmouth, England, bound to Newfoundland. *Lloyd's Register of Ships, 1777-1778*.
10. Massachusetts privateer schooner *Terrible*, Capt. John Conway.
11. Brigantine *Three Partners*, F. Anqueton, master, 100 tons burthen, mounting six 3-pounders, built in America in 1770, owned by P. Mallet, on a voyage from Jersey to Newfoundland. *Lloyd's Register of Ships, 1777-1778*.
12. Massachusetts letter of marque brigantine *Joseph*, Capt. Christopher Babbidge, of Salem, mounting 8 carriage guns, crew of 25 seamen, owned by Darby & White of Salem, commissioned on 23 July 1777. DNA, PCC, item 196, vol. 8, p. 105.
13. Massachusetts privateer schooner *Tatnibush*, Capt. Jeremiah Rolls (or Role), mounting 8 swivel guns, crew of 25 seamen, owned by Aaron Wait and others of Salem, commissioned on 6 Apr. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 235, 236; Mass. Archives Collection, vol. 168, fol. 244.
14. Massachusetts privateer schooner *Harlequin*, Capt. Francis Bowden Dennis.
15. Massachusetts privateer schooner *Spring Bird*, Capt. James Dennis, mounting 14 swivel guns, crew of 30 seamen, owned by Thomas Pedrick, John Dixey, Pickering Collins, and others of Marblehead, commissioned on 10 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 99, 100; Mass. Archives Collection, vol. 168, fol. 198.
16. Massachusetts privateer brigantine *Eagle*, Capt. Elijah Luce. This privateer was captured on 16 May in the Leeward Islands by sloop *Tartar*, tender of H.M.S. *Portland*, and sent into Antigua. See Journal of H.M.S. *Portland*, 22 May, in NDAR 12: 424.
17. Possibly an Antigua privateer or British letter of marque.
18. The above libels were advertised on 11 June; this libel and the libels below were added to the advertisement on 18 June and remained unchanged on 25 June.
19. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro.
20. Brigantine *Maria*, William Johnson, master, 100 tons burthen, mounting six 2-pounders, built at Piscataqua, New Hampshire, in 1765, new sides and repairs in 1776, owned by Peter Berthon of London, on a voyage from London bound to New York City. *Lloyd's Register of Ships, 1777-1778*.
21. Massachusetts privateer brigantine *Speedwell*, Capt. Jonathan Greely, mounting 8 carriage guns and 12 swivel guns, crew of 70 seamen, owned by Thomas Melvill, William Foster, David Bradlee, John Hinkley, and others of Boston, was commissioned on 10 Apr. 1778. M-Ar, Mass. Archives Collection, vol. 139, pp. 164, 199.
22. Snow (or brigantine) *Sisters*, Alexander McCall, master, 110 tons burthen, mounting six 6-pounders and four 4-pounders, built at Boston in 1766, owned by A. Grieve. *Lloyd's Register of Ships, 1777-1778*.
23. Massachusetts privateer brigantine *Fanny*, Capt. John Kendrick.
24. Schooner *Shelelah*, Richard Puller, master, 80 tons burthen, built in Virginia in 1773, owned by

Smith & Co., from Cork bound to New York City. *Lloyd's Register of Ships, 1777–1778*.

25. Massachusetts privateer schooner *Cente Pea* [*Centipede*], Capt. Samuel Ingersoll, mounting 16 swivel guns, crew of 35 seamen, owned by Elias Hasket Derby, Joseph White, and others of Salem, was commissioned on 21 May 1778. M-Ar, Revolutionary Rolls, vol. 5, pp. 126, 129; Mass. Archives Collection, vol. 168, fol. 327.

26. Brigantine *Adventure*, P. Baillau, master, 100 tons burthen, built in Great Britain in 1763, owned by Henry & Co., on a voyage from Jersey to Labrador. *Lloyd's Register of Ships, 1777–1778*.

27. Brig *Sukey*, Moses Cutler, master, 80 tons burthen, built in France in 1759, rebuilt in 1767, owned by Clark & Co., from Pool, Thames River, bound to Newfoundland. *Lloyd's Register of Ships, 1777–1778*. A “bilander” is a type of hoy, a Dutch coasting vessel, two-masted and square-rigged, with a mainsail shaped similar to a lateen sail.

28. Brig *Revenge*, Peter Clement, master, 80 tons burthen, built in France in 1763, owned by P. Winter, from Jersey bound to Newfoundland. *Lloyd's Register of Ships, 1777–1778*.

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 George Wait Babcock, commander of the private armed ship *Marlborough*,¹ and all concerned therein, against the Ship *JOHN*,² of about two hundred tons burthen, James Ogilvy, late master:—And against sundry articles of merchandize, fire arms, powder, &c. taken on the high seas from British subjects. In behalf of William Steward, commander of the armed sloop *Montgomery*,³ and all concerned therein, against the schooner *HOPE*,⁴ of about 60 tons burthen, ——— ———, late master. Which vessels and their cargoes, so libeled, are said to have been taken and brought into the Middle District afo[re]said, and for the trial of the justice of the captures aforesaid, the Maritime Court for said District, will be held at Boston, on Friday the 10th day of July next, 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 either of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 18 June 1778.

1. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock, commander.

2. Ship *John*, J. Ogilvie, master, 230 tons burthen, mounting two 6-pounders and ten 4-pounders, built in North America in 1772, owned by Jameson & Co., from Leith bound to Philadelphia. *Lloyd's Register of Ships, 1777–1778*.

3. Massachusetts privateer sloop *General Montgomery*, Capt. William Steward.

4. Possibly, schooner *Hope*, R. Caldwell, master, 80 tons burthen, built in Maryland in 1770, owned by the captain, from London bound to Dominica. *Lloyd's Register of Ships, 1777–1778*.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),

THURSDAY, JUNE 18, 1778

BOSTON, JUNE 18, 1778.

Capt. George Wait Babcock, in the Privateer Ship *Marlborough*,¹ belonging to Mr. John Brown and Company of Providence, has taken two Prizes, one is arrived,² and the Cargo is, 84 Casks Loaf-Sugar, Cheese, Pork, Beef, Flour, Oatmeal, Porter, Claret and Sherry Wines, &c. &c. &c. The other is not arrived,³ but Capt. Babcock thought proper to select 300 Cases of Geneva,⁴ 150 half do. of do. 20 Butts of do. 1000 Small-Arms, a Quantity of British Goods, 1000 Wt. of Ivory Teeth, &c. with which he is

arrived in a safe Port.⁵

The *Montgomery* Privateer,⁶ has taken and carried into a safe Port, a Prize Schooner, called the *Hope*.⁷ what she is laden with, we have not yet heard.

Thursday last arrived a small prize of two 6 pounders and four swivels,⁸ taken by the *Blaze Castle*. She was fitted out at Antigua as a cruizer, and had been very successful before the *Blaze-Castle* came across her. The *Blaze-Castle* had a prize with her, laden with dry goods, and may be soon expected.⁹

Saturday last also arrived safe in port, another prize a brig of about 130 Tons,¹⁰ taken by the *Blaze Castle*, laden with wine. 'Tis said the prize laden with dry goods, mentioned in the preceeding paragraph, arrived safe in a southern port last Thursday.

Sunday arrived a small Providence Turtler,¹¹ a Prize, about 40 Tons burthen, taken by the private armed Vessel, called the *St. Pee*,¹² belonging to Salem.

1. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock.

2. Ship *John*, James Ogilvie, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 18 June, above.

3. Brigantine *Sally*, Thomas Clouston, master.

4. Geneva gin.

5. *Marlborough* arrived safe at Hyannis, Massachusetts, on 9 June.

6. Massachusetts privateer sloop *General Montgomery*, Capt. William Steward.

7. Schooner *Hope*. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 18 June, above.

8. Antigua privateer schooner *Greyhound*, ——— Rome, commander. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 18 June, above.

9. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro, commander, had been captured on 11 June. See Journal of H.M. frigate *Unicorn*, 11 June, above.

10. Brigantine *Maria*, William Johnson, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 18 June, above.

11. Schooner *Buck*, Robert Bell, master. "A Providence Turtler" may indicate it was from New Providence I., Bahamas. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 18 June, above.

12. Massachusetts privateer schooner *Cente Pea* [*Centipede*], Capt. William Ingersoll.

MASTER'S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNE

June 1778
Thursdayth18

Moor'd as before [Moor'd with y^e Bowers S^omost P^t of City Island
W¹/₂S S^omost P^t of Hart Isl^d NEbN Dist^e 1/3 of a mile The
Stepping Stones SbW¹/₄W]
AM Air'd Sails Clean'd Hawse.
Moor'd as before
First part Mod^t & Cloudy Middle Vble W^r with some Rain Latter
Light Airs & Hazy PM & AM boarded Vessels as before PM Fired
two Six P^s. Shotted & bro^t too the *Batchelor* Sloop Gilbert Seamen
Master it being the Second Time of his not coming to y^e Ship when
Order'd made him pay the Gunner Thirteen Shillings & four Pence
Sterling for the Shot— At 11 the Sign^l being made that they Rebels
were landed on Long Island Fired four Six P^r & repeated the Sign^l
to Kingsbridge Sent the Boats Arm'd to cut of[f] the retreat of the
Rebels^l

1. In his journal entry of the next day, Browne wrote that at 9:30 A.M. he received information that the “Rebels were not landed,” whereupon he recalled the boats. *Ibid.*

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, June 18, 1778

The Marine Committee brought in a report; Whereupon,
Resolved, That the commissioners of the respective continental navy boards, and the persons by them appointed to constitute marine courts martial, be authorized to administer oaths when acting on such courts martial, and that the said commissioners have also authority to administer oaths in cases where they may be necessary upon the settlement of such marine accounts as may come under consideration of the said commissioners.

JCC 11: 620.

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

Gentlemen

[*York, Pa.*] June 18th 1778

This will be handed you by Captain Peter Landais whom Congress has appointed to take Command of the new frigate *Alliance*.¹ We desire you will put that Vessel under his care and use your utmost endeavours to have her speedily fitted and manned for the sea. We have desired Captain Landais to proceed as far as Portsmouth in New Hampshire to give his advice as to the Construction of the 56 Gun ship now building there,² he will afterwards return and attend the fitting & manning of the frigate which he is to command, and in which we doubt not you will find him very assiduous You will please to pay him the balance of his wages at the Rate of Sixty Dollars per month from the date of his Commission. He hath not been paid any money at this place only what we agreed to allow for his travelling Expences to Boston.³ Inclosed is a Resolution of this Committee passed in consequence of a memorial from Sundry Captains of French Merchant Ships which you will please to order to be duly executed.⁴ We are Gent^o [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 158 (M332, roll 6). Addressed before opening: “The Commissioners of the Navy Board at Boston.”

1. Congress’ appointment is dated 19 June. *JCC* 11:625.

2. Continental Navy ship of the line *America*.

3. The committee wrote Capt. Pierre Landais on the same date repeating much of what they wrote in their letter to the board. Concerning Landais’ compensation, they did add that they had “agreed that the consideration of a gratuity to be made you be deferred until we shall be enabled by consulting with Silas Deane Esq^r to judge with propriety what sum will be adequate to your services.” DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6).

4. The resolution has not been found, but it concerned “A memorial from Tallemon and others, French captains in the port of Boston . . . complaining of an affront offered by the captain of the *Warren* frigate [*John Burroughs Hopkins*] to their commandant, and praying redress.” Congress referred the matter to the Marine Committee on 16 June. *JCC* 11: 608.

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

Gentlemen

[York, Pa.] June 18th 1778

We desire that a Court of Inquiry may be held to enquire into the Cause of the loss of the Continental Brig *Independence* John Young Esq^r Commander And if it shall appear that the same was occasioned by the negligence or MalConduct of the Captain or any other Commissioned Officer belonging to that Vessel that then a Court Martial be held for the Trial of the Officer so offending agreeable to a Resolve of Congress of the 6th of May last.¹ We have ordered Captain Young to repair to Baltimore and hope you will be able to proceed upon that business immediately It is our desire that you Order the seamen of the *Independence* to be paid off their wages. We have agreed that the Officers of the said Brig shall have liberty to make a voyage in Private service their pay to cease during that time, and to inform us when they return that they may be again ordered upon service should there be occasion for them. We are Gentⁿ [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 157 (M332, roll 6). Addressed before opening: "The Commiss^{rs} of the Navy Board at Baltimore."

1. The Marine Committee on this date sent an almost identically worded letter to Capt. John Young. PCC, DNA, Marine Committee Letter Book, fol. 157 (M332, roll 6). For more on the loss of the *Independence*, see Marine Committee to Young, 6 May, in *NDAR* 12: 277. The Court of Inquiry was not held until October 1779.

JOURNAL OF AMBROSE SERLE

[New Castle, Del.] Tuesday, 18th. June.

After a Gust of Wind, attended with Thunder & Lightning, usual in this country, the morning was pleasant & cool. The Wind likewise changed to the Northwards, wch favored the Descent of the Vessels, which have been going down for several Days.

About 8 o'Clock this morning, the last Detachment of the Troops, consisting of about 5000 men, closed the Evacuation of Philadelphia & the Embarkation to the Jerseys from Gloucester Point, about 2 miles below the Town, which was effected without the least molestation from the Rebels. The Precaution was taken to destroy the Bridge wch led over the marshes to Gloucester Point. The Bridge over Schuylkill formed of cut masts, was destroyed a few Days before; and another Bridge, for the same Place, constructed formerly by the Rebels, was burnt at Mud Island.¹ In coming down, the *Vigilant*² ran ashore upon the Spit opposite Mud Island, wch occasioned some Delay; though it was a happy Circumstance for a Detachment of about 180 men, whose Retreat was cut off from Billingsport by a Party of 500 Rebels, & who were taken off by the Flat-Boats, however injurious the Delay was to the Sinking of the Vessels, filled with Stones, to obstruct the two narrow Channels,³ which Business was not so well effected by the strong Flux of the Tide.

Serle Journal, pp. 310–11.

1. In his journal entry of 14 June, Serle reported that in the evacuation "Several Ships & Frames upon the Stocks were burnt, to prevent their being employed against us by the Rebels." *Ibid.*, 309.

2. H.M. armed ship *Vigilant*, Comdr. Brabazon Christian, commander. *Vigilant* and "a few Row Gallies" remained in Philadelphia to cover the crossing of the Delaware River by British troops as they evacuated Philadelphia. John Laurens to Henry Laurens, 16 June, *Laurens Papers* 13: 469.

3. Serle refers here to the Delaware River as it flowed past Billingsport, New Jersey.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg] Thursday June 18th 1778.

Present

His Excellency¹John Page
Dudley Digges
Thomas WalkerNathaniel Harrison
David Jameson &
James Madison j^r

Esquires

The Governor having laid before the Board a Letter from the President of Congress inclosing a Resolution of Congress laying an Embargo on Provisions & recommending to the respective States to take the most effectual measures for carrying the Same into immediate execution² they do advise his Excellency to accompany the publication of the said Resolution in the public Gazettes with a Requisition to the Naval Officers to pay due attention and to enforce the Law as it respects Embargoes—³ the Board also advise the Governor upon this occasion, to write to the Commissioners of the Navy desiring them to give direction to the Commanders of the Armed Vessels belonging to this State to exert their Vigilance in preventing & detecting the Violation of this Salutory measure.⁴

Journals of the Council of the State of Virginia 2: 149–50.

1. Gov. Patrick Henry.

2. Henry Laurens, President of the Continental Congress, enclosed a copy of the resolution, dated 8 June, in letters to Gov. Patrick Henry of 9 June and, because the copyist had omitted a clause of the resolution, again on 13 June. *JCC* 11: 578–79; *Letters of Delegates* 10: 51 and 88. In a letter to the States of 10 June, Laurens explained the rationale that led Congress to enact the embargo: “Experience hath shewn that the Marine force of our Enemies enables them to secure, for the support of their Armies, almost the whole of our exported provisions, and therefore Congress, impressed with the necessity of preventing the supplies derived to our foes from this source, and desirous of supplying the Armies of the United States, have, upon mature deliberation, laid an Embargo on provisions of all kinds, and they earnestly request the vigorous exercise of the powers of your State to carry into effectual execution this most necessary measure.” *Letters of Delegates* 10: 67.

3. *The Virginia Gazette* on 19 June published the text Congress’ resolution and immediately below it the following notice: “Williamsburg, June 18, 1778. The several Naval Officers in this state are required to conform strictly to the foregoing resolution of Congress, and more especially to take bonds from the masters of vessels, and to give the notices required by law in cases of embargo. *By advice of Council.* PATRICK HENRY.”

4. In the minutes for the Virginia Navy Board’s meeting of 18 June is the following notation: “Letter from the Governor rec’d read and fil’d,” but there is no mention of Board instructions concerning the embargo in the minutes for that day or subsequent days. DS, Vi, Navy Board Journal, p. 413 and *passim*.

MEMORANDUM OF GOODS SHIPPED TO VIRGINIA FROM CAPE FRANÇOIS,
ST. DOMINGUE, ON BOARD *POLLY*

[Williamsburg] [18 June 1778]¹

Memorandum of Goods Shipped by Rawleigh Colston Esq^r² at Cape François, on board the *Polly*, Captⁿ. Trapp³ to the care of Captⁿ Peter Singleton near the North Landing,⁴ Consigned to Thomas Smith, Agent State at Williamsburg.—

4 Cases Arms
3 Hghds Sulphur
1 Hgh^d. Gun Flints
5 Barrels Gun Powder
1 small Box Jesuits Bark⁵

LB, Vi, Thomas Smith Letterbook, vol. 3: 73.

1. The place was taken from Smith's location as given in the text of the memorandum; the date was taken from a letter Smith wrote Peter Singleton that follows this memorandum in the letterbook and refers to it. *Ibid.*

2. Colston was Virginia's agent in St. Domingue.

3. Probably Edward Trapp.

4. Singleton was a merchant; North Landing is in present-day Virginia Beach, Virginia. In his letter to Singleton of 18 June, Smith wrote that he had sent several letters to Singleton concerning the goods shipped from St. Domingue but had not received a reply and that Virginia State trading schooner *Mayflower* was "bound up James River" and could pick-up and carry the goods to Williamsburg. *Ibid.*

5. Jesuits' bark, also called Peruvian bark, was from several species of the genus *Cinchona*; it was used to treat malaria. *OED.*

DEPOSITION OF JOHN COOK, SEAMAN IN THE SCHOONER *LIBERTY*,
GIVEN BEFORE THE NORTH CAROLINA ADMIRALTY COURT

[State North Carolina Port Carrituck 18th. Day June 1778]

John Cook being Sworn Deposeth & Sayeth, Goodrich¹ Came in At Carituck Inlet Run Amongst the Vessells fired At them, Amongst^t the Rest he boarded Said Schooner *Liberty*² About five or Six A Clock in the After Noon—

The Cap^t Privateteer ask^d. Cap^t Belt if there was any Pilote aboard they Answard No, than Cap^t Belt Agreed that Provided he the Said Goodrich would Give him Every thing that belong^d. to him On board, he would Carry the Vessell out.³ The next morning Git answar from Goodrich About Sun Rise to git under way in Order to go to Sea, we Just weigh^d. Anchor & Schooner *Liberty* got a ground. directly after the Vessell took a [Shore ?], Cap^t Belt Ordred the Cable to be Cut,⁴ & then said Schooner went down the Chaniel some Distaince, being at the Helm him Self, Ordred the People to Look out for stakes, Soon after Bob⁵ Spied Two on the Starbord Bow, he ask^d. if we did not see any upon the Lawbord Bow, no sooner Spoke But the Vessell Got a ground, the Cap^t Imediently Ordred the Main Sail to be Lowerd & the Gib hold to winderd, & Gave orders to Put Poles out & Push him of[*f*] if we Could, the Privateteers men Ask^d. what thay Should do the Cap^t told them they must take his Boat & Go a Board the Privateteer & bring an Anchor Or other wise they would not git hir of[*f*] & if in case thay Chused to Come back & take some of the goods out of the Vessell & burn hir he hoped they would be kind Enough to bring a Craft to take his things a Shore & the Rest of the things might go to hell & be dam^d. if they would, the three Privateersmen took Schooner *Libertys* boat & went a board the Privateer,⁶ About three quarters of an Hour the Millitia Come lon[*g*] side said Schooner Cap^t Belt Deny^d. their Cuming a board Cald them Heathern & told them he did not want any of their assistance, but the millitia Come on board Said Vessell, Cap^t Belt Revild them ask^d. them if they ware gowning to Rob him. the millitia Ordred the Hatches to be Opene^d. to see if any Arms or amunition wore secreted, on which Cap^t Belt for bid them, one of the millitia with this Deponent wen into the hole, & Returnd with out Any thing, this Deponent further declares that it his Oppnion that said Schooner *Liberty* would ben Burnt if it had not ben Provented by the millita & futher Sayeth not—

State North Carolina
Port Carrituck

John Cook—

These Certyfie that the above Deposition was
sworn to in the Court of Admiralty 18th. Day
June 1778

Sol^o. Perkins R C A⁷

D, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, no. 105. The deposition was taken in the trial concerning the disposition of Schooner *Liberty* between a group of North Carolina militiamen, who asserted that they had captured the vessel while it was in enemy hands, and Peter Kerwin, the North Carolina representative for the owners, who contended that the vessel never passed from the control of its captain. Cook was one of six seamen serving with the schooner.

1. Capt. Bridger Goodrich, a Loyalist commanding the Bermudian privateer sloop *Hammond*. According to a letter written by Capt. Middleton Belt of *Liberty* to the vessel's owner, *Hammond* chased *Liberty* into Currituck Inlet early on 8 June and then later that day entered the inlet and attacked five ships, including *Liberty*, moored within. Ibid.

2. Charles Lee, the Virginia Naval Officer for the Lower Potomac District, certified that *Liberty*, a twenty-ton Virginia-built schooner, owned by Joseph Harper and Co., had left Alexandria, Virginia, on 25 Apr. 1778 bound for Cape François. Ibid.

3. In his letter to Joseph Harper of 16 June, Belt asserted that during the boarding *Hammond's* crew "Broke the Hatches and Plunderd Considerably." Ibid.

4. According to Belt's deposition, the anchor was used to pull *Liberty* to open water and then "the Privateer" ordered that the line be cut and the anchor abandoned.

5. Robert Ferguson, another seaman with *Liberty*. He mentioned his spotting the stakes in his deposition. Ibid.

6. In his deposition, Belt said that three men from *Hammond* were then aboard *Liberty*.

7. "RCA" presumably means Register, Court of Admiralty. The Court found that the militiamen deserved one-eighth the value of the *Liberty* and its cargo. The owners successfully appealed the verdict to Congress, but in the meantime, a group of the militiamen seized *Liberty* and its cargo.

ABRAHAM LIVINGSTON TO LIEUTENANT GOVERNOR JOHN GAMBIER OF THE BAHAMAS

Sir;

Charlestown S^o: Carolina, 18th: June 1778

Having receiv'd information that the Schooner *Lewis* the property of the United States of America was in the Month of February last carried into New Providence as a Prize of the Subjects of His Brittanick Majesty.¹ I transmitted this intelligence to the Hon^{ble}. Continen^l: Board of Trade, informing them also of such circumstances of her Capture as came to my Knowledge, in consequence of this Communication I have it in Command immediately to write to the Governor of the Bahamas to demand restitution the Vessell and Cargo, or the Neat proceeds if Sold. From the pacific disposition and friendly conduct of the good people of these States, towards the Inhabitants of your Islands (Altho Subjects of a Prince with whom we are at open War) I persuade myself that this demand will be chearfully granted.—Since I cannot doubt that a Contrary Conduct will involve the Inhabitants of the Bahamas in a predicament we wish to Avoid, I rest assured your Excellency will endeavour to prevent it.—I am [&c.]

Abrm Livingston—

P:S, An Answer to this requisition is expected within three months from the date, the want of it will be deemed a Refusal of the demand—²

Copy, MiU-C, Sir Henry Clinton Papers. Addressed at bottom: "His Excellency Governor Gambier." Enclosed in Gambier to Clinton, 31 July 1778. Livingston was writing as the Continental Agent for South Carolina.

1. Schooner *Lewis* was seized by part of its crew and taken into New Providence I. on 17 Feb. 1778. NDAR 11: 519.

2. In his letter of 31 July to Gen. Henry Clinton enclosing this Livingston letter, Gambier wrote: "Two Days ago I received a Letter from the Principal Officer of the Congress Board of Trade, a Copy of which Letter you have enclosed. The Vessel therein demanded was brought in here by part of the Crew, who rose on the other Part, the Vessel was here libelled and condemned to the King. The Congress Board of Trade must be convinced, it is not in my Power to make Restitution of such a Vessel. I am therefore apprehensive they make this Demand as a Pretext for putting an End to the Neutrality they have hitherto permitted to these Islands." MiU-C, Sir Henry Clinton Papers.

some of the Officers of said Vessels have imprudently enlisted sundry Men belonging to French Ships trading here, either on the Continental Account, or otherwise, to the great Damage of their Trade with us:—

Therefore Resolved, that such Practices be discontinued for the future; and it is hereby recommended to all civil Officers in this State to see this carried into Execution.

M. WEARE, Chairman.

New-Hampshire Gazette. or; State Journal, and General Advertiser. (Portsmouth), 23 June 1778.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO THOMAS SHAW

Navy Board Eastern Department

Boston June 19th 1778

Dear Sir

the bearer M^r John Kerr¹ returns to N. London in order to recruit men for Service of the Navy if he Stands in Need of money for that purpose and Calls on you, Pleas to Suply him with Such Sums as he may want taking rec^{ts} & Charge the Same to this Board, which Shall be accounted for with your Brother N. Shaw Jun^r. Esq^r in his now Cash acco^t. we are Sir your Humb^l Serv^{ts}.

In behalf of the Board
John Deshon

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

1. Lt. John Kerr, Continental Navy.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Boston June 19th. 1778—

Present,—

Sam^l Ph^{'ps} Savage Esq^r

Eleazer Johnson Esq^r

John Browne Esq^r

Isaac Philllips Esq^r

Jon^a Glover Esq^r

Sam^l Ph^{'ps} Savage Esq^r President—

Order'd, That the Com^y Gen^l deliver Cap^t Ayres² for the Navy Board³ four Bushels of Indian Corn, they to return the like quantity—

Order'd, That Cap^t Harreden⁴ be paid on Account . . £260..-.-

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 339–40.

1. David Devens.

2. Capt. John Ayres, Continental Navy, who was fitting out Continental packet brig *Arnold* at Boston.

3. Continental Navy Board of the Eastern Department.

4. Capt. Jonathan Haraden, Massachusetts Navy.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER,
FRIDAY, JUNE 19, 1778

NEW-LONDON, JUNE 19.

Thursday Evening of last Week a Schooner Privateer belonging to Newbury, Capt. Bentley,¹ arrived here: The Day before, off Montauk Point, he fell in with and re-took

a French Snow, bound into Newport; her Cargo consisted of Salt, a large Quantity of Calicoes, &c. the most valuable Articles were taken on Board the Privateer and brought in here: The Snow was ordered to Newbury.

Sunday last a Boat bound from Block-Island to Newport, was taken and carried into Stonington, by an armed Whaleboat. She had on Board 14 Calves, 30 Bushels of Corn and some other Articles of Provision for the Comfort of the Inhabitants of Newport.

Wednesday last, a Brig with 62 Pipes of Wine, was brought in here by Capt. Pelton:—She was owned in Boston, and bound to that Place from Tenerif, but had been taken six Days before, by Sir James Wallace,² and ordered into Newport. There were two Midshipmen on Board.

Capt. Lathrop in a Ship,³ and Capt. Ripley in a Brig,⁴ both from this Port, were lately taken, on their Passage from North-Carolina to Holland, and carried into Delaware-River.

The sloop *Friendship*, Capt. Crary, from Stonington, bound to North-Carolina was taken ten Days after she sailed, by a ten Gun Sloop fitted out at Bermuda.⁵

The ship *Betsy*, Capt. Wm. Packwood, belonging to this Port, is arrived in North Carolina, from the West-Indies in 46 Days Passage

The French Ship *Lyon*, Capt Michel,⁶ sailed from hence last Friday; and we have since an Account from Long Island, that she fell in with an English Frigate, south of that Island, with whom she had an Engagement which lasted four Hours, and that they afterwards parted.

1. Massachusetts privateer schooner *Hornett*, Capt. Nathaniel Bently. It was commissioned on 22 Jan. 1778, was owned by John Tracy and Samuel White, of Newburyport, mounted 10 carriage guns and 8 swivels and was manned by a crew of 50 seamen. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 54, 55. See Libels Filed in Connecticut Maritime Court for New London County, 3 July, below.

2. Brig *Neptune*, Joseph Costers, master, owned by Joseph Swain of Boston, captured on 10 June by H.M.S. *Experiment*, Capt. Sir James Wallace, commander. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86. See also Journal of H.M.S. *Experiment*, 11 June, above.

3. Ship *Peggy*, Elisha Lathrop, master, owned by W. Hubbard & Co., from Ocracoke Inlet to Amsterdam, with tobacco, captured by H.M. frigate *Daphne* on 9 May off Cape Hatteras, sent into New York City. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85. See Journal of H.M.S. *Daphne*, 9 May, in NDAR 12: 316.

4. Brig *Litchfield*, Eliphalet Ripley, master, owned by E. Ripley, from Ocracoke Inlet to Amsterdam, with tobacco, captured by H.M. frigate *Daphne* on 8 May off Cape Hatteras, sent into New York City. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85. See Journal of H.M. frigate *Daphne*, 8 May, in NDAR 12: 300.

5. Privateer ship *Rose*, Capt. James Duncan, from London captured *Friendship*, Humphrey Crary, master. See *Royal American Gazette*, 19 May, in NDAR 12: 391 and 391*n*.

6. Capt. Jean Michel.

COMMANDER JOHN STANHOPE, R.N., TO THE COMMANDING OFFICER
AT FAIRFIELD, CONNECTICUT

Coppy
Sir

Raven Off Fairfield [*Conn.*] June 19th 1778

Being authorised by Commodore Hotham Commodore in Cheif at N York to send on Shore to Fairfield a Flag of Truce from His Majestys Ship under my Command in order to negotiate an Exchange of Prisoners for the Officers and Men named in the margin¹ lately taken by the *Congress* Privateer.² Permit me therefore to trouble You

with a Letter, to signify my earnest wishes to effect the same, and to assure You that no hostilities will be committed by the Ship under my Command, during the absence of my Boat, which, I hope will be permitted to return with all possible dispatch, the inclosed Letters I shall esteem it as a favour of You to forward agreeable to their Directions. I am Sir [&c.]

John Hanhop [*Stanhope*]

Copy, Ct, Jonathan Trumbull Papers, vol. 8, pp. 144a–b. Addressed below close: “The Commanding Officer/Fairfield.” Docketed: “*Raven* off Fairfield/19th June 1778/John Stanhope/de Prisoners/sent one Ⓜ Gen' Silliman.” Brig. Gen. Gold Selleck Silliman was commander of the Connecticut militia at Fairfield.

1. The names in the margin are: “M^r. Mason. M^r. Bennet. M^r. Fell[,] John Brown, T: Roberts, Ab. Williamsbury. H. Longuy. Sam^l. Ludds. John Fowkes.”

2. Rhode Island privateer schooner *Congress*, Capt. John Adamson. For more on this action, see “Extract of a letter from Stamford, May 5.,” in *NDAR* 12: 268.

INSTRUCTIONS TO FLAG OF TRUCE VESSELS FROM LEWIS PINTARD

Cap^t: Tho^s Quigley

New York 19 June 1778¹

You are to go along side of the Admirals² Ship and inform them Report that you are the flag that Brought Provisions for the Use of the American Prisoners of War & you will be allowed to proceed. on your return to this City you must Stop at Staten Island & take in a Guard and before you come into the Harbour you are to run up along side the Admirals ship & report your Cargo. You are not on any pretence whatsoever for the futur[*e*] to bring any passengers to the City as they will not be permitted to land, and I desire you will put a Copy of these Instructions on board the Other Boat for their Government. I am y^r. &c^t.

L. P.

Copy, Nj, Department of Defense Collection, No. 4136. Docketed: “Copy of Orders to the/Flag Boats. 16 June 1778.” Lewis Pintard, a New York City merchant, was the agent in New York City for the Continental commissary of prisoners from 1777 until 1780. *DAB*.

1. Pintard had originally penned 16 June, but wrote a 9 over the 6. Thomas Quigley had brought a load of provisions into New York City in a flag of truce ship on 16 June. Pintard to Unidentified person, 16 June 1778, Nj.

2. Rear Adm. James Gambier, R.N.

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

Gentlemen

[*York, Pa.*] June 19th 1778

We have been favoured with yours of the 25th. ultimo 2^d & 8th Current which we have considered & as we wrote to you fully by Captain Barry and other late conveyances we shall now only reply to such parts of your Letters as have not been determined on.¹ So soon as will be convenient we wish to be furnished with the accounts of your transactions. We agree that you shall appoint a Naval Paymaster for your Department and hope you will be able to get some proper person for that purpose. It is an office of much importance and should be filled by a man of integrity and capacity who will keep Regular and fair Books of accounts with all persons belonging to the Vessels of war within your department and pay them their wages as it may become due taking care always to keep a months pay in hand from the seamen until their time of entering

is expired. Congress has not yet fixed A Salary for the Paymaster—when they do we presume it will be adequate to the importance of the Office. Before this you will know that we have appointed Captain Barry to the *Raleigh* & as he is an active good Officer, we have strong hopes she will shortly be manned.²

Exclusive of the Vessels you have provided to carry dispatches to France, the sloop *Providence* will also be wanted for that purpose, and we request you will get her ready as soon as in your power.³ The Committee for foreign affairs will send off their dispatches to go by her in a day or two.—⁴

We have only to repeat our former request that you will use your utmost endeavours to get our Vessels fitted for Sea and sent out together as Speedily as possible. We hope the news of the *Bostons Safe* arrival in france may be true and congratulate you on the Enemys having been obliged to evacuate Philadelphia.⁵ We are Gentlemen [&c.]

P:S: we have Received a Petition Signed by Stephen Hill, Simon Gross, Joseph Adams, Adam Thaxter, Esek Hopkins & John Deamon—⁶ should they not be wanted in their Stations on board any of the Continental Vessels—we have agreed that they shall be at liberty to make a voyage in Private service their pay to cease during that time, which you will please to inform them.—

LB, DNA, PCC, Marine Committee Letter Book, fols. 159–60 (M332, roll 6). Addressed before opening: “The Commiss^s of the Navy Board Boston.”

1. The board’s letters have not been found. The committee’s letter by Capt. John Barry, Continental Navy, is that of 30 May, in *NDAR* 12: 488–91.

2. Continental Navy frigate *Raleigh*.

3. Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.

4. See the board’s letter to the Committee for Foreign Affairs, 6 July, below.

5. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander, had arrived safely in France.

6. The petition from these Continental Navy lieutenants has not been found. “Esek Hopkins” was Esek Hopkins Jr.

CONTINENTAL MARINE COMMITTEE TO WILLIAM SMITH

Sir

[*York, Pa.*] June 19th 1778

In a letter from the Eastern Navy Board dated the 2nd instant they write to us—“that they have already sent forward to Senpuxent three schooners which if they arrive safe will take more flour and Iron than is already provided, and shall soon get another which will be sufficient to bring the whole quantity proposed you will therefore please to order the remainder to be ready” It is the opinion of this Committee that if there is not already at Senepuxent a Sufficient quantity of Flour and Iron (which we Suppose is the case) to load these Vessels that shall be sent out for that purpose by the Navy Board of the Eastern Department and arrive & the navigation of the Bay should be open—they should be ordered round to Baltimore and you are desired to send your Orders accordingly. We are sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6). Addressed before opening: “William Smith Esq^r.” Smith was a contractor for the Continental Navy.

SAMUEL ADAMS TO JAMES WARREN

[Extract]

My dear sir

I have Time only to write you a few Words by Captⁿ Landais who is appointed by Congress to the Command of the new Ship of War *Alliance*.¹ This Gentleman is esteemed for his Experience & Knowledge in Marine Affairs & will go first to Portsmouth to direct in the Construction of the Ship designd to be built there.² I wish you would (with the other Gentlemen of your Board) assist him with a good popular as well as able Lieutenant—popular, because as he is a frenchman, it may be difficult for him to procure a sufficient Number of American Seamen. He is in hopes of getting french Sailors out of the Vessels that are or may be at Boston &c . . .

Adieu my Friend
S Adams

York Town [*Pa.*]
June 19–78

L, MHi, Warren-Adams Collection, Adams Papers. Addressed below close: "Hon J Warren." Docketed: "M^s S. A Lett^r/June 19–78."

1. Congress' appointment of Capt. Pierre Landais, Continental Navy, is dated 19 June. *JCC* 11:625.
2. Continental Navy ship of the line *America*.

CAPTAIN DENIS COTTINEAU DE KERLOGUEN TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

Monseigneur

J'ai L'honneur de vous parvenir, que m'étant décidé à faire pour mon Compte particulier L'armement que j'ai eu L'honneur de proposer au Congrets pour L'affrique à la deduction Cepand^{mt} d'une des deux fregattes parce que La mise hors seroit trop Considerable pour moy. Joze vous suplier de me delivrer en Consequence deux Commission de Congrets pour une fregatte de trente-six Canons—Nomé Le *Laurence* commandé par moi et L'autre pour une Corvette de douzain Canons Nomé Le *Washington* : dont je vous prie de laisser Le Nom du Cap^{ne} en blanc. Soyés assuré Monseigneur et certifies la je vous prie au Congrets que je ne Compromettrai pas L'honneur du pavillon amercaïn et je ne manquerai point de vous informer des operations que je ferai en affrique. Je vous prie même de m'honorer de Vos ordres pour cet effet que Vous pouvez être assuré je Suivrai a la Lettre. La fregatte sera armé de 300 hommes et La Corvette de 130. je me propose partir dans Le mois de novembre prochain ayez la bonté de me les adresser Le plutot possible : a L'adresse du Gouverneur Cazowel de North Carolina¹ Daignez agréer Monseigneur pour vous et L'honorable Congrets Les Souhait de La prosperité de vottre Cause, et Lassurance du profond Respect avec Lequel Jai L'honneur dettre [&c.]

D Cottineau de K/loguen

York Town 19. Juin 1778.

[Translation]

Sir

I have the honor to inform you that, having decided to make on my private account the warlike preparations that I have had the honor of proposing to Congress for

Africa, with the deduction, however, of one of the two frigates, because the expense would be too considerable for me. I venture to ask you to deliver to me in Consequence two Commissions from Congress, for a frigate of thirty-six guns, called the *Laurence*, commanded by me, and the other for a corvette of a dozen guns, called the *Washington*, for which I ask you to leave the name of the Captain blank. Be assured, Sir, and certify it, I pray you, to the Congress, that I shall not Compromise the honor of the American flag, and I shall not fail to inform you of the operations that I shall make in Africa. I ask you even to honor me with your orders to this effect, which you may be assured I shall follow to the Letter. The frigate will be armed with 300 men, and the Corvette with 130. I propose to leave in the month of November next. Have the goodness of sending them to me as soon as possible, to the address of Governor Cazowel of North Carolina.¹ Please accept, Sir, for you and the honorable Congress, my wishes for the prosperity of your Cause, and the assurance of the profound Respect with which I have the honor to be [&c.]

D Cottineau de K/loguen

York Town 19 June 1778.

L, DNA, PCC, item 78, vol. 5, pp. 169–72 (M247, roll 93). Addressed before opening: “a Monseigneur/ Monseigneur Henry Laurence/ President du Congress americain.” Addressed on separate sheet: “To/honorable Henry Laurens/President of Congress./York Town.” Docketed: “Captain Cottineau/dated York Town 19th June 1778.” Notation on address sheet: “Laurens.”

1. Laurens wrote Gov. Richard Caswell of North Carolina on 22 July that Cottineau had visited him and laid out his plans in greater detail and possibly in a modified version. Congress rejected Cottineau’s proposal as did Laurens who personally wrote Cottineau on 22 July discussing his unwillingness to invest in Cottineau’s scheme or to recommend that his friends do so. *Laurens Papers* 14: 58–59.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 66.

Eagle Delaware [*River*]

Sir,

June the 19th: 1778.

The Town of Philadelphia having been evacuated, and the last Division of the Army passed over the Delaware to Gloucester, for marching through the Jerseys to New York yesterday, without Interruption; I am preparing to proceed with the Transports and Ships of the Squadron assembled in this River, for New York: From whence the Troops are to be embarked for the Secret Service directed, immediately upon their Arrival.¹

The King’s Commissioners² will go to New York in the *Trident*,³ which they have desired me to detain until they can determine with more Precision, on the probable Time of their Stay in these Provinces; I have therefore dispatched the *Porcupine*⁴ with the Advices to be transmitted of the State of these Colonies at this Period, for His Majesty’s Information.

The farther purpose of my Instructions of the 21st of March⁵ respecting the Frigates first ordered to England, will furnish me with an Opportunity to give You the earliest Notice of the Departure of the Armament under Commodore Hotham, when he leaves New York.

I⁶ am informed by Captain Griffith,⁷ that a Detachment of the Garrison of Rhode Island under the Command of Lieutenant Colonel Campbell⁸ of the 22^d: Regiment, was embarked the 25th: of last Month in the Flat-Boats conducted by Captain Clayton;⁹ And, by a well-concerted Operation, was destroyed one hundred and twenty five

Boats collected by the Rebels in Kickamanet River;¹⁰ Together with a Galley under repair,¹¹ meant to be employed in Conjunction with the Boats for a purposed Invasion of Rhode Island. A large Quantity of Pitch, Tar, Plank and other Materials for Ship-building was burnt with them.

Another Division of Boats from the Ships of War, supported by the *Pigot* Galley (lately armed and commanded by Lieutenant Stanhope¹² of the *Nonsuch*) under the Direction of Captain Reeve,¹³ were at the same time ordered against, and succeeded to surprize and take, a Galley of Force,¹⁴ which the Rebels had placed in Warren Creek. And on the 30th. of the same Month, a second Detachment of the Troops were sent in the Boats of the Squadron conducted by Lieutenant Christian,¹⁵ Commander of the *Kingsfisher*, to destroy the Saw-Mills on a Creek near Taunton River, then in Use for preparing Materials to build Boats and other suitable Craft for the purpose as before-mentioned. This Service was performed with equal good Effect.

The Behavior of Captain Reeve, and of the Lieutenants Kempthorne,¹⁶ Stanhope and Christian, is greatly commended by Captain Griffith. I am at the same Time to observe, that the good Disposition made for these Undertakings, as well as the vigorous Execution, appears to have contributed much to their Success. I am, with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 288–89. Addressed at foot of first page: “Philip Stephens Esq^r/Secretary of the Admiralty.” Docketed: “[Number 66]/19 June 1778/Delaware/Lord Visco^t Howe/R, 22^d. July by Capt. Finch.”

1. This refers to the planned amphibious expedition to capture French St. Lucia with a naval escort to be commanded by Commo. William Hotham.

2. The Carlisle Commission. See Commission for Quieting Disorders to Lord George Germain, 15 June, above.

3. H.M.S. *Trident*, Commo. John Elliot, commanding.

4. H.M. frigate *Porcupine*, Capt. the Hon. William Clement Finch, commander.

5. See *NDAR* 11: 1103–7.

6. Here Stephens inserted a bracket to include this paragraph and the next two paragraphs. This indicates the portions that were to be printed in *The London Gazette*, which served as the ministry’s “mouth-piece.”

7. Capt. Walter Griffith, senior officer commanding at Newport.

8. Lt. Col. John Campbell.

9. Capt. Samuel Wittewronge Clayton, commanding H.M. fire ship *Strombolo*. Between the time of the expedition and this letter, Howe appointed Clayton captain of H.M. frigate *Iris*.

10. That is, Kickamuit River, Rhode Island.

11. Rhode Island Navy galley *Washington*, which had been damaged by British batteries at Bristol Ferry on 2 Apr. 1777. See *NDAR* 8: 274, 274n.

12. Lt. Henry Edwyn Stanhope.

13. Capt. Samuel Reeve.

14. Rhode Island Navy galley *Spitfire*, Capt. Joseph Crandall, commander, which was actually taken in the mouth of Taunton River, Massachusetts. See Diary of Captain Frederick Mackenzie, 25 May, in *NDAR* 12: 442–45.

15. Comdr. Hugh Cloberry Christian. Howe calls Christian lieutenant because he had not yet received Admiralty confirmation of Christian’s promotion to commander.

16. Lt. James Kempthorne.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 19th day of June 1778.—

Present

Mr Whiting, Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr William Holt for eight hundred pounds on account for the purpose of furnishing necessaries for the use of the Navy of this State.—

Ordered that Captain Westcott¹ deliver to Captain Celey Saunders to be put on Board the ship *Tempest* William Moony.—

Ordered that the Keeper of the public store, deliver to Captain Celey Saunders seventy yds bunting, six scrapers, twelve sail needles and as much damaged Oznabrigs or wrappers as he may want for the use of the ship *Tempest*.—

Ordered that a Warrant issue to Captain Celey Saunders for one hundred and fifty pounds on acco^t for the purpose of furnishing necessaries for the use of the Ship *Tempest*.—

Ordered that the Keeper of the public store, deliver to Capt. Maxwell² twenty one yards of Oznabrigs with as much thread as will make it up, it being for the use of three negroes employed in the Chickahominy shipyard; and six pound of twine for the use of s^d yard.—

D, Vi, Navy Board Journal, 413–14.

1. Capt. Wright Westcott commanded the Virginia Navy galley *Henry*.
2. Capt. James Maxwell who superintended the naval yard at Gosport, Virginia.

THOMAS SMITH TO CAPTAIN PAUL LOYALL

Sir,

Williamsburg [Va.] 19^h June 1778—

Captⁿ Samuel Healy¹ was with me Yesterday, and the account he gave me of the situation of the Boat building under Westwood's direction was actually astonishing—How such a concatenation of unfortunate Circumstances should rise in Judgment against me is amazing.—Surely there is a failure in some person;—and when the Interest of the Public is concerned (which is ultimately the case in the present instance)—it becomes my immediate duty to enquire into the cause which produces the disagreeable effects—I have good reason to suppose you & Westwood misunderstood each other in some respect, and that inattention in a measure on your part, has kept the matter back so long—I wish to be mistaken, but Sir, circumstances plead a justification of the assertion; and if your other engagements are such as diverts your attention from the Public's claim, I would be glad to know it. I am [&c.]

Thomas Smith A.S²

LB, Vi, Thomas Smith Letterbook, vol. 3: 72. Addressed at top: "Captⁿ Paul Loyall,/Portsmouth." Loyall oversaw Virginia's shipyard at Portsmouth.

1. Capt. Samuel Healey was to command a vessel being built at that shipyard.
2. An abbreviation for Agent of the State. Smith was Virginia State Agent.

THOMAS SMITH TO CAPTAIN CHARLES THOMAS

Sir,

Williamsburg [Va.] 19^h June 1778

This serves to acknowledge the Receipt of your favor ꝑ M^r [Charles] Taliafer-

ro's Vessel with a quantity of Cordage— On examination I find there is not a sufficiency sent down,—and as there is a very pressing occasion for fitting out several Boats, now on the Stocks I beg the favour you'll take this opportunity P^r Capt Young in a Schooner belonging to this State¹ of sending down the undermentioned Articles,² for which with those already received, I'll procure the sanction of the Hon'ble the Navy Board whose wishes to facilitate the Business must corroborate with ours—I am [&c.]

Thomas Smith AS³

LB, Vi, Thomas Smith Letterbook, vol. 3: 72. Addressed at top: "Capt^h Cha^s Thomas—Warwick/on Ja^s River—." Thomas was in charge of the public ropewalk at Warwick, Va.

1. John Young was then master of the Virginia trading schooner *Mayflower*.

2. The list has not been found.

3. An abbreviation for Agent of the State. Smith was Virginia State Agent.

June 20

JOHN LANGDON TO JOSIAH BARTLETT

[Extract]

Dear Sir—

Portsmouth New-Hamps^{re}. June 20th. 1778

Your esteemed favour of the 1st. Inst.¹ Rec^d. last Night inclosing your Letter, which I've forwarded. also the News Paper, for which, I thank you— I have not received any Orders for going on with the Ship² therefore they must have miscarried, if they were sent on, should Orders come without a supply of money it will be impossible for me to carry them into execution, to order the Board at Boston³ to supply me with money will by no means be so well as for me to have it directly here, for if it goes to Boston, of course their own wants must be first supplied & if any left it will come to me. therefore if anything fails it must be at this Port for want of proper supplies, give me but an equal chance here, and if the Shipping is not as soon dispatched, & as well equip^t from this place & with as little expence as any other Port then the fault will be here.— I could wish that Yards were once established, at the most proper places, thousands might be saved, in my Opinion.

I wrote you in my last Letter to desire the Marine Committee to forward on the amount of the several sums of money I've received of them, as I intend closing my Acco^{ts}. with the Board at Boston. pray see this done immediately if you please & that the Board at Boston have full Powers to settle my Acco^{ts}. with the Marine Committee.—

We have Just heard of the arrival of the Commissioners at New-York⁴ should this be true, please to make short work with them, by their acceding to our Independance, withdrawing their Fleets & Armies, & their Trade will take it's course; numbers of Cruisers are in our Bay, we have Just heard of the loss of the Ship *Portsmouth*—⁵. . . I am, [&c.]

John Langdon

L, PWacD, Sol Feinstone Collection of the American Revolution, no. 764. Addressed below close: "The Honorable/Josiah Bartlett Esq^r." Addressed on cover: "The Hon'ble/Josiah Bartlett Esquire.—/Member of Congress/York-Town/Pensylvania." Addressed below close: "The Honorable/Josiah Bartlett Esq^r." Docketed: "Letter from/Col^o. Langdon/June 20th 1778."

1. See Josiah Bartlett to John Langdon, 1 June, above.

2. 74-gun ship of the line, later named *America*. See Journal of the Continental Congress, 29 May, in NDAR 12: 480, and Josiah Bartlett to John Langdon, 1 June, above.

3. Continental Navy Board of the Eastern Department.
4. The Carlisle Peace Commission.
5. New Hampshire privateer *Portsmouth*, Capt. John Hart, which was captured by H.M.S. *Experiment* on 10 May. See Master's Journal of H.M.S. *Experiment*, 10 May, *NDAR* 12: 322–23.

PETITION FOR A COMMISSION FOR MASSACHUSETTS PRIVATEER SHIP *GENERAL HANCOCK*

State of Massachusetts Bay

To the Hon'ble the Council of the State aforesaid

The Petition of John Cushing & Sam^l White

Humbly shews

That your Petitioners have fitted out the Ship called the *General Hancock* burthened about two hundred Tons, mounting Eighteen Six Pound Cannon and Six Swivels & navigated by One hundred and thirty Men—having on Board as Provisions One hundred Bls Beef & Pork and ten thousand W. Bread—as Ammunition twenty five hundred W. Powder & Shot in Proportion—Officers on Board are as follows Viz. Ishmael Hardy Captain, Phœnis Frazier¹ 1^t Lieu^t and William Brewster Second Lieu^t—SAID Ship is intended to cruise against the Enemies of these United States—

Your Petitioners therefore humbly request your Honors to commission Ishmael Hardy as Commander of the said Ship for the Purposes above mentioned—And as in duty bound shall ever pray—

Jn^o. Cushing—

Boston June 20th. 1778

In Council June 23^d. 1778

Read & ordered, That a Commission be issued out to Ishmael Hardy as Commander of the Ship above mentioned—he complying with the Resolves of Congress

Jn^o. Avery D^y Sec^y

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 378. Docketed: "279/Petition Jn^o. Cushing/for a Commission for a/Privateer wth order thereon/June 23^d. 1778."

1. That is, Phœnix Frazier, of Boston.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Governor, &c. at Lebanon, Saturday, 20th June, 1778.

Present: The Governor.

Jz. Huntington, W. Hilhouse,	}
Col. Elderkin absent. Jos. Spencer Jesse Root	
W. Williams, Dav ^d Mumford,	

On motion by letter from Maj. Ledyard,¹ that he is in want of more cannon for the fort at Groton &c.: Voted, that said Maj. Ledyard be impowered to borrow from the ship *Trumbull*² as many 12 or 9 pounders and carriages as he shall judge necessary; and that said Ledyard be directed to hire and employ two carpenters to finish the platforms at Fort Griswold or Groton.

Hoadly, ed., *Public Records of the State of Connecticut* 2: 94.

1. Maj. William Ledyard, Connecticut Militia.
2. Continental Navy frigate *Trumbull*, Capt. Dudley Saltonstall, commander.

JOHN BROOME TO JOHN CUSHING AND SAMUEL WHITE

Genⁿ

Hartford June 20. 1778

There is a certain Young Gentleman at Stanford, by the name of Samuel Webb,¹ who has a mind to try his Fortune in the Privateering way: If the Berth of Cap^t Marines is Vacant in the Ship *Minerva*² I believe he would Accept of it; I imagine he could Procure Fifteen if not Twenty Marines upon condition he was to command them; He has been a Lieutenant in the Continental Service for some time; & left it upon a Point of Honour, being as he thought not Promoted in Turn; His Character as a Clever Fellow & Man of Spirit is in my opinion unquestionable—Please to let me know by a Line P^r Next Post that I may be able to give him an answer—I am Gent [&c.]

Jn^o. Broome

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the ship *Minerva*. Addressed at top: “Mess^s Cushing & White.” Addressed on cover: “To/Mess^s Cushing & White/Merchants In/Boston.” Notation: “answd. ~~to~~ S W. 25 June/without copying—.” Docketed: “John Broom Esq. letter/20th June 1778 answd. ~~to~~ S W/—25 June.” John and Samuel Broome, were privateer owners from Hartford, Conn., and may have owned a small share of the privateer *Minerva*. “S W” are the initials for Samuel White.

1. Samuel Webb, of Connecticut, was a first lieutenant in Elmore’s Connecticut State Regiment from 15 Apr. 1776 and later was a first lieutenant in the Second Continental Artillery Regiment, from 1 Jan. 1777 until his resignation on 29 May 1778. Heitman, *Register*.

2. Massachusetts privateer ship *Minerva*, Capt. John Grimes.

JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

June 1778

Saturday 20

Tinnicock Point¹ South ½ a Mile Dis^t

at 2 AM Came too S^l B^r. off Tinicock with D^o. [3 Small] vessells at 6 AM weighd & Stood to N^d. to Cut off 2 whale Boats w^{ch}. appeard off oak from 9 to 10 fired 9. 3 p^{rs}. Shotted at the whale Boats & one D^o. with Grape at Noon Joind the Convoy oak Neck² South ½ a Mile

D^o. W^r. [Mod^t. & Fair] till 4 PM Stood to W^r. with Several Forrage Vessells at 4 Bore away after a Boat Rowing across the Sound Bore her into Nassau River³ at 7 fired two 3 p^{rs}. Shotted with Grape at a Rebell party on Cap^{ns}. Island at 10 Came too S^l B^r. in the Middle of the Sound in 10 f^{ms}. Muddy Bottom

D, UklPR, Adm. 51/4163.

1. That is, Matinecock Point, Long Island, New York.

2. That is, Oak Neck Point, Long Island, New York.

3. Possibly Frost/Guthries Creek, Long Island, New York.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Saturday, June 20, 1778.

Present. Hon^{ble}. George Bryan, Esq^c. Vice President. [blank] Mackay Esq^c. Matt^w. Smith Esq^c. Jacob Arndt, Esq^c. John Bambright, Esq^c. & Thomas Scott, Esq^c.

Capt. Hugh Montgomery applied to Council for Ten Waggons for the accomodations of the Officers & Men belonging to the State Fleet, now going to Philadelphia: And an Order was drawn and Signed by the hon^{ble} Vice President, directed to the Waggon Master, of the County of Lancaster requesting him to furnish Capt. Montgomery with Ten Waggons. . . .

An Order was drawn on the Treasurer in favor of Hugh Montgomery, or his Order, for the Sum of One thousand Pounds, to be paid to the Officers & Men belonging to the State Fleet, & charged to William C, Bradford, paymaster of the State Fleet. . . .

The Officers of the State Fleet represented that they had been at a very considerable expence in removing themselves & families from Trenton to this Borough¹ & that they had not been supplied with their Rations on the Road, by which their expences had been extravagantly high & such as they were not able to bear; On consideration Ordered, That the Officers of the State Fleet, who were ordered up to Lancaster be allowed for their extra expences on the road two Dollars a day each, besides their back Rations.

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 308–10.

1. See Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., in *NDAR* 12: 175–76.

LIEUTENANTS IN THE PENNSYLVANIA NAVY TO COLONEL TIMOTHY MATLACK,
SECRETARY OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Respected S^r

Lancaster [*Pa.*] June 20th: 1778

We the Subscribers Lieutenants in the State Fleet beg Leave to Lay Ourselves under Your Patronage As an Intercessor for us with the Honorable the President and Members of the Council, in behalf of the Petition we have Sent in to His Honor and Council,¹ We dare say you are Sensible of our Situation (Especially we that have Families,) and we pray that you would be pleased to get for us the Termination² of Council with regard to said Petition, In so doing you will Confer a Lasting Obligation on S^r Your Most Obedient [&c.]

Theodorus Barry
Thomas Phillips³
Tho^s Fell
Thomas Bell
Nicholes Fitzsimons⁴
Joseph Quality
John Willson

D, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed below close: “To/Colonel Timothy MatlackX” Addressed on separate sheet: “To/Colonel Timothy Matlack/Lancaster.” Docketed: “1778 rec^d. June 20th. /from sundry officers of/the fleet,—.” This docketing appears twice, at the top and along the left margin of the address sheet.

1. The memorial could not be located in PHarH. There is, however, a summary of its contents in Jackson, *Pennsylvania Navy*, pp. 293–94. It was in response to the Council’s determination to dismiss from service all except fifteen or twenty officers and to give the discharged officers a bonus of two months’ pay and arrearages due them. In their memorial, the officers recounted their devotion to duty and their heroic conduct and that of their men during the engagements in the Delaware River in October and November 1777. The officers wrote that they did not consider themselves discharged, but rather suspended from their commands, and contended that they were entitled to the same emoluments as those still employed in the fleet. “Eleven officers signed the memorial and asked that all officers be covered in their petition for

a commutation of their service to half-pay." Quoted in *ibid.* It was presented to the Pennsylvania General Assembly on 23 May, who unanimously resolved, on 25 May, to continue the officers in the service until the meeting of the next Assembly.

2. That is, determination.

3. Elsewhere, his surname is spelled Philips. See Court Martial of John Gilfroy, 19 May, in *NDAR* 12: 391–93.

4. Elsewhere, his surname is spelled Fitzsimmons and Fitz Simmons. See *NDAR* 11: 264, 285; and Court-Martial of John Gilfroy, in *NDAR* 12: 391–93.

JOSIAH BARTLETT TO WILLIAM WHIPPLE

My Dear Sir,

York Town [*Pa.*] June 20th 1778

I congratulate you on our army's being in possession of Philadelphia. We rec'd the intelligence this morning by express from General Washington;¹ the particulars of which important event and the circumstances and movements of the armies in consequence, I expect you will receive before this reaches you, and I believe we shall soon take leave of this dirty place and remove Congress to some place where we may be better accomodated. I make no doubt you have heard of the arrival of his Britannic Majesty's Commissioners, and of their letters being sent to Congress;² I now enclose you a paper which will inform you of all the transactions of Congress relative to that affair which will I hope give full satisfaction to every honest American.

I have the pleasure to inform you that every member of Congress was firm and steady, never to make peace, but, on the principles of absolute Independence. I am sorry that the answer was deferred some days on account of the zeal of some members for sealing the letters up and sending the letters back without reading, in consequence of some harsh expressions against the King of France: however it was overruled as you will see and a more proper method in my opinion taken. What will be their next steps, time only can discover. In the packet to Congress were enclosed a great number of letters to the separate members—some from Governor Johnstone to such of the members as he was acquainted with;³ and others from other persons in England who had any acquaintance with them. The enclosed from Robert Trail came directed to you as a Delegate of Congress which was opened and I now enclose it to you.⁴

As to Marine affairs, Congress are very sensible some very essential alterations are necessary and seem determined to attend to it, as soon as the Confederation and some other very important matters are finished. I wish I could inform you that I thought it would soon happen, but the multitude of business that is daily crowding upon us, and the time it Sometimes takes to determine on some not very important matters makes me fear it will not take place So Soon as I could wish. Besides the want of men in Congress acquainted sufficiently with marine affairs is another great difficulty and causes that Committee to be filled with some persons like myself, unacquainted with the business they are ordered to superintend.

"I heartily wish (with you) to see the American Navy respectable, and hope it will be put wholly into the hands of men whose private business does not militate with the public";⁵ but I cannot be fully of your opinion that it would be for the public service to put an active Stop to privateering, as I think experience has shewn that privateers have done more towards distressing the trade of our enemies and furnishing these States with necessaries, than continental Ships of the same force, and that is in my opinion the greatest advantage we can at present expect from our Navy: for at this early period we cannot expect to have a Navy sufficient to cope with the British. However I am

quite convinced that it might with proper management be in a much better Situation than at present and Should be happy to see it soon take place.

The Congress is at this time pretty full. I know not whether you are acquainted with the President, Mr Laurens: I think him a very sensible, judicious man, acquainted with the world and makes an excellent President.⁶ Mr Drayton, the Chief Judge of S^o Carolina is a sensible judicious man, a good speaker, firmly attached to Independance and not given to the chicane common to lawyers.⁷ Mr R Morris⁸ from New York is an eternal speaker, and for artifice a Duane⁹ and for brass equal to any body I am acquainted with. Mr Adams from Virginia is a member;¹⁰ he informs me that he was innoculated with you at Elizabeth Town and desires to be remembered to you. On the whole I think we have a pretty good Congress and if we have nothing more to fear from British arms and policy than from their gold, I think you may make yourself perfectly easy as is your sincere friend & most ob^t serv^t

J.B.

Mr Wentworth desires to be remembered to you.¹¹

Transcript, DLC, Peter Force Transcripts, William Whipple Papers, vol. 2. Addressed before opening: "Josiah Bartlett to W^m Whipple."

1. George Washington's letter of 11:30 A.M., 18 June, announcing the British evacuation of Philadelphia, is in DNA, PCC, item 52, vol. 6, pp. 115–16 (M247, roll 168).

2. For more on the Commissioners for Quieting Disorders—known as the Carlisle Commission—see their report to Lord George Germain, 15 June, above.

3. George Johnstone, a member of the Carlisle Commission, had been governor of British West Florida before the war. In addition to contacting members of Congress, he attempted to bribe some of them to support the British peace plan and as a result Congress on 11 Aug. resolved that they could not honorably deal with him. He resigned from the Carlisle Commission a short time later. Boatner, *Encyclopedia*, p. 563.

4. Robert Trail was Whipple's brother-in-law. He was a former merchant and royal comptroller of customs in Portsmouth, N.H., and at the time of this letter was a Loyalist refugee on Long Island. *Letters of Delegates* 10: 144n.

5. Bartlett was quoting from Whipple's letter to him of 1 June, above.

6. Henry Laurens, President of the Continental Congress.

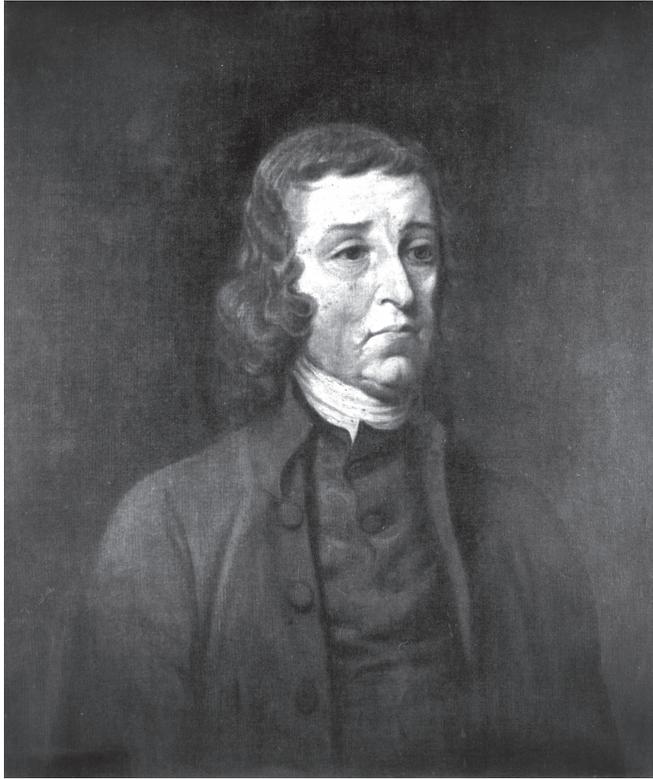
7. William Henry Drayton.

8. That is, Gouverneur Morris.

9. That is, James Duane, a delegate to Congress from New York.

10. Thomas Adams.

11. That is, John Wentworth, a delegate to Congress from New Hampshire.



Josiah Bartlett

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

20th [June].—Got the *Vigilant* off¹ and proceeded down the river in her, and ordered all the ships of war to join the admiral at Newcastle.²

"Journals of Henry Duncan," pp. 158–59.

1. H.M. armed ship *Vigilant*, Comdr. Brabazon Christian, commander, the last ship to leave Philadelphia after covering the British evacuation, had run aground in the Delaware River at Red Bank, New Jersey. See Journal of Ambrose Searle, 18 June, above.

2. Vice Adm. Viscount Howe in his flagship H.M.S. *Eagle* had anchored off New Castle, Delaware, on 1 June. Journal entry of 1 June, *Ibid.*, 158. Reportedly, the British flotilla consisted of "upward a hundred & fifty Sail." Caesar Rodney to Thomas Rodney, 19 June 1778, NNPM, Autographs of the Signers of the Declaration of Independence.

SAMUEL AND ROBERT PURVIANCE TO JOHN CUSHING AND SAMUEL WHITE

[Excerpt]
Gentlemen

Baltimore 20 June 177[8]

....

We have the pleasure of advising our Bay & Capes¹ have been clear of the Enemy's Cruizers for several Weeks past, but we have several Reports by prisoners

escaped fm N York that they were preparing Several Ships again for this Station— therefore w^d not advise our Friends to risque any thing this [*way*] yet: Besides we have a certainty of many Letters of [Marque] cruising on the Coast off Land, who have captured many Sloops &c. belonging to this Place.—An Embargo on all Provis[ions] has Just taken Place & is to continue till Nov^r We are [&c.]

Sam^l & Rob^t Purviance

D, NjP, Andre de Coppet Collection (C0063), Papers of John Cushing and Samuel White, 1775–1787. Addressed at top: “Mess^{rs} Cushing & White.” Docketed: “Sam: & R^t Purviance’s/Letter 20 June 1778/rece^d. 8th July.” A copy of their letter to Cushing and White, dated 23 Apr., is enclosed.

1. That is, Chesapeake Bay and Cape Charles and Cape Henry.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 20th day of June 1778.—Present

Mr Whiting Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr Mercer¹ for twenty pounds on accmpt for the purpose of furnishing necessaries for the use of the Boat *Nicholson*.—

Ordered that the Keeper of the public magazine, deliver to Captain Elliot² a dutch oven and a small iron pot for the use of the *Safe guard* Galley.—

Ordered that the Keeper of the public store, deliver to Captain Elliot fourteen pounds of twine for the use of the *Safe Guard* Galley.—

Mr Mercer of the Boat *Nicholson* received Orders to call on Mr Holt³ for an order for the whiskey purchased by him for the use of the Navy which he is first to take on Board from the person whoever has it in possession, then proceed to Captain Charles Thomas at Warwick and take on Board such cordage as he may deliver you for the Navy, and then proceed up to Manchester and apply to Colo Trent⁴ for as much Bacon as will fill him up, after which he is to return as quick as possible to the College Landing⁵ and wait on the Board for further Orders.—

D, Vi, Navy Board Journal, pp. 414–15.

1. Lt. Isaac Mercer, Virginia Navy.

2. Capt. George Elliott, commander of Virginia Navy galley *Safeguard*.

3. William Holt.

4. Peterfield Trent operated a store in Chesterfield County.

5. College Landing was located in Williamsburg, Virginia.

June 21

LIEUTENANT HOWELL LLOYD, R.N., TO CAPTAIN SAMUEL WARREN, R.N.

Sir

Penguin [*Newfoundland*] 21st June 1778

I Beg Leave to inform you that on the Eleventh ins^t off Cape Race a Rebel Brig Privateer—took one of M^r Spuriers Brigs of S^t Maries¹—& then stood [to] the Westard—Likewise Another Brig—Rebel privateer of fourteen Guns—& Sixty Men—went into The different Harbours in Fortune Bay & the Neighbouring Coast,—there took some Merchant Vessels—& Plunderd the Inhabitants of Every

thing the[y] could take—the above information was given me—By—M^r Jackson of Trepassey—I am Sir [&c.]

How^d Lloyd²

L, UKLPR, Adm. 1/471, fol. 218. Addressed on cover: "On his Majesty's Service/Cap^t Warren/*Proteus*/S^t Johns." Docketed: "[21 June 1778]/from L^t Lloyd/E/In Adm^l Montagu's Letter/Dated 27th. July 1779 [1778]." Notation: "E^d," meaning "Enclosed." The letter was enclosed in Vice Adm. John Montagu to Philip Stephens, Secretary of the Admiralty, 27 July 1778. Capt. Samuel Warren commanded H.M. frigate *Proteus*.

1. That is, St. Mary's, Newfoundland.
2. Lloyd commanded H.M. armed schooner *Penguin*.

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *HUNTER*, COMMANDER JOHN BOYLE

June 1778
 Saturd^y 20th. [in *Restigouche River, New Brunswick*]
 Mod^c. & fair PM: Weighd & Got a Little higher up and Came too With the B^t B^r. in 6 f^m. Water at 7 PM: Sent the Lieu^t.¹ the Mast^{rs}. mate and 30 Men on B^d the Tender and pinace & the *Vipers* Tender & pinnace With an Equal proportion of Officers & Men all under the Comm^d. of Cap^t Harvey² To take or Destroy the Privateers up the River

Sunday 21st. at 5 AM: the Pinnace Returned With Pat^k. Woods Wounded by a Musquet Going off in the Arm Chest. and the Ball Going through his foot Sent the pinnace away again at 7 AM Got 16 hands from the *Viper* To assist us to purchase our Anchor Weighed and towed higher Up at 11 Came too With the B^t B^r. in 5 F^m. water Returned the *Vipers* Men 10 Minutes Before 12 oClock Begin to Engage the Rebel privateer[s] and kept a Smart Firing—
 Moored in the River Restigouche
 Light airs Inclineable To Calm 4 Minutes before 1 [PM] Saw that the Engagem^t was over Got a purchase on the Cable and weighed our anchor to Endeavour to Get up the River ½ past 5 the Ship Run aground on a Bank of Mud and the *Viper* Run agr^d. a Breast us Carried out the Stream anchor and hauser To heave her off having No accounts From Cap^t Harvey Sent up a canoe with a Supply of Ammunition at 8 hove the Ship off into the Channell lett Go the B^t B^r. in 5 Fathom Water and Moored head and Stern a Cable on the B^t B^r. to the West^d. and 90 F^m. hauser on the Stream Anchor to the East^d. at 9 PM the pinnace Returnd hav^s. Taken the two privateers³ Without any loss on our Side but a Slight Bruise the Liu^t rec^d. from a Spent Shot the Rebels had Two wounded one of Which died of his Wounds the other Made his Escape and 10 Prisoners Were Taken 4 of Which were pilots they had prest the Rest Made thier Escape in Canoes and by Swimm^s.

D, UKLPR, Adm. 51/466. The next day the crew of *Hunter* captured six Americans hiding in the woods. On 23 June the master's mate and ten men from *Hunter* were placed on board *Lark* as a prize crew, and on 24 June the prize schooner *Lark* joined *Hunter* in dropping down Restigouche River. *Ibid*.

1. Possibly, Lt. James Peevey, R.N.
2. Comdr. John Augustus Hervey who commanded H.M. brig-rigged sloop-of-war *Viper*.
3. Massachusetts privateer schooners *Lark* and *Lively*. *Lark*, Capt. William Munday, 30 tons burthen,

mounted 12 swivel guns, manned by a crew of 30 seamen, owned by John Dutch and Jerathmeel Peirce of Salem, commissioned on 18 Mar. 1778. M-Ar, Revolutionary Rolls, vol. 6, pp. 194, 196; Mass. Archives Collection, vol. 168, p. 223. *Lark's* capture was credited to H.M. brig-rigged sloops-of-war *Hunter* and *Viper*. It was sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. *Lively*, Capt. Robert Brookhouse, 35 tons burthen, mounted 2 carriage guns and 14 swivel guns, manned by a crew of 14 seamen—although Gambier's prize list gives the crew size as 35, owned by Samuel Page and Josiah Orne of Salem, commissioned on 14 Apr. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 186, 188; Mass. Archives Collection, vol. 168, p. 258; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. Howe's Prize List credits the capture jointly to H.M. sloops *Hunter* and *Viper*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88. *Lively* was sent to Quebec. Gambier's Prize List, 20 Dec. 1778.

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *VIPER*, COMMANDER AUGUSTUS HERVEY

June 1778
 Saturday 20th: At Single Anchor in Ristigouch River¹
 AM went on board the *Hunter* and informed Captain Boyle² that I would proceed up the River with the Tenders and Boats, if he would give me 35 Men from His Ship, and attack the Privateers,³ as we were loosing time, to which he Consented.
 Ditto [At Single Anchor in Ristigouch River]
 Light Airs and fair PM Ordered 35 Men with a Week's Provisions into the Tender and Pinnace, with the Master and one Petty Officer, called alongside the *Hunter*, and was joined by the *Hunter's* Tender and Pinnace with 35 Men Commanded by Lieut^c Pevy and one Midshipman, with these I proceeded up to Point de la Garde,⁴ where I Anchored, the boats rowing Guard all night.
 Sunday 21st: at 6 AM saw the Privateers; Weighed, it being Calm rowed towards them.
 At Single Anchor Off Point De la Garde
 D^o: Weather [Light Airs and fair] at 1 PM rowing after the Privateers, at ½ past I ordered the two Tenders to let go their Anchors, (being then pretty near) hauled in upon the spring, hoisted a Union Jack and attacked them, with round and grape—at 3 [PM] they struck, Lieutenant Pevy⁵ being slightly wounded I ordered him to take Possession of the *Lark*, (and sent him down to acquaint Captain Boyle of my Proceedings) and M^r: Stiles of the *Lively*,⁶ mounting two 2 Pounders and 16 Swivels—the *Lark* mounted 14 Swivels.—

D, UKLPR, Adm. 51/1039. The next day the crew of *Viper* “were Employed in weighing a Schooner of M^r Smyths loaded with Peltry, Valued at two thousand Pounds Sterling, which had fallen into the hands of the Rebels.” Comdr. Boyle came up the river on 23 June and “held a Council with the Indians and reprimanded them in very harsh terms for their Conduct respecting the Rebels.” Ibid. For more on this action, see Journal of H.M. brig-rigged sloop-of-war *Hunter*, 20–21 June, immediately above.

1. That is, Restigouche River, New Brunswick.

2. Comdr. John Boyle.

3. Massachusetts privateer schooners *Lark*, Capt. William Munday, and *Lively*, Capt. Robert Brookhouse. For more on these privateers, see Journal of H.M. sloop *Hunter*, 20–21 June, immediately above.

4. That is, Pointe-à-la Garde, Québec.

5. Possibly Lt. James Peevey.

6. Probably Midn. John Stiles. Comdr. Hervey fitted *Lively* out as a tender to *Viper*. UKLPR, Adm. 51/1039.

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

My Dear Sir—

Portsmouth [*N.H.*] 21st June 1778

... will not the peace establishment give Vigour to our army? I fear not, for if the Officers have half pay the Soldiers will say they have a right to expect it—we are now giving 200 dollars p^r man for men to go to Road Island for a few months, in addition to what is allowed by the state this I impute chiefly to Privateering I think I may venture to assert that there are more men at this time in Privateers from the four Eastern states) & in the Enemies hands that have been taken in Privateers then Gen^l Washington has in his Army whether this business does not very essentially injure both Army, navy, & Agriculture, I must leave you to Judge—several Privateers have lately been taken,¹ but that does not abate the Rage two ships one of 18 & the other of 20 Guns are now fitting out here how many there are in the Neighbouring ports I know not but no doubt a considerable number while these ships are daily sailing the Public ships are laying by the walls, & cannot (as I am inform'd) get men to do the commo[*n*] necessary duties of the ship.—It Grieves me to see men who have made fortunes in the public service & are still adding to them doing every thing in their power to injure their Country & at the same time blinded by their own interest will not see it.—

I am anxiously expecting to hear from you every post² in the mean time be assured that I am with great sincerity most affectionately Yours

W. W.

DfS, PHi, William Buell Sprague Autograph Collection, vol. 1, fol. 283. The addressee is determined by the letter's content and the continuing correspondence between Whipple and Josiah Bartlett from May until Nov. 1778, while Bartlett was attending the Continental Congress as a New Hampshire delegate. See, for example, see Whipple to Bartlett, 3 May in *NDAR* 12: 253, 1 June (above) and 29 June (below), and Bartlett to Whipple, 20 June (above).

1. Probably New Hampshire privateer ship *Portsmouth*, Capt. John Hart, taken on 10 May by H.M.S. *Experiment*, and Massachusetts privateer brigantine *Wexford*, Capt. John Fletcher, taken on 28 May by H.M.S. *Experiment*.

2. See Bartlett to Whipple, 20 June, above.

JOHN DESHON TO THOMAS SHAW

Dear Sir

Boston June 21st 1778

I this moment Rec^d your favour by M^r Guy Palmes in answer, we think that if M^r Knese¹ Lieu^t of the *Columbus* formerly,² were on board Captⁿ Pelton³ he had Sufficient Authority to take the Brigantine and bring her into port and he has Good right to lybill her in his own Name—I do not wish to Injure Captⁿ Pelton or the men on board his Vessel, but in Case it apears reasonable & Justifyable would have M^r Knese libell or lay in Claim, as you Shall Judge proper and advise him as Agent for the Continant—if it Should be Objected to on acco^t of M^r Knese not having his Commission in his Pockett, we think it may be Easily Pro[*ve*]d that he his a Lieu^t in the Continantal Navy, is So Registered in [*our*?] Office, and at the Marine office at York Town⁴—[*Although*?] my Colegues⁵ ar both absent Expect one of them here tomorrow, Shall write you on the Subject again Very Soon—I am Dear Sir [&c.]

John Deshon

L, CtY, Nathaniel and Thomas Shaw Papers, packet 121, no. 7741. Addressed on cover: "M^r Thomas Shaw/Merchant/New London." Docketed: "John Deshons/Letter/June 1778/Pelton."

1. Lt. Michael Knies, Continental Navy.
2. Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander, bilged on Narraganset Beach in the West Passage, while attempting to escape from Narraganset Bay on 30 Mar. See *NDAR* 11: 812–18.
3. Possibly, a privateer owned by Capt. Ithamar Pelton, of Chatham, Connecticut.
4. Continental Marine Committee office at York, Pennsylvania.
5. James Warren and William Vernon, members of the Continental Navy Board of the Eastern Department.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

21st [June].—In the morning weighed and sailed from Newcastle.¹ The fleet of transports were divided in several divisions, and put under the direction of captains appointed for each. Anchored several times in the river.²

"Journals of Henry Duncan," p. 159.

1. That is, New Castle, Delaware.
2. That is, Delaware River. As seen in Duncan's journal entry of 28 June, below, the British fleet did not sail from the Delaware River until 28 June.

A LIST OF VESSELS TAKEN BY HIS MAJESTY'S SQUADRON UNDER THE COMMAND OF SIR PETER PARKER AT JAMAICA BETWEEN THE 3^D MARCH
AND THE 21ST JUNE 1778—

When Taken	By what Ship Taken	Where Taken	Vessel	Master	Name of the Owner	Residence	Tons	N ^o of Men	Guns	From Whence	Where Bound	Loading	How Rigg'd
March 5	<i>Glasgow</i> ¹	At Sea	<i>Abigail</i> ²				100				Boston	Molassas & Rum	Sloop
" 9	d ^o	d ^o	<i>Nancy</i> ³		W ^m . Howland					S ^o Carolina	Hispaniola	Rice Indigo & Tob ^o .	Schoon ^r
12	d ^o	Henceaga ⁴	<i>Lucy</i>	R ^d . Reynolds	Jos ^h . Smith	New London	70	7	—	C ^o Francois	N. London	Molassas Salt &c	Sloop
"	<i>Eolus</i> ⁵		<i>Hazard</i>							Newberry		Fish & Lumber	Brig
"	d ^o		<i>Sally</i>							S ^o Carolina		Rice & Oil	Schoo ^r
14	<i>Starke</i> ⁶	Off C ^o . Nichola ⁷	<i>Rainbow</i>	D ^d Wyer	Benj ⁿ . Cobb	Boston		90	8	C ^o Nichola Mole	Boston	Molassas	d ^o
"	<i>Niger</i> ⁸		<i>Subey</i> ⁹							Boston	C ^o Francois	Flour & Rice &c	d ^o
17	<i>Hornet</i> ¹⁰	Off Long Isl ^d : ¹¹	<i>Recovery</i>	R ^d . Stanbury	And ^w . Mitchell	Boston		100	9	Cape Francois	Boston	Molassas	Brig
18	<i>Niger</i>		<i>Dove</i> ¹²									Lumber & Fish	Sloop
19	d ^o	Montchristi	<i>S. Joseph</i>	Dubar	Dubar	Port au Prince	120	10	2	Casco Bay	Cape Nichola Mole	Lumber & Staves	Brig
21 st	<i>Hornet</i>	Cape Francois	<i>Lark</i>		Ezra Ober		100	5	—	Cha. Town	C. Francois	Rice & Indigo	Schoon
25 th	<i>Lowestoffe</i> ¹³	Old Straits of Bahama		Dan ^r Smith	Smith	Nantucket ^r	6	07	—	Cape Nichola Mole	Nantucket	Molassas	Sloop

When Taken	By what Ship Taken	Where Taken	Vessel	Master	Name of the Owner	Residence	Tons	N ^o of Men	Guns	From Whence	Where Bound	Loading	How Rigg'd
28	<i>Southampton</i> ¹⁴	Heneaga	<i>Barter</i>	Jn ^o . Parsons	Gray	Newberry ¹⁵	70	5		Newberry	C. Francois	Fish & Lumber	Schoon ^r
"	<i>Niger</i>		<i>Washington</i>							S ^o . Carolina	d ^o .	Tobacco & Staves	Sloop
	<i>Racehorse</i> ¹⁶	Off Davis's	<i>S^o. Louis Cove</i>	Sam ^l . Spencer			35	4	4Swv			Privateer	Schoon ^r
29	<i>Winchelsea</i> ¹⁷	Heneaga	<i>Jn^o. Jaque</i>	Gull ^m . Mong		Barandu Delarozehall	200	20	2	C. Francois	Boston	Wine & dry Goods	Snow
31	<i>Badger</i> ¹⁸	Monte=christo	<i>Dartmouth</i>	W ^m . Haydon	Josh. Russell	Dartmouth	90	90	9	d ^o .	d ^o .	Rum Coffea &c	Brig
April 1 st	<i>Niger</i>		<i>Angelina</i>							S ^o . Carolina	C. Francois	Tob ^o . Rice & Indigo	Schoo ^r
	d ^o .		<i>Adventure</i>							C. Francois	Maryland	Linens & Rum &c	d ^o .
	d ^o . & <i>Southampton</i>											Tob ^o . Staves & Corn	Sloop
2	<i>Badger</i>	Caicos	<i>Nancy</i>	Ja ^s . Howland	Russell & C ^o .	Dartmouth	70	7	-	C. Francois	Dartmouth	Molassas Rum &c	d ^o .
"	<i>Glasgow</i>		<i>Renault</i>							d ^o .	N ^o . America	Salt Wine &c	Snow
4	<i>Hind</i> ¹⁹	Off Heniaga	<i>Martha & Mary</i>	W ^m . George							S ^t . Eustatia	Rice	Schoon ^r
5	<i>Badger</i>	Off Point	<i>Swift</i>	W ^m . Kindly	Ja ^s . Williams	Naples	40	8	3	S ^t . Eustatia	Maryland	Sundries	d ^o .
x ²⁰	<i>Porcupine</i> ²¹	Port Isabella	<i>Balsey</i>	Ben ^t . Godfrey			30	15	4	Martinique	Virginia	Dry Goods	d ^o .
	<i>Active</i> ²²	Isabella Bay	<i>Last Shift</i>				30				C. Francois	Tobacco	Schoo ^r
*	<i>Porcupine & Stork</i>	Off Point Isabella.	<i>Adventure</i>	H. Basden	Hen ^y . Basden		60	4	4	Chat ^r . Town	d ^o .	d ^o .	Sloop

When Taken	By what Ship Taken	Where Taken	Vessel	Master	Name of the Owner	Residence	Tons	Men	N ^o of Guns	From Whence	Where Bound	Loading	How Rigg'd
x 5	<i>Porcupine</i>	d ^o .	<i>Charming Sukey</i>	G. Edmundson	Ja ^s . Wakefield	Cha ^s . town	70	9	-	N ^o . Carolina	d ^o .	d ^o .	Schoo ^r .
7	<i>Eolus</i>		<i>Nancy</i>	H. Johnson			30					d ^o . & Flour	Sloop
10	<i>Porcupine</i>	Cape Saniaria	<i>William</i>	B. Vickery	Ben ^t . Deane	Swansea	50	10		N ^o . Carolina	C. Francois	Indigo &c	Brig
11	<i>Southampton</i>	Isabella Bay	<i>Swallow</i>	- Kahue	Kahue	Cape Francois	20	6		d ^o .	d ^o .	Tobacco	Sloop
1778													
April 11	<i>Active</i>		<i>Fame</i>									Salt Fish & Candles &c.	Sloop
12	<i>Hornet</i>		<i>Abigail</i>	Ackl ^s . Riley	Josh Webb & Co.	Connecticut	30	5		Guadeloupe	N. London	Molasses & Rum	d ^o .
13	<i>Badger</i>	at Sea	Privateer				Destroyed					Powder	Schoon ^r .
30	<i>Bristol</i> ²³		<i>Sally</i>	Tho ^s . Clough			30			Newberry		Fish Plank &c	d ^o .
May 5	<i>Hind</i>		<i>Richie</i>	- Adams		S ^o . Carolina	10	6		S ^t . Eustatia	S ^o . Carolina	Dry Goods	d ^o .
15	<i>Hornet</i>	Caicos	<i>Nelson</i>	Josh ^s . Brown	Nielson & C ^o .	Cha ^s . Town	90	8	2	Cha. Town	C. Francois	Rice & Indigo	Sloop
23	<i>Niger</i>	Montichristi	<i>Victory</i>				25		5			Lumber	Schoo ^r .
June 6	<i>Eolus</i>		<i>Bacchus</i>							Eddington ²⁴	C. Francois	19 hhds Tob ^o .	d ^o .
7	d ^o .		<i>Dolphin</i>							Virginia	d ^o .	21 d ^o .	d ^o .
6	<i>Porcupine</i>	Off Isabella	<i>Washington</i>	B. Towers	Benj. d ^t . Malville		18	6		Cha ^s . Town	d ^o .	Rice & Indigo	Sloop
	d ^o .		<i>Betsy</i>	D. Lawrence		Boston				Boston	d ^o .	Fish & Lumber	Schoo ^r .

Total 43

UKLPR, Adm. 1/240. Docketed: "List of Vessels taken/between the 3rd Marth and /21st June. 1778./N^o. 8/In Sir Peter Parkers Letter/Dated 21st. June 1778."

P: Parker

1. H.M. frigate *Glasgow*, Capt. Thomas Pasley, commander.
2. Sloop *Abigail* was captured on 28 Feb. off Tiburon Peninsula, Saint-Domingue. See Journal of H.M.S. *Glasgow*, 28 Feb. 1778, *NDAR* 11: 469.
3. See Journal of H.M. frigate *Glasgow*, Capt. Thomas Pasley, 9 Mar. 1778, *NDAR* 11: 562.
4. That is, Great Inagua I., Bahamas.
5. H.M. frigate *Eolus*, Capt. Christopher Atkins, commander.
6. H.M. sloop *Stork*, Lt. Francis L'Montais, commander.
7. That is, Môle Saint-Nicolas, Saint-Domingue.
8. H.M. frigate *Niger*; Capt. Robert Lambert, commander.
9. Schooner *Siskey* was captured off Montecristi, Spanish Santo Domingo. See Journal of H.M.S. *Niger*, 14 Mar. 1778, *NDAR* 11: 646.
10. H.M. ship-rigged sloop-of-war *Hornet*, Comdr. Robert Haswell, commander.
11. Long Island is one of the Bahama Islands, southwest of San Salvador.
12. Sloop *Dove* was captured after the crew ran it ashore near Monticristi while on a voyage from Newburyport, Mass., to Cape François. In addition to lumber and fish, *Dove* was carrying spermaceti candles. See Journal of H.M.S. *Niger*, 18 Mar. 1778, *NDAR* 11: 708.
13. H.M. frigate *Lowestoffe*, Capt. William Locker, commander.
14. H.M. frigate *Southampton*, Capt. William Garnier, commander.
15. That is, Newburyport, Mass.
16. H.M. armed sloop *Racehorse*, Lt. James M'Namara, commander.
17. H.M. frigate *Winchelsea*, Capt. Nathaniel Bateman, commander.
18. H.M. brig-rigged sloop-of-war *Badger*, Lt. Michael J. Everitt, commander.
19. H.M. frigate *Hind*, Capt. Charles Hope, commander.
20. The "x" is used to indicate that the list is misordered and that the line beginning with the second "x" should be entered at this point. The asterisks that appear below serve the same function.
21. H.M. sloop *Porcupine*, Comdr. Thomas Cadogan, commander.
22. H.M. frigate *Active*, Capt. William Williams, commander.
23. H.M.S. *Bristol*, Capt. Toby Caulfield, commander.
24. Probably, Edenton, N.C.

June 22

NEW HAMPSHIRE COMMITTEE OF SAFETY TO NATHANIEL SHERBURNE

State of New
Hampshire }In Committee of Safety of said State
conven'd at Exeter the 22^d of June 1778To M^r. Nathaniel Sherburne—

You have hereby Licence to Sail from the port of Piscataqua in the Schooner [*blank*] Burthen about Forty Tuns as a flagg of Truce to Halifax, ~~in the State of Rhode~~ Newport, or Newyork to Endeavor to procure the Release of the Crews of the Privateers for the sole purpose of carrying Necessaries to the Crews of the Privaters *Portsmouth*¹ & *M^cClary*,² now Prisoners at some one or more of those places and if possible to Effect the Release of said Prisoners & bring them to their homes in this State. In prosecuting which Business when you arrive at any one of the Afores^d ports where any of said prisoners may be, you will apply to the Commanding officer for leave to deliver the prisoners the Necessaries you carry for them, & likewise deliver the proper officer in whose power the Liberating of the Prisoners is Vested, the Letter you have from this Committee to request their Release—³ by order of the Committee

M Weare Chair^{mn}.

DfS, Nh-Ar, Meshech Weare Papers, vol. V, fol. 51.

1. New Hampshire privateer ship *Portsmouth*, Capt. Thomas Roach.2. New Hampshire privateer brigantine *McClary*, Capt. John Gregory.3. See President Meshech Weare of New Hampshire to Naval Officer Commanding at Halifax, Nova Scotia, 22 May, in *NDAR* 12: 416–17.

JACOB SHEAFE, JR., TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen—

Portsm^o [*N.H.*] 22^d June 1778—

This will be handed You ☿ my Brother Will^m Sheafe & Incloses My acco^t for two Casks of Westindia Rum & sundrys purchased & supply^d M^r Rob^t Cushing for Your Ship *Minerva*¹ amo^t to £180-8-10²— M^r Cushing & Cap^t Grimes wanted 2 Cask of porter some Loaf Sugar & sundrys which they could not get here & I supposed it would be as pleasing to the owners for them to go without those Superfluties, they Expected M^r Jn^o Cushing Down but I Believe he has saved £150 by not coming as their Demands were great, However I thought the Ship well Equip^d. She Sailed last Thursday³ with a good wind & a good crew they took on board several Men f^m York⁴

The above sum I shall be glad youl pay to my Brother & he will send it me ☿ the post this week I have Desired Noble to Call on him— Have nothing to add but my best wishes for Y^r success & prosperity— & am Respectfully [*&c.*]

Jacob Sheafe jun^r

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the *Minerva*. Addressed below close: “Mess^{rs} Cushing & White—.” Addressed on cover: “Mess^{rs} Cushing & White/Merch^{ts}/Boston.” Docketed: “M^r. Jacob Sheaff’s letter/June 22^d. 1778.”

1. Massachusetts privateer ship *Minerva*, John Grimes, commander.

2. See Robert Cushing to John Cushing and Samuel White, 16 June, above.

3. June 18.

4. That is, York, Maine.

JOHN HARWOOD AND OTHERS TO THE RHODE ISLAND COUNCIL OF WAR

To the Hon'ble Council of War sitting at Providence on the 22^d. Day of June 1778.

Humbly shew the Subscribers that they in an armed Boat under the Command of William Bentley captured Three Fish Boats belonging to Newport, and a Boat belonging to a Transport-Ship of the Enemy: And that the Expence of trying the Captures before the maritime Court will be so great that it will eat up the Profits: And thereupon they pray as there is not the least Doubt of their being legal Prizes that they with the said William Bentley may be empowered to sell the said Boats with their Tackling either at publick or private Sale and share the Money according to their Articles. And as in Duty bound will ever pray.

John Harwood
 John Newton
 Henry Oman
 Ja^s S^c Willson
 The Mark of X Rich^d. Thomas

State of Rhode Island &c
 In Con^l of War June 22. 1778
 Resolved y^t y^c Prayer of this Petition
 be granted Witness W^m. Coddington Clerk

L, R-Ar, Maritime Papers, Revolutionary War (1776-1781), p. 187. Docketed: "John Harwood & Others/for Liberty to Sell a parcell/of Boats taken by them,/belonging to Newport/June 22^d. 1778."

CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS TO CONTINENTAL
NAVY BOARD OF THE EASTERN DEPARTMENT

Gentlemen

York Town [*Pa.*] June 22. 1778

The bearer M^r Taylor¹ has instructions to proceed to France immediately, This Gentleman having been along time Confidentially employed by M^r Hancock² While President of Congress, we think it proper that the delivery of one of the Packets sent to your care yesterday for our Commissioners in France should be intrusted to him.³ It is not however meant that you should Suffer any delay in the Sailing of the Vessels in Which you intended our dispatches F and G should be forwarded. It is only meant that you should give M^r Taylor the offer of delivering one of them personally at Paris, in preference to other persons mentioned conditionally to you when the Packets were sent. We are gentlemen &c

{ James Lovell Signed
 for the Committee
 for Foreign affairs

Copy, DNA, PCC, item 79, vol. 1, pp. 236-37 (M247, roll 105). Addressed at top: "To the Navy Board Boston."

1. William Taylor.
2. John Hancock.
3. On 26 July the Navy Board of the Eastern Dept. dispatched Taylor with the packets in a schooner to France.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Monday 22^d June 1778

Commission of a Letter of Marque and Reprisal issued to Thomas Skiles Master of the Schooner called the *Beggars Benison* mounting four Swivel Guns navigated by seven Men belonging to John Craig, Hugh M^cBride William M^cBride and Charles Phillyishill—¹

The following Recruits, Substitutes, and Vagrants sent from Camp by General Smallwood as unfit for the Service some discharged others retained. . . . Paul Hutton from Montgomery County retained & sent onboard the Galleys.

Hardman Swink from Cæcil retained & sent onboard the Galleys

Thomas Patterson from Prince Georges, John Jones from Montgomery James Hanary Vagrant from Frederick, Patrick M^cAvoy from Frederick retained and sent on board the Galleys—

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), pp. 240–42.

1. On the application for the letter of marque and reprisal sent to Congress, the name of the vessel was changed to *Two Sallys* and the master given as Custis Kellum. DNA, PCC, item 196, vol. 15, p. 63.

ARTICLES OF AGREEMENT BETWEEN CAPTAIN JOHN ROGERS AND THE CREW OF *GENERAL SMALLWOOD*

[23 April-22 June 1778]

Articles of Agreement between Captn. John Rogers Commander of the Schooner *General Smallwood* Now laying at Anchor in Matompkin Inlett, Virginia and the Mariners and Seamen Shipped in Said Vessel,¹ that all and Evry of us will proceed in Matompkin Inlett, Virginia and the West Indies (English Islands Excepted) and Back to America again, at the Monthly Wages prefixed to our Names, and that we will well and Truly perform our Duty on Board Said Vessel by day or by Night, under Such pains and penalties as is Customary in Such Cases, considering ourselves as Much bound by this written agreeement, as the printed Articles made use of on Such occasions— In Witness whereof we Set our hands and Seals the day and date Respectively annexed to our Names—

Year	Month	Day	Mens Names	Capacity	Wages per Month	Wages advanced	Deserters [or] when Discharged	Whole	Wages
1778	April	23	John Rogers	Master—	£30	23 June . .	7 Octob ^r	£164	-- --
	April	23	Samuel Walken	Mate. .	£25	23 June 75--	12 Sep ^r	115	
	April	23	Sachel Yates	2 d ^o —	—18--	23 June 54—	12 D ^o .	82	16 --
	May 5.	—5	his Francis X Bodra Mark	Seaman	£18..15	21 June 46..5	..12 D ^o .	72	—
	May..	14	his Stephen X Blackmen Mark	Seaman	£18..15	—21 June 47..17.6	..12. D ^o .	72.	15 --
	May..	14	his W ^m Cloton Mark	Seaman	£18..15	21 June 31..15	..12 D ^o .	72.	15 --
	June..	1	Joseph Hussey	Boy..	-9-	21 June £9—	12—D ^o .	30—	6 --

Do—.	18	his Shelby X prust Mark	Boy—	-9-	21 June	9—	12—D ^o .	30	—
June	22	James Richardson	Seam	18..15—	22 June	18..15—	12—D ^o .	50—	—
—d ^o .	22	Odabahr Nowell	Seam	—18..15	22 June	18— 15	..12—D ^o .	50—	—
		John Cochran	Seaman	—18—15—	22 June	18—	12. D ^o .	50—	—
					15—				

£793 12.0

D, MdAA.

1. On the voyage covered by this contract, see Maryland Council to Capt. John Rogers, 19 May, above.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg]

Monday June 22^d 1778

Present

His Excellency,¹

John Page

Dudley Digges

Thomas Walker

Nathaniel Harrison

David Jameson

And

James Madison jun

Esquires

James Innes² Esquire is appointed a Commissioner of the Navy, in the room of James Maxwell who hath resigned his appointment, until the pleasure of the General Assembly shall be known.

It appearing that the retailing of sundry Articles now in the public Store which are not wanted for the Army & Navy hath become very Inconvenient for the Commissary of Stores³ to attend to, & must necessarily occasion the said Commissary to neglect Business of greater Consequence to the State—the Board do advise the Governor to direct the Commissary of Stores to forbear selling or retailing any more such Goods at large but that he deliver the Articles unfit of the Army & Navy to M^r Robert Prentis⁴ to be by him disposed of on account of the State, so soon as he may be ready to receive them Which the Governor directs accordingly

The Governor having communicated to the Board a Complaint from the Naval Officer at South Quay⁵ & the Merchants concerned in the Trade there, respecting the Conduct of the Naval Officers of North Carolina taking upon them to grant Permits to Vessels coming to this State to trade here, and also giving Clearances to them when outward bound after clearing out in this State and receiving Fees for so doing they do Advise his Excellency to acquaint Governor Caswell of these practices & to inform him that it is the Opinion of this Board that it is sufficient for Vessels coming from Sea to South Quay & returning again from thence to enter & clear out there without doing either at any Naval Office in the State of North Carolina unless they break Bulk or take on board any Articles within its Limits. And his Excellency wrote a Letter accord^{gly}.⁶

Journals of the Council of the State of Virginia 2: 152.

1. That is, Gov. Patrick Henry.

2. For more on the appointment of Innis, see Journal of the Virginia Navy Board, 25 June, below.

3. That is, William Armistead Jr.

4. Robert Prentis, a member of a prominent Williamsburg mercantile family and a delegate in the General Assembly, had sold guns and supplies to the Continental Army in 1776 and had been one of the commissioners appointed to rent or sell Lord Dunmore's estate. *Madison Papers* 1: 244n.

5. Probably George Kelly, Naval Officer in charge of the Elizabeth River district.

6. Henry's letter to Gov. Richard Caswell has not been found.

June 23

DIARY OF SIMEON PERKINS

Tuesday, June 23d, [Liverpool, *Nova Scotia*]—I go on board the *Blonde* with Wm. and Joseph Freeman. Dine with the Captain,¹ and have verbal orders to sell all the Goods belonging to the wreck, except the Musquets, which I send on board the *Blonde*,² in

No. 44, viz.-31 from my store, (returned guns), and 13 from Capt. Freeman, that were saved from ye Privateers.³ Thos. Harrington put a rudder brace [?] on board, weight about 100 lbs.

Perkins, *Diary*, p. 205.

1. The captain of H.M. frigate *Blonde* was John Milligan. According to Perkins' diary entry of 20 June, when *Blonde* arrived at Liverpool, Milligan sent for Perkins and expressed unhappiness that "no more of the Goods belonging to the wreck of the Ship *Duke De Choiseul* are recovered, and Particularly the musquets." Ibid.

2. In his entry of 25 June, Perkins noted that the "wreckd Goods" "sell pritty well." Ibid., 206

3. As seen in Perkins' diary entry of 4 June, above, American privateers had been stripping *Duc de Choiseul*.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Tuesday June 23. 1778

M^r Partridge came up with a Message from the Honb^{le} House to enquire of the Board whether they had passed upon a Resolve directing the Board of War to lay before the Council a Nomination of some person to command the Brig *Hazard*¹

John Pitts Esq^r went down with a Message to the Honb^{le} House to inform that the Board had Nonconcurred the Resolve referred to in the foregoing Message.

In the House of Representatives. The House made choice, by Ballot, of Capt. John Foster Williams to command the Brigantine *Hazard*.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

D, M-Ar, Mass. Archives Collection, Vol. 38 (Massachusetts General Court Records, 1777-1778), pp. 608-9. Marginal notes: "Message from/the House; Message from/Council; John F. Williams/to command the/Brig *Hazard*."

1. Massachusetts Navy brigantine.

JOHN CUSHING AND SAMUEL WHITE TO CAPTAIN ISHMAEL HARDY

Sir

Boston June 23^d 1778.

You being commander of the *General Hancock* a private ship of war of Eighteen Guns, now fitted and ready for Sea, to cruize against the Enemies of the United States of America, as by authority of your Commission from the Honourable Continental Congress Our Orders are you embrace the first favourable opportunity and proceed on your Cruize as follows VIZT.

From this wou'd have you proceed to the Southward, so as to cross the Latitudes to cut off [f] the West India Fleets, bound home to England and Ireland, how far to the Southward or Northward, We would not limit you, as You being on the spot will be the best Judge where it will be most for the benefit to cruize. Should you take any Vessels with Negros would have you send them to South Carolina or the West Indies, any with Lumber and Fish would have you send them to the West Indies there Invest the neet proceeds in Molasses and Sugar, the Prize master giving me us the earliest intelligence, all other Vessels you take would have you send them to this Port consign'd to Cushing & White, agents for the Ship *General Hancock*.

After your Cruize is up you are to return with your Ship to Boston, and your People are not to be discharg'd until they deliver the Ship at this Port.

Shou'd you think fit to prolong the Cruize, and want to refit you are hereby empower'd to draw on the Owners of the Ship to the amount of Five hundred pounds sterling money, and your Bills shall be duly honour'd.

As to the proceedings of the Cruize, We shall intirely confide in your prudent management, not doubting you will do the utmost in your power for the benefit of the concern'd, so We wish you health and a successful Cruize and safe return and are,—sir your friends & part Owners.

Cushing & White

Ag^{ts} for Ship *Genl Hancock*

Our Friend in France is M^r. Jon^a. Williams at Nantes at Bilbao Jos Gardoqui & Son in Martineco. M^r. Godfrey Hutchinson at South Carolina Geo ~~Abbott~~ Abbot Hall. for your Government, youl apply to them for any Assistance you want—

The above I Acknowledge to be a True Copy of my orders,—

Ish^l Hardy

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to Ship *General Hancock*. Addressed at top: “Capt. Ishmael Hardy.” Docketed: “Orders to Cap^t Hardy/June 23^d. 1778.” Notation on separate page: “June 23^d Wrote to Godfrey Hutchinson/to Jon^a. Williams—/}fav^r Cap^t Hardy.”

JOURNAL OF H.M. ARMED GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

June 1778

D^o [Spiting Devil Creek ESE 2 Miles]

Tuesday 23rd

at 6 AM Weigh'd & Gave chase to a Rebell Sloop at 9 the Chase run a shore sent a boat mand & Arm'd to bring her off, at 10 the boats return'd having brought the sloop off having one man wound-
ed.¹ fird 1: 24 P^{rs}. & 2: 4 P^r at a Party of Light horse

Tallards P^t. [N.Y.] ESE 1 Mile²

at 10 AM anch^d. w^t the best bower in 4 f^m. Water in Comp^y our Prize Light Breezes & fair W^t. at 2 PM Weigh'd & Came to sail at 4 PM Anch^d. with the best bower in 6 f^m Water Philips Borrough³ NE ½ a Mile found riding here the *Tartar* & *Crane* Galley—⁴

D, UkLPR, Adm. 51/4159, fol. 56.

1. The prize sloop has not been further identified.

2. In a departure from customary practice, on 23 June Clark gave the galley's position twice in the column usually reserved for the noon reading.

3. That is, Phillipsburg, New York.

4. H.M. frigate *Tartar*, Capt. Cornthwaite Ommanney, commander; H.M. armed galley *Crane*.

THE ROYAL AMERICAN GAZETTE (NEW YORK), TUESDAY, JUNE 23, 1778

NEW-YORK, June 23.

Saturday last was sent in here by the Letter of Marque sloop *General Howe*, Capt. Carey,¹ the brig *Benjamin*, Andrew Walker, late Master, from Nantz, in France, with a very valuable cargo; and a schooner from Alexandria, in Virginia,² with tobacco, bread and flour: Capt. Carey took them off North-Carolina, out of a fleet of eleven sail; he could have taken them all, but had not seamen to man them.

The 10th inst. Lieutenant Farnham, Commander of his Majesty's armed brig *Diligent*, sent two boats into a harbour in Connecticut, called Scot's Cove, at noon day, and cut out a sloop having on board 250 barrels of flour, and a parcel of wheat, on account of the Congress, which sloop arrived here the Monday following.³

Yesterday were sent in here by the Letter of Marque brig *Enterprize*, Captain Squires of this port;⁴ a schooner and a sloop from Georgia for Martinico, laden with rice and indigo.⁵ Captain Squires captured another schooner, laden with salt, rum and molasses, and sent her into St. Augustine. The prize schooner which arrived here yesterday, was chased off Egg harbour last Sunday evening, by a rebel privateer.

1. In a list of New York privateers prepared in November 1778, the sloop *General Howe*, Capt. John Ceary, was described as carrying 12 guns and 6 swivels and having a crew of thirty. UKLPR, C.O. 5/1109, fol. 109. According to a note to that list, the modernized spelling of Ceary is Carey.

2. Schooner *Hampden*. UKLPR, H.C.A. 49/94/155.

3. Sloop *Eagle*. Ibid. According to the 10 June entry in the journal of H.M. armed brig *Diligent*, Lt. Thomas Farnham, commander, three armed boats entered Scot's Cove and "Cut out" *Eagle*. UKLPR, Adm. 51/4163.

4. Privateer brig *Enterprize*, Capt. Daniel Squires. In November 1778, *Enterprize* is described as carrying 4 guns, 16 swivels, and a crew of 110. UKLPR, C.O. 5/1109, fol. 109.

5. Schooner *Friendship* and sloop *Unity*. UKLPR, H.C.A. 49/94/155.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO PRESIDENT RAWLINS
LOWNDES OF SOUTH CAROLINA

[Extract]

[York, Pa.] 23^d June [1778]

. . . Col^o Malcom¹ lately informed me, that having heard one of the Enemy's ships lay near—in North River he caused an 18 & 24 Pounder to be dragged down in the night with 51 shot when the flood tide had made strong he opened his little masked Battery of Bushes and at the distance of 500 to 700 Yards pierced her 47 times when he had only 1 shot remaining a breeze of Wind favouring, the *Swift*, I think she is called, of 16 Guns cut her Cable and towed off, he took up the Cable and Anchor and returned without loss—the Crew of the Ship, the Colonel says passed their time in great confusion but fired not a shot in return². . . .

LB, ScHi, Henry Laurens Papers, Copy Book. The entire letter is printed in Smith, *Letters of Delegates* 10: 181–83.

1. Col. William Malcolm commanded one of the Sixteen Additional Continental Regiments and served as deputy adjutant general in the Northern Department. Heitman, *Register*.

2. The logbook of H.M. ship-rigged sloop-of-war *Swift* for June 1778 contains no mention of this episode. UKLPR, Adm. 51/964. The vessel may have been misidentified. It was probably H.M. ship-rigged sloop-of-war *Swan*, Comdr. Thomas Totty, commander.

THOMAS SMITH TO DAVID STODDER

Sir

Williamsburg [Va.] 23^d June 1778

I received your favour of the 19th Ins^t & observe the Contents,¹ I am exceeding glad you have got your Boat in such forwardness, but would rather she shou'd have been agreeable to the dimensions I gave you, but I hope she will answer—²

I have mentioned it to the Governour & Council³ about having another Boat built which they seem to be rather undetermined about (I mean as to the size), we have some thoughts of enlarging the Keel to 70 or 80 feet & rigg her as a Ship, but as the

Council Board are taken up to day in chusing Officers they cannot possibly attend to it, I shall urge it to morrow, & shall certainly write you immediately on their coming to a Resolution, I am sorry Cap^t Wrenn should have left this place in the precipitate manner he did,⁴ as I meant to have sent the sum of money you wrote for, however I hope you will sustain no material inconvenience till I have an opportunity that may be depended upon, the present I think rather precarious, With respect to the Rum mention'd in your mem^o to Cap^t Wrenn, I grant may be customary⁵ but the Custom must be laid aside for the present, as we have not any in the Public Store neither is it to be bought here, You may expect to hear from me very shortly & am Sir [&c.]

Thomas Smith AS⁶

LB, Vi, Thomas Smith Letterbook, vol. 3: 77. Addressed before opening: "M^r David Stodder/Portsmouth."

1. Stodder's letter has not been found.

2. From what Smith wrote Stodder on 30 July, it appears that the new "Boat" was a brig. On 24 July, Smith informed Capt. John Young that he did not want the new vessels rigged as brigs. *Ibid.*, vol. 3: 105 and 94-95.

3. Gov. Patrick Henry and the Council of the State of Virginia.

4. Capt. Joseph Wrenn commanded the Virginia State trading schooner *Defiance*.

5. Presumably the custom referred to is that workers at a shipyard receive a ration of rum.

6. An abbreviation for Agent of the State. Smith was Virginia State Agent.

MAJOR GENERAL ROBERT HOWE, CONTINENTAL ARMY, TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

[Extract]

Camp at Cow Ford upon great
Satilla's River [*Ga.*] 23^d June 1778—

Sir

. . . I take the liberty to trouble Congress upon a subject of all others the most disagreeable to me, as I may appear to be interested in their determination upon it; but Service requires it of me, & Congress may be assured, their opinion will always be binding upon me—

The prizes taken by detachment from the Troops under my Command & acting under my Order have been condemned—¹ my Right to any of the Prize money is disputed & denied—I therefore presume to apply to Congress to be informed, whether the General of an Army, if he send out a Detachment, is not entitled to a share of the money arising from any prize or prizes they may take, and if he is, what proportion he draws—A copy of the Orders I gave upon this occasion, which induces this reference to Congress, I have I believe already transmitted I however send another Copy, by which it will appear that in the execution of those very Orders, to annoy attack & dislodge any Enemies of the United States,² this Capture was made, & if the General commanding the department draws no Share of any thing taken by detachments sent out by his Order, he can hardly have any claim at all, as almost all Captures are made by detachments where in person, it is more than propable he never may be—Congress however will be pleased as immediately as possible to resolve me upon this head, which will settle the present & prevent all future disputes—³ I am Sir [&c.]

Robert Howe

L, DNA, PCC, item 160, pp. 461-64 (M247, roll 178). Docketed: "N^o 20/Maj. Gen Howe/23 June 1778/Rec^d. 19/Read 20 Aug." Docketed in another hand: "Read Aug 20. 1778/Referred to M^r Telfair/M Drayton/M Harnet/M^r Scudder/M^r Gerry.—/Sept 21 1778/Ordered that so much of this/letter as relates to

the share/of prizes &c^a belonging to the /gen^l be referred to the board/of War.—”

1. On the capture of H.M. armed brig *Hinchinbrook*, East Florida armed sloop *Rebecca*, and an unnamed watering brig by a detachment commanded by Col. Samuel Elbert of the Georgia Continental line, see Elbert to Howe, 19 Apr., in *NDAR* 12: 138–39.

2. Howe’s orders to Elbert, dated 6 Apr., are in DNA, PCC, item 160, fols. 442–43 (M247, roll 178).

3. As indicated in the docketing, this portion of Howe’s letter was referred on 20 Aug. to a committee of five delegates. *JCC* 11: 816. On 21 Sept., Congress approved the recommendation of this committee that the matter be referred to the Board of War. *Ibid.* 12: 939. The report of the Board of War, assuming it ever made one, has not been found.



Robert Howe

JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY

[Extract]

[June] 23 [1778] [Cantey's Plantation], [Ga.]

. . . A Scouting Party sent by the General¹ to Wrights landing at the mouth of S^t Marys to learn if the Galleys² were there & derive some intelligence of the Enemy's Motions, is Returned & Reports that the Galleys are laying at Wrights landing, with Two flats each Mounting a 12 pounder, & several small Craft to the Amount of 12 Sail in all.—The Sick have recovered surprisingly there being now but 28 ill & none of them dangerously in the whole fleet—the Sick sent to Sappalo & S^t Catharines are also doing better.

The Commodore³ is to make use of a few Manœuvres to decieve the Enemy into an Opinion that the Army will Cross S^t Marys at Wrights landing: He is therefore to light large fires in the night in the Woods & in a few days is to move up the River S^t Marys about 5 Miles with all the Parade of Landing Troops & commense a Cannonade under which fire the Army is supposed to land: Whilst the enemy are thus Amused the Troops will embark on rafts & cross the River 10 or 12 Miles from hence. By Prisoners Our Scout Boats have taken We learn that General Prevost & Governor Tonyyn are at Variance—that 500 Negroes have been shipped off the Province of Florida since they have heard of the Present Expedition, & that the Governor has issued a Proclamation any more Slaves to be sent off away. That the Governor had wrote to the Country People & advised them to Embody, but that they had refused to do it, but had nevertheless promised him all assistance with their Horses, Waggons, Provisions & Boats.—that on the former claim when the Vessels were taken at Frederica Col^l Brown⁴ evacuated Fort Tonyyn & that it was believed he would do the same at present—That the Scopholites⁵ who were Stationed at Trout Creek⁶ had been very discontented & that some of them had Threatened to Return to Carolina & throw themselves upon the Mercy of their Country: that they were reconciled again & that Major Prevost was ~~with~~ drilling & Exercising them; & that they were enlisted for the War in the British Service. That a Vessel which was cut down in S^t Augustine to Serve as a Galley was arrived in S^t Johns River—⁷ that they had fortified Hester's bluff & mounted Two 42 Pounders there—that the Cow Ford was also defended by Works & that they had resolved not to engage Us on the Northern Side of S^t Johns River.⁸ That the Militia at Present did Duty in Augustine & that they did not Consist of fifty Effectives.— That the Americans had many Friends in Florida who had not moved their Furniture or Negroes.—The Commodore Reports that there Are but 70 or 80 barrels of Clean Rice & 50 barrels of Pork in the fleet for the service of the Army—that the *Rebecca* Prize Sloop⁹ was expected daily laden with Rice & mounting 16 Guns & that 150 barrels of Pork would arrive in a day or two from Charles-Town—the Galleys are to go by Sea, the delay which would be Occasioned by cutting a Channel thro Amelia Narrows would be detrimental to Service when the most Sudden & Vigorous Exertions are Required,—

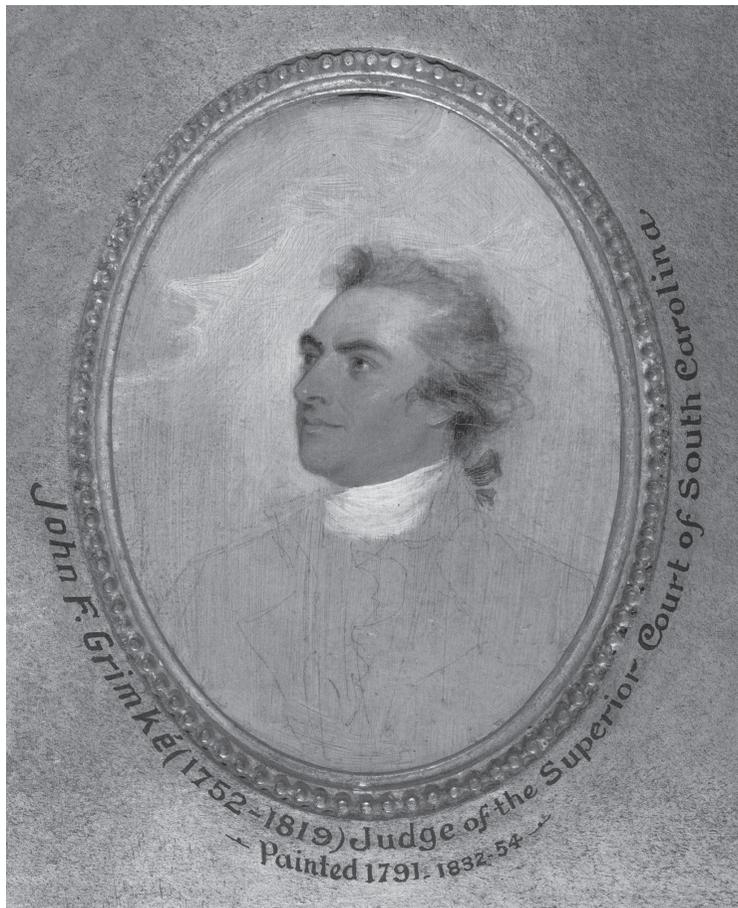
To Excite the suspicions of the Enemy respecting our Embarking at Wrights landing to Cross the River, Col^l: White¹⁰ with so many Continental Troops as can be spared from the fleet will land, mark out a few Works & lay down an encampment on the Florida Shore—Intermitting Showers

Intelligence is Rec^d that Gen: Scriven¹¹ is on his March & that he may be Expected here to Day or tomorrow

The Governor is yet at Reids bluff.¹²

D, ScHi, Grimké Papers, "Journal of the Campaign to the Southward." The journal entry extends over two pages. Between the pages is a drawing of a cannon done to scale.

1. Continental Maj. Gen. Robert Howe.
2. Georgia Navy galleys.
3. Commo. Oliver Bowen, Georgia Navy.
4. Lt. Col. Thomas Brown, East Florida Rangers.
5. "Scopholites" was a derisive term used for Loyalists in the South.
6. Trout Creek was a tributary of the St. Johns River.
7. Two brigs had been cut down into galleys and renamed *Dreadnought* and *Thunderer*. It is not known which of these had been sent to St. Johns River.
8. For a more detailed discussion of the British works and defensive plans, see Brig. Gen. Augustine Prevost to Gen. Sir William Howe, 5 June, above.
9. On the American capture of the East Florida Province armed sloop *Rebecca*, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., in *NDAR* 12: 138–39.
10. Col. John White of the Georgia Continental line commanded a detachment of Georgia Continentals serving on the Georgia Navy galleys.
11. Col. James Screven commanded a detachment of Georgia militiamen. Grimké reported in his journal entry of 26 June that when Howe requested that Screven detach a part of his force to assist Howe's Continentals, Screven replied that he had positive orders not to allow the Georgia militiamen to cross the Satilla River. ScHi, Grimké Papers, "Journal of the Campaign to the Southward."
12. Gov. James Houstoun of Georgia commanded the main body of Georgia militiamen marching to join the expedition. Reid's Bluff was on the Altamaha River, some fifty miles from the Continental encampment.



John F. Grimké

June 24

SENTENCE OF COURT-MARTIAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY

The Court after Mature Consideration are Unanimously of Opinion that the first & third Articles of Charge are proved Against Cap^t McNeill & also such part of the fourth as that he was Guilty of Neglect of duty in not Exercising his Cannon at Sea during the Cruise¹ The Court are of Opinion that the 2^d. 4th. & 6th. articles of Charge are not Supported and the Court are of Opinion that the said Hector McNeill has been Guilty of a Breach of an important duty intrusted to him by his Country in declining to fight the Enemy when it was in his power and thereby to have maintained the Honour and done Essential Benefit to the States of America The Court therefore Unanimously Adjudge the said Hector McNeill to be dismissed from the Service of the United States of America and the said Hector McNeill is Accordingly hereby dismissed the Service aforesaid & declared incapable of hereafter holding any office in the Navy of said States—

Dudley Saltonstall Presid^t

Ship *Raleigh* Boston

Harbour June 24th. 1778

a true Copy of the Original

Attest^r Will^m: Story C N B E D²

D, DNA, PCC, item 42, vol. 5, pp. 87–88 (M247, roll 55). Docketed: “Sentence of the Court Martial/on Captain Hector McNeill.”

1. Continental Navy frigate *Boston*, Capt. Hector McNeill, commander, cruised with Continental Navy frigate *Hancock*, Capt. John Manley, commander, from 21 May to 7 July 1777, when *Hancock* was captured by H.M. frigate *Rainbow*.

2. That is, Clerk of the Navy Board of the Eastern Department.

DEPOSITION OF JACOB ALLEN

The Subscriber of Lawfull Age Testify & Say, That being Commander of the Schooner *Brittania* belonging to Isaac Smith Esq^r of Boston I was captured by a Brittish Privateer & Carried into Jamaica, from whence I took passage for the Continent of America the 11th. of May last on Board the Schooner *Hope* then Commanded by Cap^t Amos Hilton—¹ That on or about the 20th. of May afores^d. said Schooner fell in with a Brittish Man of War belonging to the King of Great-Brittain;² Upon w^h M^r. W^m. Bardin, who was a Super Cargo on Board said Schooner, threw all the Papers overboard relative to the Cargo of said Schooner, some of w^h papers being Letters directed by Cap^t Benjamin Wright to M^r. Aaron Lopez then residing in some part of the United States not in possession of the Enemy—That I understood that the Property on Board the said Schooner belonged to the said Aaron Lopez— That said Schooner was on the 7th. of June instant Captured between Block Island & the Main by three Whaleboats³ & Carried into New London where I went on Shore & returned the same day to said Schooner, when returning upon inquiring where M^r. Bardin was, Mention was made that he was gone to M^r. Lopez Aforesaid, who I told the Captors would claim said Schooner & I supposed recover her, upon which one of the Captors named Brooks⁴ said that if the s^d. Schooner was not Condemned he would set fire to her—

Jacob Allen

Middlesex Ss, June 24. 1778. Jacob Allen of Manchester in the County of Essex the subscriber to the within written Deposition appeared before me a Justice of the Peace, for the said County of Middlesex, & after due Examination & Caution to Testify the whole Truth, relating to a suit now pending in the Maritime Court in the State of Connecticut, & to be tryed at Hartford in that State (above thirty Miles distant from Medford in s^d County of Middlesex) on the fourteenth day of July next, in w^h suit Brooks & Griffith are Libellants against the Schoon^r *Hope*, as it is said, made Oath in Behalf of Aaron Lopez Claimant of s^d. Schoon^r & Cargo—The adverse party was not present, being not notified, they not living, or being within 20 Miles of Medford aforesaid—

Edward Brooks

Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28. Docketed: “6./C^a: Jacob Allyns Deposⁿ.” Notation: “Hartford County Ss./Special County Court July 14th 1778. Open’d in Court/By George Wyllys Regist^r of s^d Court/A true Copy as on file/examin^d/By George Wyllys Regist^r—.”

1. The entire crew of schooner *Hope* consisted of American prisoners held in Jamaica. Deposition of Captain Amos Hilton, 8 July 1778. Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776–1787), Case No. 28. Docketed: “4./C^a: Amos Hiltons Deposⁿ.”

2. Hilton identified the British warship as H.M.S. *Bristol*. Ibid.

3. Connecticut privateer armed boats *Chatham*, Capt. David Brooks, and *Fessey*, Capt. Joshua Griffith.

4. Capt. David Brooks.

RECEIPT OF LIEUTENANT JOHN KERR, CONTINENTAL NAVY, FOR RECRUITING MONEY

Received of Nathaniel Shaw Jun^r Cont^l Ag^t by order & on Acco^t of Navy Board Eastern Department Four hundred & Seventy four Dollars being for the Recruiting Service^l

John Kerr

New London [*Conn.*] June 24 1778

474 Dol

D, CtY, Nathaniel and Thomas Shaw Papers, packet no. 54, no. 3644. Docketed: “Receipt Nat^l Shaw/Continental Agent/John Kerr.”

1. For more on Kerr’s recruiting efforts, see Notice to Continental Navy Seamen in Connecticut, 26 June, and Notice to Continental Navy Seamen at New London, 1 July, both below.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

New London June 24 1778

This is to inform your Excellency that on y^e 21st. Inst. Jason Chester¹ & C^o. belonging to arm’d Whale Boats have taken of [f] Long Island & bro’t to this Town Tho^s Fanning & Tho^s Willson, and delivered them to me as Commiss^y of Prisoners (in the absence of my brother²) & by the Advice of the Authority here, I have sent them to the Sheriff at Norwich to hold in Custody untill Committed or discharged by proper Authority, & at the same time desired the State Attorney to look into the matter. Those persons that bro’t over Fanning have nothing in particular against him, only the general voice that he is a Tory. Willson they found tending a saw mill & bro’t him off knowing him to be one from hence to the enemy; he must be rather a hurt to them then any Service, as he is a poor miserable wretch. As for getting either of them exchanged is very improbable especially the latter. With submission, I think that these kind of expedition on Long Island should be check’d—as they are carried on by men

without principle—they have in one instance given out on the Island that they had Orders from Gov^r. Trumbull to Plunder &^c. and as you will see by the inclosed Letter that M^r Shaw encouraged them to bring of [f] Fanning, & at the same time was in Boston. I am intirely unacquainted with this Young & know not what Credet ought to be given to it. I dont mean to have them discouraged from taking our enimes on Long Island in arms or bearing Commission under the English King, if in this they were to be encouraged perhaps it would be well.

There is one Osborn bro't from Long Island in the same way by Griffing³ which I sent to Norwich to the state Attorney, who promised to write your Excellency for advice &^c.

I have nothing new to communicate—only m^r Sheffield of Stonington a prize master of a prize to y^c *American Revenue*⁴ made his escape from New York & arrived in this Town last Friday He informs that the enemy have four prison ships, on board of which are about Seven hundred Prisoners, half of which are French-men; he was on board only Six days, being ordered on shore to attend the Court of Admiralty, made his escape by the help of a Gentleman there who secreted him & set him over on Staaten Island. The suffering of the prisoners on board these Ships by his Acco^t are beyond any description. The hot Season coming on makes it very Sickly, in the short time he was on board three of his people died & five or Six every day he was on board. I purpose to attempt giving a description by this Mans Acco^t of their Sufferings for the nex [t] weeks N. Lond. Paper.⁵

I so far compassionated those wretches on our prison ship as to write M^r Williams on the expediency of exchanging them, looking upon them as a pawn in our hands of the lives of our bretheren, & whether I might wright to New York and propose the exchange of the whole, and at the same time as I had a Flag going to N Y would have him send me Eight or Ten for a Trial, which he has sent, but fail'd in sending me an answere, which has prevented my writing to N York on this Subject. However have sent the Ten together with three & twenty more that I pick'd up here—hope to have a return soon. I desired M^r Williams to advise with your Excellency on exchanging the whole of the prisoners at Norwich, & I wish that every one might be sought out & sent down to N York, willing or unwilling to go, that the Lives of our Country men might be saved & that from the horridest of all deaths. I am [&c.]

Tho^s Shaw

In Confidence,

Query, By men being bro't of [f] the Island, are they not more fully acquainted who is Friend & who is Foes on the Island, are they not sour'd & imbittered, will they not on their return persecute & distress our Friends?

Any belonging to New York State ought not they to be sent there?

But as for Willson if he could be banished without any further expence to the State by tryal &^c believe it would give great satisfaction—whether he can hurt our friends on the Island is matter of consideration, but believe him to be such a drunken Fellow that he cannot do much hurt

I beg your Excellencys pardon & am with all Respect &^c

T. S——w

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 148a–d. Addressed on cover: “To/His Excellency Jonathan Trumbull Esq^r/Governor of the State of Connecticut/at/Lebanon.” Notation: “ M^r Tho^s Allon.” The bearer, Capt. Thomas Allon, commanded Connecticut privateer ship *General Putnam*, fitting out at New

London. Docketed: "24th June 1778/M^r Tho^s Shaw/de Tho^s. Fanning & Tho^s./Wilson—The former sent/ to Commi^{tee} of his own State/the Latter with his wife &/two daughters, admitted to/return to Long Island—/rec^d Idem."

1. Capt. Jason Chester of Wethersfield. He commanded the Connecticut privateer schooner *Enterprise* in June and July 1777. Middlebrook, *Maritime Connecticut* 2: 81–82.

2. Nathaniel Shaw Jr.

3. Probably, Capt. Peter Griffing.

4. Connecticut privateer sloop *American Revenue*, Capt. Samuel Champlin Jr.

5. See *Connecticut Gazette*; and *the Universal Intelligencer*, 10 July, below.

JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

June 1778
Wednesday 24 NEt Point of Hart Island WbN ½ a Mile Dis^t
at 1 AM Came too S^l B^r in the Entrance of oyster Bay at 7 AM
weighd & Made Sail & Sent off 2 Boats Armed to the Assistance of a
Sloop that was Boarded by 5 Rebell Boats off Loyds Point D^o Fired
2 Signal Guns for the Boats Armed from Oyster Bay¹ from 9 to 11
AM Fired 21 three pounders Shotted at the Rebell Boats at 11 4 of
the Boats Row'd off Leaving a Whale Boat. a Small Schooner Named
Mahottalls a Sloop Named the *Arnold*² the two latter Rebell Vessels
[manned?] & armed from Stanford which had Come out to the Assis-
tance of the Whale Boats at Noon the armed Boats & Prize Vessels
Joind Us off Loyds Neck.

Loyds Neck [N.Y.] SSW 1 Mile Dis^t

Tho^s Farnham³

June 24
1778 first light airs and Hazy Latter part fresh
Breezes and cloudy 3 am Weighed and made sail with 10 Sail of
wood Vess^{ls} under Convoy Stood to the Estward sent of[*f*] two
Boats mand and armed to the assistance of a Sloop who was boarded
By 5 whale boats off the Point of Lloyds Neck Fired 2-3 Pd^r Signal
Guns for all the boats man^d and armed from Oyster Bay from 8 to
11 fired 21-3 Pd^r Shotted at the Sloop and whale boats from 9 to 11
Continued fireing musquetry at which time the boats Evacuated the
Sloop leaving the Sloop and one whale boat a Small schooner Called
the *M-Nottables* and a Sloop Cutter the *Congress* the two Latter Armed
Vessels Armed from Stanford Came to the Assistance of the whale
boats at seven all the Boats and the 2 Privateers Joined us off the SE
Part of Loyds Neck—

Lloyds Neck One ¼ Mile Distant

Light airs and Variable with Calm at 7 PM Weighed

D, UKLPR, Adm. 51/4163.

1. According to the Journal of H.M. ship-rigged sloop-of-war *Raven*, Comdr. John Stanhope, commander, armed boats from *Raven*, H.M. frigate *Fowey*, H.M. ship-rigged sloop-of-war *Swan*, and H.M. brig *Halifax*, joined those from *Diligent* in attacking the American raiders. UKLPR, Adm. 51/771. *The Connecticut Journal* reported on 1 July that "17 or 18 armed Boats" attacked the Americans as they neared "Stanford [Conn.] harbor."

2. The journal entry for 25 June of H.M. frigate *Fowey*, Capt. Henry Colins, commander, and the records of the Vice Admiralty Court of New York identify the captured vessels as the 8-gun Rhode Island privateer *General Arnold*, Capt. Paul Anderson Cartwright, and the 6-gun privateer *Mehitable*, Capt. Daniel

Jackson. UklPR, Adm. 51/367; *List & Index Society*, vol. 27 (Records of the High Court of Admiralty 32 Prize Papers) [London: H.M. Stationery Office, 1967], pp. 263 and 306; for more on the *General Arnold*, see August Newman and Joseph Sherman to Gov. William Greene of Rhode Island, 20 May, NDAR 12: 402–3. Comdr. Stanhope reported that the British also took one whaleboat and recaptured the “wood Sloop” that the Americans had “taken in the morning,” despite vigorous American opposition that subjected the British boats to “a very hot fire.” UklPR, Adm. 51/771. *The Connecticut Journal* reported that after a “smart Engagement of several Hours,” the British captured “two small Privateers,” three whaleboats, and retook the American prize. Both *Raven’s* journal and *The Connecticut Journal* agreed that 24 Americans were killed or captured, while the journal of H.M. frigate *Fowey* stated that 23 Americans were killed and 25 were captured.

3. This entry ended one section of the logbook of *Diligent*. The next section begins with a repetition of the entry for 24 June and because there are significant differences between the two entries, it is printed immediately below.

CONTINENTAL MARINE COMMITTEE TO JOHN WEREAT

Sir

[York, Pa.] June 24th 1778

We have received your favour of the 18th May advising the Capturing of three of the enemies Vessels by the Gallies under the Command of Oliver Bowen esq^r and approve of your intention to purchase the said Vessels for account of the United States which we expect you have executed and that they are employed in assisting of the Continental Troops upon the expedition to the southward.¹ We expect shortly to have from you an account of your proceedings in that business.² We enclose herewith a set of Rules & Regulations for the Navy and a Resolve of the Congress of the 30th of October 1776 for your government³ a new set of Rules & Regulations for the Navy are now forming when they are finished we shall send you Coppies thereof⁴ in the mean time We are with much regard Sir [&c]

LB, DNA, PCC, Marine Committee Letter Book, fol. 161 (M332, roll 6). Addressed before opening: “John Wereat Esq^r.”

1. Wereat’s letter of 18 May has not been found. On the capture of the H.M. armed brig *Hinchinbrook*, East Florida Province armed sloop *Rebecca*, and an unidentified watering brig, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., in NDAR 12: 138–39. On this date, the committee also sent a letter to Commo. Oliver Bowen of the Georgia State Navy congratulating him on taking these vessels. LB, DNA, Marine Committee Letter Book, fol. 161 (M332, roll 6).

2. Wereat had written the Marine Committee concerning his efforts to obtain the captured vessels on 1 June. That letter has not been found, but its contents are discussed in a resolve of Congress of 29 July, below.

3. See NDAR 6: 1463–64.

4. Congress did not revise the rules and regulations until 1782. JCC 22: 10–11

THE GAZETTE, OF THE STATE OF SOUTH-CAROLINA, WEDNESDAY,
JUNE 24, 1778

CHARLES-TOWN, June 24.

Last Monday se’nnight Capt. Richard commander of the *Theresa* of Nantes,¹ gave an elegant entertainment on board his ship, to a numerous company of foreign gentlemen and inhabitants, on the joyful occasion of the late alliance between France and the United States, which was conducted in a manner as much to his honour, as it was satisfactory to his guests. The ship was decorated with a variety of colours, and fired 13 guns after each principal toast, the first of which was Louis XVI King of France. Captain Daniel’s sloop *Volant*² was also decorated with colours and fired; and all the other French vessels in the harbour followed the fire of these two vessels. The

Connecticut state ship, *Oliver Cromwell*, also fired 13 guns, upon the King of France's health being drank.³

Yesterday se'nnight both the pilot boats that attend the bar of this harbour, were chased in by a sloop, supposed to be the privateer *Active*, of Liverpool, Capt. Powell, from St. Augustine.⁴

On Wednesday the same sloop was again seen, S. of the Light-House, standing off S. by E. At the same time, a brig and a sloop, not having a friendly appearance, were discovered S.E. of the bar, standing to the N.E.—Having passed to the Northward of Sullivant's Island, they hawled off more Easterly, in the evening.

The same evening, Capt. Samuel Stone, late master of the sloop *Little Sue*, of and for this port, from St. Croix, came to town from North-Edisto, having been taken the preceding Monday night, at eleven o'clock, by a brig of 10 six, 4 four, and 2 three-pounder guns, called the *Enterprize*, and commanded by Capt. David Squires;⁵ who had been fitted out at New-York, but not being able to get a commission there, went 7 weeks since to Bermuda, where he procured one from Governor Bruere. As soon as the commission was obtained, Capt. Squires cut a large sloop belonging to this port, called the *Welcome*,⁶ out of Ellis's harbour, and then came to cruize on these coasts, where he has taken, besides Captain Stone's vessel, a schooner commanded by Capt. Rains, and a sloop, Capt. Stiles,⁷ both from Georgia, and 4 other vessels.—Capt. Squire's behaviour to his prisoners was very polite and humane; nothing was taken from them, nor any of their chests searched. He gave Captain Stone his boat, and leave to take all that belonged to him that he could carry, and on Tuesday morning stood in as near Stono as he could venture, in order to see him safe. He also gave at the same time, another boat to Capt. Stiles, who is gone for Georgia.—When Capt. Stone left the brig, her crew did not consist of more than 35 men. The day before, Capt. Squires spoke with the *Active*, so that it is probable, the vessels seen off the bar this day were, the *Enterprize* and *Little Sue*, and the *Active*. The *Enterprize* intended to cruize near Okerecock⁸ for some tobacco vessel.

Last Friday morning sailed upon a cruize the Connecticut state ship *Defence*, commanded by Samuel Smedley, Esq; and the sloop *Volant*, commanded by Capt. Oliver Daniel, and before night took two privateer sloops fitted out from St. Augustine, viz. the *Governor Tonyn's Revenge*, of 12 carriage guns and 72 men, commanded by Capt. Peter Bachop;⁹ and the *Ranger* of 8 guns and 35 men, Captain Osborn commander;¹⁰ who were both brought into port the next day. The *Active* privateer of Liverpool, of 12 guns, and 57 men, would have been likewise taken, but took advantage of the near approach of night and thick weather, and made off, while the prisoners on board Bachop were securing, and Osborn was coming up. It reflects particular honour on Capt. Smedley, that immediately, upon His Excellency the President's¹¹ application to that gentleman, he had his ship prepared and ready for sea by Wednesday evening, notwithstanding the difficulties of her then performing quarantine in Rebellion Road;¹² Capt. Daniel's vessel was unloaded, manned with volunteers and proceeded to the Road on Tuesday night; and the service was greatly forwarded by the animated exertions of Commodore Gillon, who, with Capt. Robinson, and Capt M'Queen afterwards went volunteers in the ship.¹³

1. Ship *Thérèse*, J. Richard, master.

2. French armed sloop *Volant*, Capt. Oliver Daniel.

3. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.

4. Letter of marque sloop *Active*, Capt. John Powell.

5. In the prize papers, Clement Conyers is listed as master of the sloop *Little Sue*. UKLPR, H.C.A. 32/390/17; C.O. 5/1109, pp. 84–85. For more on its capture by the New York letter of marque brig *Enterprize*, Capt. Daniel Squiers, see *The New-York Gazette; and the Weekly Mercury*, 6 July, below.

6. On 25 Nov. 1777, this same newspaper reported that sloop *Welcome*, Benjamin Tucker, master, from Charleston, had been “cut out of St. Eustatius road” by four seamen from a “Tortola privateer.” NDAR 10: 598. Presumably, it was the same incident discussed here.

7. Schooner *Friendship*, John Rains, master, which was captured at the entrance to the Savannah River on a voyage from Georgia to Bermuda, with a cargo of rice and indigo; sloop *Unity*, Benjamin Stiles, master. UKLPR, H.C.A. 32/337/5, no. 2; H.C.A. 469/4/1; H.C.A. 49/94, p. 155.

8. That is, Ocracoke Inlet, North Carolina.

9. That is, East Florida privateer sloop *Tonyn’s Revenge*, Capt. Peter Bachop. In an undated letter, undoubtedly written the week of 20 Apr. 1778, Joseph Clay, a Savannah merchant and the Continental Paymaster in the South, wrote to South Carolina merchant Josiah Smith Jr., that there was a report from St. Augustine that “Bacchop was to Sail . . . to Cruise on our Coast in a fine large Bermudian Sloop (formerly belonging to one Stammers) she Mounts 14 Guns and has between 60 & 70 Hands among w’ch are 3 or 4 good Pilots w’ch join’d to Bacchops own knowledge of the Coasts may make her very formidable to our Trade.” *Letters of Joseph Clay Merchant of Savannah 1776–1793. Collections of the Georgia Historical Society, vol. VII.* (Savannah, Ga.: The Morning News, 1913), 71.

10. That is, East Florida privateer sloop *Ranger*, Capt. George Osborne.

11. President Rawlins Lowndes of South Carolina.

12. On the quarantine of *Defence*, see Alexander Rose and John Torrains to Gov. Jonathan Trumbull, 26 June, below.

13. Commo. Alexander Gillon, Capt. William Robeson, and Capt. John McQueen, all of the South Carolina Navy. Paullin, *Navy of the American Revolution*, 435.

DIARY OF JOSEPH SENHOUSE

[Extract]

[Lord Romney’s plantation, St. Christopher’s, Leeward Islands]

June 24, 1778 . . . Our Company at Dinner, besides our own party, were as follows, V^{izt.}, Cap^t Crass¹ and one of his Lieut^s of the *Thetis*, a Dutch 24-Gun Ship now laying at old Road, Mr. Bees, a Dutch Gentleman of uncommon strength, Mr. Virchild, &c &c.

Cap^t Crass, of the abovementioned Dutch Man of War, came here as usual, for a supply of Water; but it seems he has been refused taking any on board, by General Burt,² on acco^t of the American Flag, being permitted to fly at S^t Eustatia; and suspecting, from the very freq^t trips, the Dutch Ships make to this place, for that necessary article, that they supply the American Privateers &c, with it. They will hereafter, be obliged to go as far as Guadaloupe, being the nearest Island, to S^t Eustatia, where Fresh Water, can be procured. . . .

D. Private collection of J. Scott-Plummer, Kelso, Roxburghshire, United Kingdom; held by Carlisle Archive Centre, Cumbria, DSEN 10/Box 194B Vol. 2. Senhouse was the Collector of Customs at Bridgetown, Barbados. During 1778, he made a tour of the Leeward Islands.

1. Kapitein D. H. Cras, Dutch Navy. *Nieuwe Nederlandshe Jaerboeken, of Vervolg der Merkwaardigste Geschiedenissen, die Voorgevallen Zyn in de Vereenigde Provinciën, de Generaliteits Landen, en de Volkplantingen van den Staet* (Amsterdam and Leiden, 1778), Vol. 13, Part 1, p. 623.

2. William Mathew Burt, Governor of the British Leeward Islands.

June 25

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Boston, June 25th 1778—Saml Ph'ps Savage Esq^rEleazer Johnson Esq^rJohn Browne Esq^rIsaac Phillips Esq^rThomas Walker Esq^rSaml Ph'ps Savage Esq^r President—

Order'd, That Cap^t Hopkins¹ deliver Cap^t Bartlett for the Brig^t *Tyrannicide*² one Barrel N England Rum q^t 33 G^{ls} @ 25/.—

Order'd, That John Decker for Masts, Spars, &c. deliver'd Joseph Walker as p^r his Receipt . . be paid . . £140..-- which is to be charg'd said Walker—

Order'd, That W^m. Williams for repairing four Compasses for the Brig^t *Freedom*³ . . be paid

2..16..-

for d^o. for Brig^t *Penet*⁴

1..12..-

for d^o. Compass & Glasses for the }

Ship *Versailles*⁵ }

2..--

for d^o. for Brig^t *Freedom*.

3.. 2..-

for d^o. for Brig^t *Isabella*⁶

2.. 3..-

Sexstants for d^o. for Cartel, Cap^t Pattin

1..16..-

M^r Ivers⁷ paid the above amt^s to

£13.. 9..-

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), pp. 345-46.

1. Capt. Caleb Hopkins.

2. Massachusetts Navy brigantine *Tyrannicide*.

3. Massachusetts Navy brigantine *Freedom*, Capt. John Clouston, commanding.

4. Massachusetts State trading brigantine *Penet*, John Harris, master.

5. Massachusetts State trading ship *Versailles* (formerly *Venus*), Joseph Chapman, master. NDAR 7: 605-

6; 10: 615.

6. Massachusetts State trading brigantine *Isabella*, later renamed *Count D'Estaing*. NDAR 7: 606.

7. Thomas Ivers.

ORDER OF MASSACHUSETTS BOARD OF WAR

By Order of Government.

For the Benefit of Mariners, coming into & going from Boston or Ipswich Bays, & to prevent their falling in with the Enemys Cruisers in either of said Bays—The following Signals will be made on Pigeon hill, Cape Ann, viz

If a Brittish Cruiser is seen in Boston Bay, between Cape Ann & Cape Cod, or near the Same, there will be hoisted A large blue Flag—but

If there are seen in Ipswich Bay, between Cape Ann and the Isle of Shoals,¹ or near the Same, there will be hoisted two large blue Flags, on One Staff—the One Ten feet below the Other.

[Boston] War Office 25th June 1778.—

D, M-Ar, Mass. Archives Collection, vol. 157 (Maritime Miscellaneous, 1777-1782), fol. 176. Docketed: "Signals to be made/on Pigeon Hill, Cape Ann/Ex^d."

1. A group of islands off Portsmouth, New Hampshire, and Kittery, Maine.

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Hon^{ble} GentlemenBoston 24th June 1778

I Beg leave to Acquaint you, that when the Ships *henneritta*¹ & *Three Friends*² Arrived in this port, the former without any papers, Captain Brown who commanded her told me he knew not the Contents of the Cargo or to whome it was to be delivered. But supposed it principally belonged to the hon^{ble} M^r Morris,³ and having orders to receive any Goods that might Arrive here on his Account, I took Charge of them, The Other ship Arriving a few days After, the Supercargo⁴ told me, the Goods ship'd by M^r John Ross at Rochfort were on the same Acco^t with those ship'd by Brown, and delivered them Also into my Charge. they are safely stored. I imediately On the Arrival of the Vessels Advis'd M^r Morris therewith,⁵ Supposing the Cargoes were on his private Account, But long Ere this it is known by the hon^{ble} Commercial Board,⁶ for whose Account those Goods were ship'd, As the *Three Friends* brought the Duplicates of the *heneritta's* Invoices &^{ca}. Which must have Reached You some time since. By Conversing with Cap^t Green⁷ who Commands the *Queen of France*,⁸ I have reason to believe that those Cargoes are partly on Account of the publick, and partly on private Account, I shall be happy in following any orders The Commercial Board may please to give me respecting those Goods, or any other Commands they may be pleased to favour me with, It gives me pain to inform you that the Brig *Tryton* Cap^t Collis⁹ was taken, and sent into Guernsy, And lately, scarcely any vessels inward Bound have escaped the Enemy, this day a Flag returned here from hallifax, which place they left this day week, in her came the third Lieu^t.¹⁰ of the Ship *Boston*,¹¹ who was Retaken, prize master of a very rich ship,¹² he says worth 74,000 Sterling, taken by the *Boston* within one hundred & fifty Leagues of Cape Finnister,¹³ when retaken he was within twelve hours sail of Boston, this gentleman Assures us, the Frigates are Called home to hallifax from their respective Cruizes. that without distinction the Prisoners are Closely Confined, and neither suffered to see, or receive Letters from any person in the town, the General Conjecture of the prisoners was, that they Expected a Visit, from some quarter, As they were repairing their works & making redoubts &^c they have very lately sent in three Privateers. viz the *Blaze Castle*,¹⁴ the *Wexford*¹⁵ & the *Washington*,¹⁶ I hope in time our Frigates will Again make their Appearance at Sea, The *Boston* was Chased by two frigates off this Coast for thirty six hours, and play'd with them,¹⁷ pity it is her fast sailing trim was not found out before. I have the honor to be with all due respect Hon^{ble}.
Sirs [&c.]

J: Bradford

The hon^{ble} Timothy Pickering has in Consequence of an Application made to the board of War for Musquets, ordered me to deliver to the Order of the Gov^r & Council of the state of Rhode Island, the forty Chests received by the *three friends*. if on publick Account, which I hope to days post will determine, if they belong to the publick shall get y^m. valued & deliver them.¹⁸

Honorable Sirs

Boston 25th June 1778

The foregoing I confirm the former part of which I trust will in some measure Appologize for my not troubling the hon^{ble}. Commercial Committee with the Acc^o. of the Arrival of the ships *Heneritta* & *Le Brune* (now the *Queen of France*) as immediately on the first intimation I Received that it was Supposed part of their Cargoes were on publick Account, I had wrote the foregoing, the Cargoes of the two ships remain entire saving some part of the Lead Which I have lately sent to Springfield in order to

make out a proper Weight for the Carts that had been Carrying away the Sulphur & nitre which came in the *dispatch*,¹⁹ two Casks being too heavy & one too light I shall make Application to the Navy Board²⁰ as directed But no papers Yet Appear from M^r Morris. I Earnestly Expected them the last Evg by post. the hon^{ble}. Committee are Sensible it will be attended with every Inconvenience to touch the Goods till the Invoices arrive. And from [*that*] time your Orders shall be most punctually obeyed. by not delivering any Goods but to the Order of Congress, the Commercial Committees order, or the Order of the Continental Board of War, I very Sensibly feel your reproof for exceeding the bounds of my duty in the purchase of a part of the *Mermaids* cargo without your orders and Distributing them to the Several departments here.²¹ that cargo was Sold at vendue saving the Articles wanted for the publick A sample of Each was sold to Make a price for the Whole, and it amounted to much more money than I Expected, the Clothiers were in the greatest Necessity at that time for the Articles I Delivered them, & the Next post will bring You a dra^t for their Amount The Navy Board was Also in want and as they have lately taken the Supply of the Navy into their own hands I delivered them All the Goods Suitable for that purpose. What I delivered to the D Q M G.²² they produced their orders from the Board for Goods at that time were very scarce & the Clothiers Suffering for want, the 4000 dollars in favour of Cap^t Brown was to Enable me to pay the Agent for them Goods.²³ I am much Obligated by your honorg the dra^t and shall Carefully make it my study to retain that respect, which was your inducement to do it, and for the future will never more [*go*] beyond my line; When I Advised the Marine Board²⁴ with the Arrival of the *Mermaid*, I suppos'd that part of the Members of that Board were also members of the Commercial Committee which has been formerly the Case, and at that time being much hurried and having but Little help was the Occasion of my neglect in [*not*] giving the information Due to the Commercial Committee, Your information of my having wrote to the Board of war Respecting the Arrival of the *Heneritta* Could only Arise from my making a return to that board of the Arrival of a parcell Lead in that Ship & forty Chests of Arms in the *three friends*. I am thoroughly impress'd that I am not to confer with that board on Commercial matters

I will endeavour to furnish the honble Committee with the Account of the Continental part of the prizes taken by the Sloop *providence*²⁵ & *Warren* Frigate²⁶ by next post. I was not Culpable by not being more particular respecting the french Ships²⁷ arriving at portsm^o²⁸ As I had it only from Mumford the post, who was from Exeter and Could give no farther Information And as M^r Langdon²⁹ was on the Spot I knew he would give the particulars, I thank you very kindly for the Good opinion You entertain of my being actuated by the best of Motives and can with great truth say my whole Attention is employed in the publick Service, having done with All private concerns Fifteen Months Since, and to give Satisfaction to my Constituents is the highest ambition I have, which if I can Effect will make me happy. I have the honour to be with every Sentiment of Respect [&c.]

J: Bradford

The Ship you Enquire After is I hope the Same that is arrivd at Virginia We hear nothing of the Brig³⁰

L, DNA, PCC, item 78, vol. 2, pp. 493–500 (M247, roll 91). The addressee is determined by the content of the letters. Docketed: “No. 329./John Bradford—Boston/24th June 1778.” There are copies of these letters in DLC, John Bradford Letter Books, vol. 2, pp. 142–43, 143–44.

1. Ship *Henrietta*, Patrick Brown, master, arrived at Boston on 4 May. See Bradford to Robert Morris, 4 May, in *NDAR* 12: 260–61.

2. Ship *Three Friends*, master unknown, arrived at Boston on 12 May. See Bradford to Continental Commerce Committee, 13 May, in *NDAR* 12: 342–43.

3. Robert Morris.

4. Mr. ——— Hall, supercargo of ship *Three Friends*.

5. Bradford's letters to Morris are dated 4 May, 7 May (in *NDAR* 12: 260–61, 280–81), and 13 May (in DLC, John Bradford Letter Books, vol. 2, p.132.)

6. That is, the Continental Commerce Committee.

7. Capt. John Green, Continental Navy.

8. Continental Navy frigate *Queen of France*.

9. Continental trading brigantine *Triton*, Peter Collas, master, sailed from Massachusetts for France on 13 Jan. See *NDAR* 11: 50 and *n*, 74.

10. Lt. Hezekiah Welch, Continental Navy.

11. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

12. British letter of marque ship *Martha*, Capt. Peter McIntosh.

13. That is, Cape Finisterre, Spain.

14. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro, was taken on 11 June off Georges Shoal by H.M. frigate *Unicorn*. For more on its capture, see Journal of H.M. frigate *Unicorn*, 11 June, above.

15. Massachusetts privateer brigantine *Wexford*, Capt. John Fletcher, was taken on 29 May south of Cape Sable by H.M.S. *Experiment*. For more on its capture, see Journal of H.M.S. *Experiment*, 28 May, in *NDAR* 12: 470–71.

16. Massachusetts privateer brigantine *Washington*, Capt. Nathaniel Wardell, was taken on 30 May south of Cape Sable by H.M. frigate *Blonde* in company with H.M. frigate *Diamond* and H.M.S. *Raisnable*. For more on its capture, see Journal of H.M. frigate *Blonde*, 30 May, *NDAR* 12: 483.

17. Continental Navy frigate *Boston* was chased by H.M. frigates *Apollo* and *Mermaid* on 19 Feb. 1778. For more on this chase, see *NDAR* 11: 373–75, 383, and 384.

18. Bradford on 26 June complied with the request of Col. Timothy Pickering of 14 June and an order from the Continental Board of War and delivered 1000 muskets, part of the cargo of the *Three Friends*, to the governor of Rhode Island and Maj. Gen. John Sullivan. In his letter to Gov. William Greene of 26 June, he wrote that "I have rather exceeded my Orders wich are to continue the Goods in Store, till I know from Congress, what Part are on public & what on private Acc^t But its possible a Town may be lost for Want of those Arms, while we remain whose Property they are." DLC, John Bradford Letter Books, vol. 2, pp. 144–45, 145.

19. Continental packet brigantine *Dispatch*, Lt. John Brown, Continental Navy.

20. Continental Navy Board of the Eastern Department.

21. See Bradford to Continental Commerce Committee, 13 May, in *NDAR* 12: 342–43.

22. Thomas Chase, Deputy Quarter Master General at Boston.

23. The Continental Congress resolved on 17 June to pay the bill of 4,000 dollars drawn by Bradford on the Continental Commerce Committee in favor of Patrick Brown, master of the ship *Henrietta*. *JCC* 11: 614.

24. Continental Marine Committee.

25. Ship *Mary*, Henry Johnson, master.

26. A parcel, containing between 5,000 and 6,000 pieces of duck and osnaburgs, taken out of ship *Neptune*, J. Smallwood, master, at sea, and snow *Robert*, James Hall, master.

27. Probably refers to Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander, which had just arrived from Nantes.

28. Portsmouth, New Hampshire.

29. John Langdon, Continental Agent for New Hampshire.

30. Continental packet brigantine *Dispatch*, Lt. John Brown, commander, which had been sent to Charleston, South Carolina, for indigo and rice that it was to carry to France.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

25th June. Very warm day. Very little wind till 1 o'clock & then S.

The *Brune* and her Convoy were in sight yesterday, to the Eastward of Block-Island.

The Ships of war now on this Station are placed as follows: *Flora*, in the harbour.

(Captain Brisbane¹ being the Senior Captain acts as Commodore) *Orpheus*, off Warwick; *Juno*, in the Narraganset passage; *Lark*, off Pappasquash point;² *Cerberus*, below Dyer's Island, and opposite the Channel between Prudence and Connonicut;³ *Kingsfisher*, with *The Alarm*, *Pigot*, & *Spitfire*, Gallies, in the Seconnet passage.⁴

Mackenzie, *Diary* 1: 304.

1. Capt. John Brisbane, commanding H.M. frigate *Flora*.
2. Popasquash Point.
3. Conanicut I.
4. Sakonnet Passage.

JOURNAL OF H.M. FRIGATE *BRUNE*, CAPTAIN JAMES FERGUSON

25 June 1778— D^o. [Rhode Isl^d] Lighthouse N.W. Block Island S.W.b.W. at 2 AM Light Airs & hazey W^r at 5 Thick foggy W^r at 4 fird 4,-12 P^{rs} and made the Sig^l & Tk^d from 6 to 8 fired two 12 P^{rs} as Sig^{ls} in a Fog at Noon Light Airs & Variable W^r. Montock Point N.N.W. the S^o. end of Block Island N.E½N. distance off Shore 3 Leag^s. Six Sail in C^{oy}—Soundings from 17 to 25 fathoms—
Montock Point N.N.W the South end of Block Island NE½N. P.M. Clear W^r 6 Sail in C^{oy} at 4 Light Airs Montock Point N.b.W. three Leagues, saw two Rebel Gun boats. made Sail Tk^d & Stood towards them fired at them two Six & one 12 P^{rs} but they pulling to wind ward could not get nigh them Shortened Sail & Tk^d for the Convoy at 8 Montock Point N. Distant 5 Leag^s, backed the Mizin Tk & waited for the Convoy

D, UKLPR, Adm. 51/117, fol. 16.

THE ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, JUNE 25, 1778

NEW-YORK, June 25.

Tuesday night arrived the brig *Liberty*, James Gray, late master, from Chesapeak for Nantz, with 130 hogsheads of tobacco, formerly a privateer of 14 guns;¹ she was taken last Friday by the *Nautilus*'s tender, commanded by Mr. Crymes.²

1. Virginia State trading brigantine *Liberty* had formerly served as a Virginia Navy brigantine. For more on the voyage on which it was captured, see Thomas Smith to Capt. James Gray, 12 June, above. According to Gambier's Prize List, 20 Dec. 1778, *Liberty* was 110 tons burthen, carried 2 guns, and was manned by fifteen seamen. *The London Gazette*, 2-6 Feb. 1779.

2. H.M. ship-rigged sloop-of-war *Nautilus*, Comdr. John Becher, commander. The tender was commanded by Master's Mate John Crymes.

RESOLVE OF THE CONTINENTAL CONGRESS

In Congress [York, Pa.] 25th. June 1778

Resolved

That the Navy Board in the Eastern departm^t be and they are hereby empowered to Cause to be built Equipped & manned three large gallies for the defence of Providence Warren & Taunton rivers or procure three Suitable Vessells for that purpose if

Upon Advising with the Council of War in the State of Rhode Island and Providence plantations, & General Sullivan¹ they shall judge the measure to be expedient—

Extract from the Minutes

Cha^s Thomson Secretary

a True Copy

Attest^r. Will^m: Story C N B E D²

Copy, RNHi, William Vernon Papers. Enclosed in Continental Navy Board of the Eastern Department to William Vernon, 9 July 1778.

1. Maj. Gen. John Sullivan, commanding the Continental forces in Rhode Island.
2. Abbreviation for Clerk, Navy Board of the Eastern Department.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 25 June 1778.

[Ordered] That the said Treasurer¹ pay to Henry L Massey² eighty six Pounds sixteen shillings and three Pence due to him and the Hands of the Boat *Amelia* per Acc^t passed by the Aud Gen^l. . . .

Commissions of a Letter of Marque & Reprisal issued Jonathan Parsons master of the Sloop called the *Fly* mounting two Swivel Guns navigated by six Men, belonging to Samuel & Robert Purviance and others of Baltimore also to Henry Geddis master of the Schooner called the *Savage* mounting four Carriage Guns & four Swivels navigated by twelve men belonging to Sam^l & Robert Purviance and others of Baltimore

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), pp. 244-45.

1. Treasurer of the Western Shore Thomas Harwood Jr.
2. Massey was captain of the Maryland Navy armed boat *Amelia*.
3. Auditor General Zephaniah Turner.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 25th day of June 1778.—

Present

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

James Innis esquire this day produced to the Board his Appointment of a Commissioner of the navy of this State in the room of James Maxwell esquire who has resigned;¹ and he having taken the Oath prescribed by Law, took his seat at the Board.—

Present Mr Innis.—

Ordered that a Warrant issue to Charles Sayer Boush for the use of Captain Willis Wilson for five hundred pounds on acco^t for the purpose of furnishing necessities for the Ship *Caswell*.—²

Ordered that the Commanding Officer of the *Hero* Galley deliver Solomon Peaton³ to Lieut. Charles Sayer Boush of the *Caswell* to which vessell the said Peaton belongs.—

Byrd Chamberlayne and George Chamberlayne⁴ Lieutenants in the Navy, have leave of absence from their duty for a fortnight.—

D, Vi, Navy Board Journal, pp. 416–17.

1. Innis was appointed to the Navy Board on 22 June by the Council of State of Virginia. *Journals of the*

Council of the State of Virginia 2: 152; there his name is spelled "James Innes."

2. That is, Virginia Navy galley *Caswell*, Capt. Willis Wilson, commanding. A portion of *Caswell's* expenses had been taken over by North Carolina, see Minutes of the North Carolina Senate, 20 Apr., in *NDAR* 12: 154. Boush served as a lieutenant with *Caswell*.

3. Elsewhere, this sailor's name is given as "Peatons" and "Peatow."

4. George Chamberlayne's name was usually spelled Chamberlaine. Both he and Boyd Chamberlayne served as lieutenants in the Virginia Navy brig *Musquetto*, which had been captured by H.M. frigate *Ariadne* on 10 July 1777. Both men were sent to Forton Prison in Aug. 1777 but escaped and made their way to France in Jan. 1778. *NDAR* 11: 893n, 935–36.

COMMODORE ALEXANDER GILLON, SOUTH CAROLINA NAVY, TO HENRY
LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir

Chares Town S Carolina 25 June 78

I am much indebted to you for your very kind favour of y^e 4th past¹ with it I rec^d. A letter from y^e Commercial Committee inclosing A Resolve of Congress which assigns y^e Reasons why I was not to pursue my Contract² with them, all I wish'd for was to have it known & believ'd that I did not accept of my present Command³ but with this Proviso that Congress acquiesced in it in conseq^c. of my App^t here being prior to my contract with them as I always held myself engag'd to them & shou'd most certainly have exerted my utmost to've executed y^e Contract had they not consented to y^e app^t here As to y^e Gentleman who Observ'd that had he been in Congress y^e Bargain with me shou'd not have been concluded⁴ must have suppos'd himself to have had very much influence in Congress indeed I lament that those whom I think myself entitled too to look up too as my friends did not Remark to that Gentleⁿ. the Reason why I was debar'd of going to Europe to perform my other Contract, you know Sir that by y^e fatigues of going from one End of y^e State to y^e other to procure Vessels, Seaman & c^e caus'd A very Alarming Attack of A Complaint that had reduc'd me much several times before & tho I had my baggage & every thing onb^d. so as to depart in 24 Hours it was pointed out to me as certain Death to go to Sea, but to immedly set off [/] for y^e Northw^d at my leisure by Land Query then which was most for y^e Interest of this Continent, my going to Sea to be thereby totally depriving Congress of getting what was so much wanted or else to send one of my partners who was healthy & equal to y^e business. Answer y^e Latter was, because he compleated what he went for & as to y^e acct^s not being settled that Gentleⁿ. will send very weighty Reasons for, in my letter to y^e Commercial Board inclosing them & as your hurry of Affairs may not admit your perusing that letter (which I wish you cou'd) I quote you y^e Reasons I never rec^d. A/ Sales of one of y^e Cargoes as it wou'd not sell in Cadiz (say y^e Indigo) but was reshipd & my partner rec^d. a Credit equal to what was suppos'd it wou'd nett, besides I knew y^e ball^e wou'd be trifling either way thus I wanted no after acct^s. & had I not been quitting y^e Continent for A while I wou'd wished to've postpond sending any acct^s. till I had Rec^d. y^e above A/s but I have sent them now & I flatter myself on examining them it will appear that my Contract has been y^e best executed of any made of that kind & most sincerely do I wish that that Gentleⁿ. as a member of y^e Community in General may find Every contract he Knows of or has y^e adjusting of as faithfully compleated as mine thus instead of being Reflected on I thought to have Rec^d. thanks for Risking £45,000 this being of my own property at A time so early that many had hardly determin'd what part to take in y^e American Opposition, but Sir I did it with pleasure & at y^e Repeated Request of 6 Gentlemen of Congress I had y^e pleasure of being acq^d.

with & I Glory in saying, y^e Exports was made on y^e best terms practicable from here they all got safe to Europe[,] was Sold to A profit of 36 p C^t or thereabouts, that one half of y^e Nett proceeds has there laid out on acc^t of y^e Continent in Powder Arms &c^a on as good terms & as good in quality as cou'd be procur'd in France & deliv'd to them at first Cost; that ab^t Lv^s 49000—of my Moneys was laid out in same Manner & deliv'd to their order at y^e very Moderate Advance of 131¹/₃ p C^t that y^e remaining part of my funds in this Contract was expended to pay for Bills I had accepted to pay in Lisbon or Cadiz & Some foreign debts that my partners saying Americans cannot expect to pay our debts was of any force thus I was compell'd to Use A little of my own Moneys, to my own disadvantage without injuring y^e Continent, & above all no part of these adventures either going or coming was taken, Pardon me for troubling you So much to explain this matter to you that you may be able to judge how far I merit Applause or Censure & to Vindicate y^e Character of one who as A Citizen of y^e State you Represent, takes y^e liberty of saying he Claims your protection. y^e Small bal^{ce} due I've Required them to order how it is to be paid, I expect to Set of[*f*] for Europe in 10 days to procure y^e Frigates I am to Direct^s which I shall try to keep together to protect this Coast & Trade or Obey any other Orders I may Receive, if there is any thing I can do in France that will give you pleasure permit me to Receive your directions thereon under Cover to Mess^{rs}. H,L, Chaurand freres Merch^{ts}. Nantes⁶ will you present my best Respects to your promising & worthy Son⁷ & believe me that I am happy in having y^e Honour to Subscribe myself Your Excellencies Most Obed^t [*&c.*]

A: Gillon

L, Private Collection, Allen C. Beeman (Riverside, Conn., 1976). Addressed below close: "His Excellency/Henry Laurens Esq^r/York Town." Addressed on separate sheet: "To His Excellency/Henry Laurens Esq^r/President of the Honorable the/Continental Congress/Pennsylvania." Docketed: "Alex Gillon/25 June 1778 Cha^town/Recd 20 July." In another hand: "N^o 3_/In answer to/4th May '78. p. 85."

1. See Laurens to Gillon, 4 May, in *NDAR* 12: 264.

2. The resolution of Congress and the contract it concerned is discussed in a note at *ibid.*

3. In Feb. 1778, Gillon was appointed Commodore of the South Carolina Navy.

4. Laurens discussed the views of the unnamed delegate to Congress in his letter to Gillon of 4 May.

5. For more on Gillon's mission to Europe, see President of South Carolina Rawlins Lowndes to Laurens, 17 June, above.

6. The third largest maritime supply firm in Nantes. *Benjamin Franklin Papers* 28: 423n.

7. That is, John Laurens.

June 26

JAMES WARREN TO SAMUEL ADAMS

[Extract]

My dear Sir

Boston June 26. 1778

I have had the great pleasure of receiving your several favours, *ph* Blaisford,¹ Cap^t Barry.² & one by an Unknown hand. . . .

I am Extreemly Glad to find you on the Marine Committee. for Notwithstanding you have not been used to Naval Matters. I Conceive you will do great Service there. I shall write to you often the little time I shall be Connected with you in that Station. & very freely. for the Subject must be better Understood. & more Attended to. or the Navy given up. though I Conceive it will soon be more Important & more necessary than An Army. did your Committee attend to this matter would they write us that they

hoped 50,000 dollars would supply all our demands for sometime. we received that Money. we have recv^d. the greatest part of 80,000. dollars. we drew for in favour of M^r Shaw.³ & this Morning we had not A 100 dollars in the office. & if Cap^t Bradford⁴ had not been good enough to Supply us with £1000. we could not have p^d. the Bounty to Seamen this day Entered. we must stop payment of all Bills. however reasonable or Justly due. or however hard we are duned. where to look next. or what is to be done next week I know not. this is Indeed Embarrassing. why Sir we want 500,000 dollars if it be meant we should do any thing to purpose. is it feared we shall Squander profusely. or apply fraudulently. our Accounts will be at any time ready. in three days for the strictest Scrutiny. I am my Friend also Mortified. & it is hard to be both perplexed & Mortified, while we work for Nothing. & spend necessarily more than our pay. Many things take place to make me feel very small in this office. to say nothing of our Inability to Answer the Expectations of the public & of their never knowing the reason; why when you have Appointed Captains in the Navy cant it be left to us to say which shall go in any Ship here on A vacancy. & while we & every Body else sees the service suffering must we wait for an Appointment from the Marine Committee. they Expect the *Raleigh*⁵ is prepared for the Sea. but two days ago a Captain for her Arrived here.⁶ & every Body acquainted with Seamen must know they will not Engage in A Ship till they know the Captain. the public have Clamoured. to save our Reputation. we have been Obliged to take pains to let it be known. that you dare not trust us so far. the Brig^t *Resistance* has lai[n] some time. to get her to sea we appointed or rather order[ed] Cap^t Olney⁷ to take Command of her. he is A deserving Officer. & I think would make A figure in A better Vessel. he readily obeyed & things were going on finely. An Appointment Arrives for Burke.⁸ he may be A good Officer but besides the Mortification to us. the Brig^t will be delayed. My favourite plan was to get A Number of these Vessels to Sea in Company. Your Committee have Approved. & desired it, but how is it possible. the *Raleigh* would have been ready for the Sea. if she had A Captain. she has now no Men. you have Appointed A Good one. I believe we shall Man her soon. but the *Warren* is almost Manned.⁹ Must she wait for her. I wish you would make that A Question & give me An Answer. Why when you have packets of Importance to be sent to Your Commissioners must they go through the hands of the Council of this State in Vessels provided by us.¹⁰ are your own Immediate Officers, Insufficient for such A purpose? if not it seemed a more regular Channel of Conveyance. if they are you may form a Board here of persons as Competent to that or any other purpose as the Council. & I will be ready to resign & make way for such An Appointment. I wont mention some Other Instances. because I wont be tedious. I own I am A proud fellow. but after all it is a subordinate passion to my Wishes for the Good of the Voyage. I am well pleased that you have given A Name to the New frigate at Salisbury.¹¹ and that it is A New One.

I hope our Friend Adams is safe Arrived we hear so. & believe it. 22 days after they were out. they took perhaps the richest prize that has been made this War.¹² she was retaken on this Coast & Carried to Hallifax. within 14 hours sail of this Port. she made some resistance. Our Friend¹³ would keep the Deck. & shew great Marks of Courage, tho the first Shot cut away the Mizzen Topsail or Cross Jack Yard over his head. . . . & am assuredly yours

[no signature]

....

L, NN, Samuel Adams Papers, vol. 11. Addressed below the postscript: "Hon^b Sam^l Adams Esq^r" Docketed: "JW June 26 — 78/Ex^d N^o 60/Copied & Ex^d."

1. Norton Brailsford.
2. Capt. John Barry, Continental Navy.
3. Nathaniel Shaw Jr., Continental Agent for Connecticut at New London.
4. John Bradford, Continental Agent for Massachusetts at Boston.
5. Continental Navy frigate *Raleigh*.
6. Capt. John Barry was appointed by the Continental Marine Committee to command frigate *Raleigh* on 30 May, replacing Capt. Thomas Thompson. See Continental Marine Committee to Capt. John Barry. LB, DNA, PCC, Marine Committee Letter Book, p. 154 (M332, roll 6).
7. Capt. Joseph Olney, Continental Navy, who formerly commanded Continental Navy brig *Cabot*.
8. Capt. William Burke, Continental Navy. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 30 May, in *NDAR* 12: 488–91. Burke was commissioned a captain in the Continental Navy on 1 May. *JCC* 10: 412.
9. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.
10. For more on these packets, see Continental Marine Committee to Continental Navy Board of the Eastern Department, 5 May, in *NDAR* 12: 269–70, and Continental Navy Board of the Eastern Department to American Commissioners in France, 8 June, above.
11. The Continental Marine Committee decided in May to name the Continental frigate building at Salisbury, Massachusetts, *Alliance*. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 30 May, in *NDAR* 12: 288–91. Previously, it had been called *Hancock*, as it was presumed to be a replacement for frigate *Hancock*.
12. British letter of marque ship *Martha*, Peter McIntosh, master, from London to New York, captured on 11 Mar. by Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander. It was retaken by H.M. frigate *Rainbow* on 11 May near Casco Bay and sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84.
13. John Adams, who was a passenger in frigate *Boston*.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday June 26th. 1778

Return of Peter Cunningham as first Lieutenant & Daniel Turner as second Lieutenant for the Brigantine *Hazard* by John Foster Williams Esq^r Commander of said Brig—Ordered that said Officers be commissioned agreeable to their Rank's—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 288. Marginal note: "Return of Cap^t Peter/Cunningham as first/Lieutenant.—"

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,	Boston June 26 th . 1778—
Sam ^l Ph ^{'ps} Savage Esq ^r	
John Browne Esq ^r	Eleazer Johnson Esq ^r
Thomas Walker Esq ^r	Isaac Phillips Esq ^r

Sam^l Ph^{'ps} Savage Esq^r President—

Order'd, That Col^o Crafts^l deliver M^r Peter Cunningham² all the Fire-Arms, & Cutlasses belonging to the Brig^t *Hazard*—

Voted, That the one half of the Snow *Swift*³ be purchas'd of George Williams Esq^r Agent for the Captain & Crew of the Brig^t *Tyrannicide*, which is valued by Job Prince, & W^m. Fleet, Appraisers of Said Snow . . . (Enter'd in June 30th) @ £1412..10.—

Order'd, That George Williams Esq^r be p'd in part of the above Acc^t £300..—..— (not paid at this time)

Voted, That Isaac Phillips Esq^r be desir'd to take Charge of the Snow *Swift*, & have her immediately fitted for the Sea.— & deliver her to Joseph Henderson Esq^r Com^y of Prisoners, for a Cartel Vessel—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 347–48.

1. Col. Thomas Crafts, Massachusetts State Artillery Regiment.
2. Cunningham was first lieutenant of Massachusetts Navy brigantine *Hazard*.
3. Snow *Swift*, William Pearce, master, was captured on 28 Apr. by Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER, (NEW LONDON)

FRIDAY, JUNE 26, 1778

NEW-LONDON, JUNE 26.

The Brig *Favorite*,¹ Capt. John Lamb, Brig *Angellica*,² Capt. ———,³ and the Ship *Blaze-Castle*,⁴ Capt. James Monroe, all Privateers, we hear are taken and sent into Halifax.

1. Massachusetts privateer brigantine *Favourite*, Capt. John Lamb, was commissioned on 27 May 1778. M-Ar, Mass. Archives Collection, vol. 139, fols., 172, 221.

2. Massachusetts privateer brig *Angelica* intended to set sail from Boston about 10 May on a six months cruise. See Notice of Intent to Sail of Massachusetts Privateer Brig *Angelica*, 2 May, *NDAR* 12: 247. The privateer evidently departed Boston soon after 23 May, the date the owners posted a bond not to enlist New Englanders other than those from Massachusetts. M-Ar, Mass. Archives Collection, vol. 139, fol. 181. It had been captured by HM frigate *Andromeda*.

3. Capt. William Dennis.

4. Rhode Island privateer ship *Blaze Castle*, Capt. James Monro, was taken by H.M. frigate *Unicorn* on 11 June and was sent into Halifax. See Journal of H.M. frigate *Unicorn*, 11 June, above.

NOTICE TO CONTINENTAL NAVY SEAMEN IN CONNECTICUT

THOSE Volunteers who have inlisted with the Subscriber, are hereby directed immediately to join him at *New-London*,¹ or to repair on Board the Ship WARREN, in *Boston*.²

JOHN KERR.

[*New London, Conn., June 26, 1778*]

Connecticut Gazette; and the Universal Intelligencer (New London), 26 June 1778.

1. Lt. John Kerr had commanded the Continental Navy schooner *Mifflin*, based at New London.

2. Continental Navy frigate *Warren*.

ADVERTISEMENT FOR SEAMEN FOR CONNECTICUT PRIVATEER SLOOP *REVENGE*

ALL Gentlemen Volunteers, and others who are inclin'd to make their Fortune with Ease & Pleasure, on Board the glorious Sloop REVENGE, *Joseph Conkling*, Commander, now lying in the Harbour of New-London, mounting 12 Carriage Guns and other warlike Stores, shortly bound on a six Weeks Cruize against the Enemies of the United States, are desired immediately to apply to the Commander on Board, for further Encouragement.

[*New London, June 26, 1778*]

Connecticut Gazette; and the Universal Intelligencer (New London), 26 June 1778.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 26th day of June 1778.—

Present.

Mr Whiting Mr Travis Mr Archer Mr Lewis and Mr Innis.—

Ordered that Mr William Holt deliver to Lieutenant Singleton¹ four barrels of tar and one of turpentine for the use of the *Henry* Galley.—

Ordered that the keeper of the public store, deliver to L^t Singleton six bolt rope needles, two paint brushes four scrubbing ditto and a bottle of Oil for the use of the *Henry* Galley.—

This Board do recommend Mr Byrd Chamberlayne to his Excellency the Governour and honble Council for a renewal of his Commission, his former one being lost during his captivity in Engl^d.²

Ordered that the Keeper of the public store, deliver to Lieutenant Jones six Gimblets, and one two hour Glass for the use of the *Lewis* Galley.—

Lieutenant Lewis Jones received Orders to proceed with the Galley under his command³ to Mr Acrills on James River,⁴ and take on Board what Bacon he has in his possession belonging to the Navy, or such part as he can conveniently bring, and to return as expeditiously as possible to the mouth of Mr Holts Creek.—⁵

D, Vi, Navy Board Journal, pp. 417–18.

1. Lt. Joshua Singleton was first lieutenant of the Virginia Navy galley *Henry*.

2. On the captivity of Chamberlayne, see note at Journal of the Virginia Navy Board, 25 June, above.

3. Virginia Navy galley *Lewis*.

4. William Acrill had a plantation in Charles City County, Virginia.

5. Holt's Creek is a tributary of the Pamunkey River just before its confluence with the Mattaponi River to form the York River.

CAPTAIN WILLIS WILSON, VIRGINIA NAVY, TO GOVERNOR RICHARD CASWELL OF
NORTH CAROLINA

Sir

Caswell, Ococock 26th June 1778

I Sent a Pilot and Crew to Beaufort after our Tender¹ and have receivd her at this place, but in a most wrecked condition, in So much, that She has drove from her anchors twice, and once had near been lost, I have got her alongside the *Caswell*, heaving her down to Stop her leaks—

The enemy (one Ship two Sloops & a Brigg) take a peep at Us every now & then— but are not dispos'd to venture in, Some few arrivals Since I last wrote your Excellency. The pilots of Ococock have finally Stop'd bringing in or carrying out vessels, having enterd in an association to that purpose, the reasons they give me for this extraordinary Step is; that having no branches, they are liable to a penalty for taking charge of any Vessell, and that they will not take branches because the Legislative have rated their pilotage at too low a price, being all in a Clan, I fear our trade will be hurt by the Infamy of these people—Pursuant to your Excellencies recommendation I have wrote to Rich^d. Ellis, Esq^r to know if he will accept the agency for the Ship² as our Crew are beginning to be taking down very fast with Scurvies attended with fluxes, which fish

(the only fresh provision to be got here) Docter Cooley does not approve of in the latter disorder. I hear there is fresh beef to be purchased at Marm[*illeg.*] which will be much cheaper, as well as more wholesome for the Crew. Have wrote to M^r Ellis for a Barrell Brown Sugar a bag Coffee a Hogshead Rum and a ditto of Molasses, being quite out of those articles, will be exceedingly obligd to your Excellency to hurry the paymaster with our money, as we are all distitute of that Necessary article, at present & the whole in great want. I am your Excellencies [&c.]

Willis Wilson

P.S. I am distressd for Commission Officers having only M^r Cheshire the Master of the Ship on Board at present, and not another officer I can depend upon, as a Seaman, if your Excellency knows of any, that woud make a good second Lieu^t will esteem it a favor if youl Commission him, otherwise please Lend a ~~Blank~~ Commⁿ of Lieu^t for M^r Cheshire who is now Master & a good officer—³ Docter Cooley Waits on Your Excellency, in want of Med'cine, he is an assiduous Gentleman in his duty to the Sick—⁴ if M^r Ellis declines to furnish us, I hope Your Excellency will appoint, or order us the things wrote for to M^r Ellis— Your Excellency's obd^t [&c.]

W. Wilson

L, Nc-AR, Governor's Papers. Addressed on separate page: "To—/His Excellency Richard Caswell Esq^r/ Governor of North Carolina/at Newbern/Favor Docter Cooley." Docketed: "Capt. Willis Wilson/26. June 1778/Answ^d. 30. June." The postscript is written on the back of the letter. There is a note below the signature that reads: "Turn over."

1. For more on this tender, see Wilson to Caswell, 21 May, in *NDAR* 12: 414–15, and John Easton to Caswell, 29 June, below.

2. See Ellis to Caswell, 28 June, below.

3. John Cheshire was recommended for promotion to lieutenant in the Virginia Navy on 2 September. Stewart, *History of Virginia's Navy*, 168.

4. Dr. Samuel Cooley also visited Caswell to solicit an appointment as surgeon to *Caswell*. Wilson to Caswell, 28 July, Nc-AR.

ALEXANDER ROSE AND JOHN TORRANS TO COLONEL JOSEPH TRUMBULL

Sir,

Charlestown South Carolina June 26th. 1778.

We refer, to what we had the honour of writing you on the 3^d instant¹ on the arrival here of the Captains Parker² and Smedley³; And have now the pleasure to Acquaint you of a short but successful Cruise which Captain Smedley undertook since in the *Defence*.

On receiving intelligence of several of the Enemys privateers being on our coast & annoying our trade with impunity, Cap^t Smedley (notwithstanding he was at the time performing quarantine for the small pox) on an application from His Excellency our President,⁴ fitted out the *Defence* immediately, being assisted by Commodore Gilton⁵ & Captains Robeson⁶ & MacQueen⁷ (all in the sea service of this State) And last friday⁸ sailed over our Bar in quest of them, having in Company with him a French Armed Sloop called the *Volant*, Commanded by Cap^t Daniel⁹ who voluntarily offered his Service on the occasion.

Before night they fell in with Three privateer Sloops, two of which they took & prove to be the *Tonyn's revenge* Commanded by Cap^t Peter Bachop of 12 Carriage guns besides sweevles & 72 men. The other is the *Ranger* of 8 guns & 35 men Commanded by Cap^t Osborn¹⁰ & both belonging to S^t Augustine The other¹¹ got off while Cap^t Smedley was securing his prisoners the weather proving heavy & night coming on—

The *Defence* and *Volant*, with their two prizes, Returned into Port the next day And the *Defence* is now out of quarantine Cap^t Smedley has acquired great Reputation on this occasion & has done an essential Service to the commercia[*l*] interest of this State.—

The prizes have been libeled in the Court of Admiral[*ty*] in the names of Cap-
tains Smedley & Daniel And we on behalf of your State have claimed half of what
may be adjudged to the *Defence*, which will we hope go a great way towards paying the
expences & outfit of the *Oliver Cromwell* & *Defence*.

We hope in a few days that Cap^t Parker will be ready to receive his Indigo & when
it is on board we shall give you the earliest notice of it with whatever else may occur.
We are with the greatest regard D^r Sir [&c.]

Rose & Torrans.

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 149a–d. Addressed on cover: "Joseph Trumbull Esquire/Agent
for the State of/Connecticut." Docketed: "26th June 1778/Mess^{rs} Rose & Torrence/de Cap^t Smedley/Park-
er &c/rec^d. 7th Aug^t. 1778—~~7~~ Post—"

1. See Alexander Rose and John Torrans to Col. Joseph Trumbull, 3 June, above.

2. Capt. Timothy Parker, commanding Connecticut Navy ship *Oliver Cromwell*.

3. Capt. Samuel Smedley, commanding Connecticut Navy ship *Defence*.

4. Rawlins Lowndes, president of South Carolina.

5. Commo. Alexander Gillon, South Carolina Navy.

6. Capt. William Robeson (or Robertson), appointed captain in the South Carolina Navy by Commo.
Gillon.

7. John McQueen (or MacQueen) was also appointed a captain in the South Carolina Navy by Com-
mo. Gillon.

8. 19 June.

9. Capt. Oliver Daniel. See *The Gazette, of the State of South-Carolina*, 24 June, above.

10. Capt. George Osborne. See *ibid*.

11. British privateer sloop *Active*, Capt. J. Powell, of Liverpool. See *NDAR* 11: 713 and *n*, 767 and *n*; *The
Gazette, of the State of South-Carolina*, 24 June, above.

JOURNAL OF H.M. FRIGATE *PERSEUS*, CAPTAIN THE HON. GEORGE KEITH ELPHINSTONE

June 1778
Friday 26th:

D^o. [Saint Augustine] S^o37.7W^o: 67 Leagues
Light airs and clear, at 5 AM Saw a Sail in the SW quarter, made Sail
and gave chase, the *Otter*,¹ privateer,² victualler³ and prize⁴ in Compa-
ny; at 9 Got out all the Oars and Rowed the Ship; at Noon in Chace
in Company as before.

Charles. Town—Lighthouse—WbS^o: 5 or 6 Leagues—
Light airs with a considerable Swell, in chace, Rowing; at 2 PM fired a
Gun and made the Signal for all Boats, Manned and armed, at ½ past
3 the Boats returned, having brought too the chace, the *Betsy* letter
of Marque Sloop, from Bedford in New England for Charles Town,⁵
took charge of her, the *Otter* and Convoy in Company:⁶

D, UKLPR, Adm. 51/688.

1. H.M. ship-rigged sloop-of-war *Otter*, Lt. John Wright, acting commander.

2. Letter of marque ship *Rose*, Capt. James Duncan.

3. Victualling brig *Medway*.

4. French snow *Bonite* (also rendered *Bonetta* and *Bonette*), captured on 16 June. Journal of H.M. frig-
ate *Perseus*, 16 June, above.

5. Rhode Island privateer sloop *Betsy*, Capt. Edward Dillingham, 50 tons burthen, mounted 4 guns,
manned by a crew of 7, owned by John Wanton of Bedford [in Dartmouth], Massachusetts, commissioned
in late 1777, taken while in ballast. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779;

Privateersmen of Newport, p. 60.

6. Because *Betsy* “drew but five feet and a half water,” Elphinstone used it in “watering the ships” in his squadron at East Florida until the sloop sank in a storm on 8 Aug. 1778. Gambier’s Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779; Elphinstone to Augustine Prevost, 19 July 1778, and Elphinstone to Viscount Howe, 20 Aug. 1778, *Keith Papers* 1: 113-16; 126.

June 27

DIARY OF SIMEON PERKINS

Saturday, June 27th, [Liverpool, *Nova Scotia*]—Mr Matthews, Porterfield, and Hayden, from Ragged Islands,¹ report that a Privateer had taken said Matthew and Hayden’s boat. The said Privateer had the crews of three or four more on board, to the Number of eighty that had been run on shore at Ship Harbour, viz:- Doliver, Woodman, and two others.² Three of the Captains, and 51 [?] of the Common men were left behind, either killed or missing. They also report that two Boston Privateers had Robed Colon. Alexander McNut of all his Cloaths, Plate, Library, etc.³

Perkins, *Diary*, p. 206.

1. John Matthews, William Porterfield, and Thomas Hayden later petitioned the Massachusetts State Council for losses suffered because of privateer raids. Edmund Duval Poole, *Annals of Yarmouth and Barrington (Nova Scotia) in the Revolutionary War* [*The Yarmouth Herald*, 1899], p. 47.

2. Thomas Doliver was captain of the Massachusetts privateer schooner *Snow Bird*; Jonathan Woodman was captain of the Massachusetts Privateer schooner *Hammond*.

3. In a later memorial to the Massachusetts Council of State, Alexander McNutt asserted that he had been robbed by Capt. Thomas Francis and the crew of the Massachusetts Privateer schooner *Congress*. He asserted that the privateersmen had unlawfully stolen “Sword, Pistol, Firelocks, Powder, Ball, Shot, and Flints, Drawing Box and writing Stand with there contents, Superfine Scarlet and Blew Cloaths, Books, Silver, Spoons, Silver Buckles, Plain, Set and Carved, Gold lace, Diamond Rings, and a number of other articles.” In 1780, the Council allowed McNutt to import a variety of foodstuffs because of the losses he and fourteen other families of Port Roseway had suffered. *Ibid.*, 45-46, 49.

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

June 1778
 Saturday 27 D^o. [Monhagen]¹ Island NEbN 8 Leagues
 AM at 3 sounded 82 f^m. Mud—at 6 Monhagen Isl^d. bore NNE $\frac{1}{2}$ E 4 or 5 Leagues.
 D^o. Isl^d. N^o.NE 5 Leagues.
 Moderate & hazy W^r. PM at 2 tack’d—Saw 2 Sail in the NW Quarter—at 7 join’d us a Schooner² that the Tender had taken in Shore laden with Wood & Spars—clear’d her Decks

D, UKLPR, Adm. 51/762, part 1, fols. 37–38.

1. That is, Monhegan I., Maine.

2. Schooner *George*, master unknown, 80 tons burthen, manned by a crew of 4, bound to Boston, sent into Halifax. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; Gambier’s Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,
 Sam^l Phillips Savage Esq^r

Boston June 27th. 1778—

John Browne Esq^r
Thomas Walker Esq^r

Eleazer Johnson Esq^r
Isaac Phillips Esq^r

Sam^l Phillips Savage Esq^r President—

Order'd, That W^m. Fleets Bill for Dockage & Appraisement of the Snow *Swift* . . . be paid . . . Prize Acco^{ts} . . . £7..16..—

Order'd, That Cap^t Phillips² be a Committee to get made for the *Hazard*,³ a new Main-Topsail—a Mainsail—a new Jibb—a New Main-Topmast Steering-Sail, & that for y^e above purpose Capt Hopkins⁴ deliver Cap^t Phillips from the Store 9 p's Russia Duck, & 80 y'ds Osnabrigs—

Cap^t John Foster Williams waited on the Board, & produced a Commission appointing him to the Command of the Brig^t *Hazard*—⁵

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 348–49.

1. Prize snow *Swift*, William Pearce, master.

2. Capt. Isaac Phillips.

3. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.

4. Capt. Caleb Hopkins.

5. The General Court approved Williams' appointment on 23 June. M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), pp. 608–9.

DEPUTY GOVERNOR JABEZ BOWEN OF RHODE ISLAND TO JEREMIAH POWELL,
PRESIDENT OF THE MASSACHUSETTS COUNCIL

Sir/

Providence June 27. 1778

When I had the Honor of waiting on the Honourable the General Assembly of the Massachusetts Bay. I was instructed to request of the Council that they would supply the Authority of this State with a few Prisoners for the Redeeming of the like number of our Inhabitants. now in Captivity. The Council then manifested a willingness to gratify us whenever they should be possessed of a Number that was not immediately wanted for the Exchanging of their owne Inhabitants. and as I am informed you now have a large Number on Board your Guarde Vessells. I request that you would be pleased to Deliver to M^r John Innes Clarke¹ or his Order. one Captain one Cap^t of Marines and one Cirgeon. and as many Privates as you choose to part with. taken on Board Armed Vessells. to Redeeme Captain Munro.² his Officers and Men lately Captured in the private Ship of War the *Blaze Castell* from this Port.³ and lately carried into Hallifax. Your favour in this matter will much Oblige Your most Humb. Servant⁴

Jabez Bowen Dep Gov^r

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 244. Addressed below close: "President Powell." Addressed on cover: "Honorable/Jeremiah Powell Esq^r/President of the Council/State Massachusetts Bay." Addressed below close: "President Powell." Docketed: "Letter from Jabez Bowen/Dep^r Gov^r of the State of R^{de}/Island—to the Hon'ble/Presid^t Powell/June 27th 1778."

1. John Innes Clarke, merchant at Providence, was one of the principal owners of privateer *Blaze Castle* when it was commissioned on 7 Nov. 1777. For more on *Blaze Castle's* second cruise, see NDAR 10: 630, 634.

2. Capt. James Munro.

3. Rhode Island privateer ship *Blaze Castle* was captured on 11 June by H.M. frigate *Unicorn*, Capt. John Ford, commander, off Georges Shoal. See Journal of H.M. frigate *Unicorn*, 11 June, above.

4. On 29 June Powell replied that he could not comply with Bowen's request because "we have not Prisoners sufficient to redeem those of ours in the Enemies hands taken on board Armed Vessells." M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 245.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, JUNE 27, 1778

PROVIDENCE, June 27.

On Wednesday arrived at Head-Quarters Mr. Thomas Gates, acting Lieutenant, and Mr. Henry Stevens, Surgeon's Mate, of the *Lark* Frigate.¹ Being weary of the British Navy, and sensible of the Injustice of carrying on the War against America, they determined to quit so disagreeable a Service; they accordingly went from the Ship to Newport, where they purchased a Boat, and in the Night rowed over to Point-Judith, and surrendered themselves to our Guards, from whence they were conducted here.

Sunday Night last, four fishing Boats from Newport were captured in the Bay by a Whaleboat, and ten Men made Prisoners, among which are the Gunner and Carpenter of one of the Enemy's Ships.

Since our last a Number of the Inhabitants of Bristol and Warren, who were captured by the Enemy in their late burning Expedition to those Towns, have returned in a flag of Truce. Three or four other prisoners, taken at the same Time, are returned on Parole.

The Privateer Ship *Blaze-Castle*, Capt. James Munroe, of this Port, was lately captured by the *Unicorn* British Frigate, and carried into Halifax.² Capt. Munroe had previously taken and manned five Prizes, which greatly reduced his Crew; and the few Hands that remained refusing to support him, he was compelled to the hard Necessity of striking without firing a Gun.

1. H.M. frigate *Lark*, Capt. Richard Smith, commander, stationed off Popasquash Neck, Bristol, Rhode Island.

2. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 27th day of June 1778.—

Present

Mr Whiting Mr Travis Mr Archer Mr Lewis and Mr Innis.—

Ordered that the Keeper of the public store deliver to Captain Taylor¹ one thousand nails of different sorts, six scrapers, six Brushes eight caulking irons, fifty pound of white Lead, thirty ditto of red Lead, thirty ditto of yellow Okre, thirty ditto of Spanish brown two pound of Lampblack and two quire of paper for the use of the ship *Tartar*.—

Ordered that Mr Anderson,² deliver to Cap^t Taylor 200 lb of iron for the use of the ship *Tartar*.—

Captain Taylor received Orders to proceed with the ship *Tartar* to the most convenient place on Rappahanock river and have her properly cleaned, and as soon as it is done he is to return to York, and wait on the Board for further Orders.—

D, Vi, Navy Board Journal, pp. 418–19.

1. Capt. Richard Taylor commanding the Virginia Navy ship *Tartar*.

2. James Anderson was Virginia's "Public Armourer."

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Extra Meeting

Navy Board [Charlestown] Saturday 27th June 1778—

The Board Met According to Summons—

Present Edward Blake Esq^r. first Commissioner—

Josiah Smith Edward Darrell }

John Edwards Geo Ab^t. Hall.. }Esq^{rs}—

The Minutes of Last Meeting were read—

An Information was Laid before the Board against Cap^t. Briggs Lately appointed to the Command of the Schooner *Rattle Snake*¹ as a person Inimical to the Liberties of America

The Evidences against the said Cap^t. Brigg appearing Trifling & frivolous the Board therefore Acquitted him

adjourned to next Monday Evening 4 oClock—

South Carolina Commissioners, p. 162.

1. For the ultimatum that caused the departure of John Drew, James Briggs' predecessor as captain of South Carolina Navy schooner *Rattle Snake*, see the board's letter to Drew, 15 June, above.

June 28

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

June 1778

Sunday 28

D^o. [Monhagen]¹ Isl^d. N^o.NE 5 Leagues

AM at 5 saw a Sail to the S^ow^d.—gave Chace—at 9 saw a Sail in the SE Quarter—still in chase—at 10 Lost sight of the Prize Schooner.²

D^o. Isl^d. N27°E 19 Leagues

Light Airs & hazey W^r. PM at 1 tack'd—hoisted the Barge out & sent her mann'd & arm'd after the Chase—at 3 fir'd 2 Guns at the Chase—at 4 the Barge bro^t. her too—she prov'd the Brig *James* (Jn^o. Smith Master)³ bo^d. f^m. Madeira to Quebec with Wines &c taken by the Rebel Privateer *Pompey*⁴ the 6th. Ins^t. in the River S^t. Laurence—took out the Prisoners & sent a Party on b^d. the Prize

D, UKLPR, Adm. 51/762, part 1, fols. 38–39.

1. That is, Monhegan I., Maine.

2. Schooner *George*.

3. Brig *James*, John Smith, master, a recapture, sent to Halifax. Gambier's prize list describes this brig as 180 tons burthen, mounting 6 guns, and its owner from Greenock, Scotland. *Lloyd's Register of Ships* lists it as 140 tons burthen, mounting four 2-pounders, and gives its owner as C. J. Smith, of London. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779; *Lloyd's Register of Ships, 1777–1778*.

4. Massachusetts privateer schooner *Pompey*, Capt. Silas Smith, mounting 4 carriage guns and 16 swivel guns, a crew of 40 seamen, commissioned on 14 Apr. 1778, and owned by William West and Samuel Williams of Salem. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 246, 249; Mass. Archives Collection, vol. 168, p. 249.

JAMES WARREN TO SAMUEL ADAMS

[Extract]

My Dear Sir

Boston June 28. 1778

The Navy was the principal Subject of A long. & perhaps tedious Letter two days ago which I suppose will go with this.¹ if it requires an Apology I will tell you it was wrote in perfect Composure. & good Humour & in Justification of the familiarity I used that it was wrote to you as a friend not as one of my Masters. . . .

Adieu says your Friend

[no signature]

Cap^t. Burke² hesitated about Accepting Command of the Brig^t.³ but has done it at last. the prejudices of the Officers here against him are great.⁴ as you have patronized him I hope he will turn out an honest Man. he has desired a Court of Enquiry into his Conduct dureing his Captivity

L, NN, Samuel Adams Papers, vol. 11. Addressed: "Honb^t Samuel Adams Esq^r/Member of Congress/York Town/Pensilvania." Docketed: "JW June 28 — 78/Ex^d. N^o. 61/Copied & Ex^d."

1. See Warren to Samuel Adams, 26 June, above.

2. Capt. William Burke, Continental Navy.

3. Continental Navy brigantine *Resistance*.

4. By "prejudice" Warren probably means jealousy of Burke's quick appointment on 1 May as a captain in the Continental Navy soon after his release from captivity. On 19 June "a petition from sundry navy officers and declarations respecting Captain Burke" was read in the Continental Congress and referred to the Continental Marine Committee. *JCC* 11: 621. This petition has not been found.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

28th [June].—Got out of the Delaware and stood for New York. In our passage there, spoke a packet express¹ to the admiral,² who informed us that a French fleet were sailed, and that she had been chased by them more than halfway to this country, and by the course they were steering there was no doubt but that they were bound for the continent of North America.³

"Journals of Henry Duncan," p. 159.

1. H.M. Post Office packet boat *Grantham*, John Bull, commander.

2. That is, Vice Adm. Viscount Howe.

3. The French fleet commanded by Vice-amiral comte d'Estaing.

RICHARD ELLIS TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

D^r Sir,New Bern 28th. June 1778—

Capt Willis Wilson of the Ship *Caswell*, addressed me on the 26th. Inst. advising that your Excellency recommend him to appoint an agent for his Ship here.¹ at the same time requested I would accept of the appointment, and if I did to advise your Excellency of it & furnish him by return of his Barge— (which is now waiting for the return of this Express) with rum, Molasses &c &c. to the amount of 6 or £800 worth; I have given directions about some Iron work he wants, and have engaged the other things. have no objection to the appointment provided I can now or in some short time be supplied with what money may be necessary for the articles he may want from time to time, which he says will be considerable— 170 men will eat & drink a good

deal, and all those things ready money, and hard to be got. Your Excellency will be so obliging as to write me fully on this head, and whether this or the State of Virginia is to be charged with the things, if the former, did not the assembly appoint an Agent²

Please to send me 2 blank commissions for my Privateer *Bellona* & Letter of mark the *Chatham*— the commission not being here cannot fill the Bonds, but you may depend as soon as they appear the needful shall be done. what part of the Brig³ shall I charge you with, I do not think we can spare you more than $\frac{1}{8}$ that will cost you £3000 or very near it, but you may have $\frac{1}{16}$ or less if you choose it, I wish you could see her on the sails, which will be in 3 weeks at farthest, to meet the July fleet.⁴ Shall we not celebrate the 4th. of July. The Town is of opinion we ought to have some of the public powder on the occasion about 100 w^t will do. if you think with us, you will no doubt send an order for the purpose. I have but about 1500 wt. for the Brig, should more be necessary will your Excellency lend me 5 or 600 wt of the public powder, I will engage to return it, before it is wanted.⁵ I am with great esteem [&c.]

Rich^d. Ellis

L, Nc-Ar, Executive Letterbook, p. 493. Addressed below close: "Gov: Caswell—."

1. See Caswell to Willis Wilson, 26 May, in *NDAR* 12: 462–63.

2. Caswell's reply, dated 30 June, is below.

3. Brig *Bellona*.

4. The convoy of merchantmen sailing from the West Indies to Great Britain.

5. See Caswell's reply of 30 June, below.

June 29

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

My Dear Sir—

Portsmouth,¹ [N.H.] June 29, 1778,

I have sometime expected to be favored with a line from you, but have not yet been so happy,² though by other hands I have had the pleasure to hear of your arrival. I hope by this time your colleague has happily passed through the small-pox—please present my best regards to him;³ I could wish to be informed of his health, how he like his present employment, &c., &c. by his own hand.

. . . I wish I had something new or entertaining to give you, but I have not; we have not even had any prizes lately arrived, but several of our privateers have been taken,⁴ and the jails at Halifax are full of American prisoners, where they are treated as usual, some compelled to go on board their ships,⁵ others starved to death in prison. By the last accounts, between four and five hundred were there treated in the most inhuman manner by those barbarians, who still laugh at our threats of retaliation, and well they may when our officers suffer themselves to be insulted in the grossest manner by prisoners; general Phillips⁶ letter to general Heath,⁷ is an instance of their insufferable impudence—but I must quit this subject, for I find the recollection of those matters will soon put me out of all temper.

I find it is determined to go on with the ships that were originally designed for 74's, on a plan that is proposed by Mr. Landais.⁸ This plan I have been informed of, and am much surprised that the committee should adopt it, for sure I am those ships never will be got to sea with two tiers of guns. I cannot conceive what arguments Mr. Landais could use to persuade the committee that a ship with fifty-six twenty-four

and eighteen pounders, on two decks, will fight as good a battle as a seventy-four that carries fifty-six, fifty-two,⁹ and eighteen pounders, besides her quarter-deckers. The fifty-six gun ship is under the same disadvantage of fighting her heaviest guns between decks, that a seventy-four is; her lower guns will be as near the water, within a small trifle, as the seventy-four's. But she is to cost much less, that is true; she will cost as much less as fifty-six guns will cost less than seventy-four, and that, I am sure, is all the difference in the cost. But then, again, she will require fewer men; that I also agree to: she will not require as many men by one hundred as a seventy-four. She is also to sail much faster, as she will swim two or three inches lighter; it is probable she may sail a trifle faster, but there can be no material difference in their sailing. I understand that Mr. Landais is appointed a captain in the American navy—¹⁰ perhaps he is to command one of these ships—I must allow that a two-decker will have much genteeler accommodations for officers than a ship that carries only one tier of guns; and experience has taught us, that our officers, both by land and sea, are fond of becoming genteely accommodated; perhaps this consideration may, in some measure, have influenced Mr. Landais' opinion in favor of two-deckers; otherwise, if he is really acquainted with maritime matters and the peculiar circumstances of America, I think he would give the preference to such ships as I sometime ago proposed to Mr. Ellery;¹¹ which was to turn those ships that were designed for seventy-fours, into frigates that might mount thirty-two thirty-two-pounders on the gun deck, and fourteen twelve's on the quarter-deck and fore-castle. They will carry their heavy guns between three and four feet higher than Mr. Landais' fifty-six gun-ship will carry her lower tier, consequently will be able to fight them as long as any two-decker can fight her upper tier, and will have an inconceivable advantage in fighting those heavy guns on an upper deck. They would swim more than a foot lighter than the fifty-six gun-ship, and would have much less top hamper; consequently, would sail much faster, and cost much less, and would not require so many men by one-fourth.

If it is not too late, I could wish the experiment might be made with one of them. I have not heard whether Mr. Morris¹² is returned to congress or not; if he is, and should think worth while to consider my plan, I flatter myself he would not disapprove it, for I know him to be a very good judge of those affairs. But, perhaps, it is too late to make any alteration in the plan, I must therefore leave it to your discretion to take any notice of what I say on the subject or not; but I must take the liberty to predict that those two-deckers will never go to sea; and I believe I may venture to say, that the frigates that are in Boston will never get to sea till a stop is put to privateering. As to our state affairs I must refer you to those of your correspondents who are on the stage of action, as they can much better inform you than is in my power.

Please present my most respectful compliments to those gentlemen who you know I esteem, and accept for yourself the best wishes of your very affectionate friend and Most obedient, humble servant,

W^m: Whipple

COLONEL BARTLETT, }
In Congress. }

The American Pioneer, A Monthly Periodical . . . of the Logan Historical Society. 2 vols. (Chillicothe and Cincinnati, Oh.: Logan Historical Society, 1842-43), 2 (1843), 72-74.

1. Italics are from the printed document.

2. See Josiah Bartlett to William Whipple, 20 June, above.

3. John Wentworth, New Hampshire delegate to the Continental Congress.

4. Probably, New Hampshire privateer ship *Portsmouth*, Capt. John Hart, taken on 10 May by H.M.S. *Experiment*, and Massachusetts privateer brigantine *Wexford*, Capt. John Fletcher, taken on 28 May by H.M.S. *Experiment*.

5. British warships and transports.

6. Maj. Gen. William Phillips, British Army.

7. Maj. Gen. William Heath, Continental Army. The letter from Phillips to Heath referred to here is probably that of 17 June 1778 in which Phillips wrote in reference to the shooting of a British army officer, a part of the Convention Army, by an American sentinel, "I do not ask for justice for I believe every principle of it, is fled from this Province." DLC, George Washington Papers, Series 4.

8. On 29 May 1778 the Continental Marine Committee resolved, after consultation with Capt. Pierre Landais, that the 74-gun ship of the line building at Portsmouth, N. H., be completed as a two-decker of 56 guns, mounting 28 24-pounders on her lower deck and 28 18-pounders on her upper deck. *JCC* 11, 555.

9. Evidently a misprint for 32 pounders, as elaborated below.

10. Landais had been commissioned a captain in the Continental Navy on 1 Mar. 1777.

11. William Ellery, a member of the Continental Marine Committee.

12. Robert Morris, a former member of the Continental Marine Committee.

JOHN BRADFORD TO RICHARD HENRY LEE

Sir,

[*Boston*] June 29th. 1778—

I have the honour of receiving a Letter under your Signature of 30th May,¹ which mentions your receiving my Accts against the Vessells fitted out by Order of Gen^l Washington,² & requesting that the Navy Board here might be furnish'd with Copies of those Accounts which shall be done as early as possible tho' Im afraid not so soon as I could wish, my Clerk being taken off, & at present I can't engage one to fill his Place—your Orders to pay into the Hands of ye Navy Board the Continental Part of Prizes will I hope be a great Relief to them Gentlemen, as I make no Doubt in Addition to y^e two Prizes—³ the *Gen Gates*⁴ has sent in Capt Skimmer will send in a few more.—I most sincerely wish you a Continuance of Health this intensely hot Season & am yours &.

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 146. Addressed at top: "The Hon Rich^d. Henry Lee Esq^r."

1. The Continental Marine Committee's letter, signed by its chairman, Richard Henry Lee, requested Bradford turn over to the Continental Navy Board of the Eastern Department copies of the final accounts of Washington's Fleet schooners for adjustment and settlement by that board. They also ordered him to give the board "Credit for the Continental share of all Prizes that you have already received and in future account with the Navy Board for what you may hereafter receive." LB, DNA, PCC, Marine Committee Letter Book, fol. 179 (M332, roll 6).

2. See Bradford to Continental Marine Committee, 15 Apr., in *NDAR* 12: 115.

3. Ship *Jenny* and brig *Thomas*, from Dominica to Quebec.

4. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Monday June 29th. 1778

Return of M^r. John Crocker as Surgeon for the Brig *Hazard* by Capt Williams—¹
Ordered that said Surgeon be commissioned agreeable to his Rank—

Return of M^r. Cuthbert Inglesby as Captain of Marines on board the Brig *Hazard*
by Capt Williams— Order'd that said Captain be commissioned agreeable to his Rank

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 290. In margin: "Return of M^r. J. Crocker/as Surgeon on board/the Brig. *Hazard*" and "Return of M^r. Cuthbert/Inglesby as

Cap^t of/Marines, Brig. *Hazard*.⁷

1. Capt. John Foster Williams, commander of Massachusetts Navy brig *Hazard*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War-Office,

Present—

Boston June 29th. 1778—

Sam^l Ph[']ps Savage Esq^r

John Browne Esq^r

Jonathan Glover Esq^r

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Sam^l Phps Savage President—

Order'd, That Peter Cunningham¹ to purchase fresh Provisions for the Brig^t *Hazard* . . .
be paid . . . £50.. 2..—

Order'd, That Joseph Hall deliver Cap^t Williams² for the Brig^t *Hazard* 695 Gall^s N E.
Rum

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 350.

1. Cunningham was the first lieutenant of Massachusetts Navy brigantine *Hazard*.

2. Capt. John Foster Williams, commander of brigantine *Hazard*, which was fitting out for a cruise.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

June 1778

[*Rhode Island*] Lighthouse WBS 3 Miles

Monday 29

AM lost a log and two Lines— N^o. End of Block Island NW¹/₄N 3 Miles.

Block Island NW¹/₄N 3 Miles

Moderate breezes and hazey W^r. [PM] Run^s for Rhode Island, at 3
bro't too & fired several Shot at three Whale boats under Rebel Co-
lours, at 6 Anchord in Rhode Island Harbour— found here the *Flora*¹
& a N^o. of Transp^{ts}

D, UKLPR, Adm. 51/922.

1. H.M. frigate *Flora*, Capt. John Brisbane, commander.

JOURNAL OF AMBROSE SERLE

MONDAY, [June] 29th.

Early this morning fell in with, and retook a Snow, called the *Hannah*, bound from Jamaica to London, laden with Rum &c.¹ She was taken on the 17th. instant by the *Satisfaction*, a Brig Privateer, wch sailed from Boston on a Cruize, on the 28th. of May, and had taken nothing before.² The Prize-master, put in by the Rebels, informed, that, on the 16th. instant, the *Le Despencer* Packet was taken by a Rebel Brig Privateer of N. London, mounting 16 four Pounders and having on board 80 men, in Lat. 34°. 20', Long. about 50°. 30'.³ They had a smart Engagement, in Sight of the *Satisfaction* Privateer, who came up soon after she struck, but was refused any Share in the Prize.

Serle Journal, p. 314.

1. Serle was a passenger in H.M. frigate *Porcupine*, Capt. the Hon. William Clement Fitch, commander, en route to Falmouth, England, from Philadelphia.

2. Massachusetts privateer brigantine *Satisfaction*, Capt. Nathaniel Thayer, mounting 14 guns with a crew of 80, owned by Boston merchant "Job Prince and others." M-Ar, Revolutionary Rolls, vol. 7, fol. 94.

3. H.M. packet snow *Le Despencer*, Capt. William Pond, was captured by the Connecticut privateer brigantine *Nancy*, Capt. Michael Melally. For more on the capture, see Mellaly to Nathaniel Shaw Jr., 16 June, above.

GENERAL SIR HENRY CLINTON, BRITISH ARMY, TO VICE ADMIRAL VISCOUNT HOWE

My Lord
 Camp at Nut Swamp near
 Middleton [*N.J.*] June 29th. 1778.

Circumstances have long since determined me to march down to the Hook,¹ I have sent many messengers to acquaint your Lordship with my intentions I fear they have all failed.

My Rear Guard was pressed Yesterday by W. whole Army to which Gates is now joined² I made a stand to give my baggage time to get into Safety, & in great Hopes of catching Washington army in an Awkward situation for then I attacked him in the force ~~Yesterday with~~ there was ~~my Rear Guard~~, the troops behaved with their usual Spirit forced Washington's avant Garde over to strong ground, but they were so fatigued they Could not pursue their advantage.³ W's are now assembled here. I am told they mean to attack us; I heartily wish they may. I hope to soon see your Lordships flag flying at the hook too as I shall wish to Consult you respecting the embarking of the troops which must [soon ?] be from some part of this shore—I have requested a Reinforcement if it can be spared, and we shall likewise want provisions & some forage ~~of Fleet can be & have~~ for the Army. I have &c

Df, MiU-C, Sir Henry Clinton Papers. Neither the author nor recipient is given; their identities have been surmised from the contents and the fact that the draft is in the Clinton Papers.

1. That is, Sandy Hook, New Jersey.

2. "W. whole army" refers to Gen. George Washington's army. Maj. Gen. Horatio Gates commanded American forces in the Hudson Highlands.

3. Clinton is referring to the battle of Monmouth Courthouse. Both sides claimed victory.



George Washington at Monmouth Court House, June 28, 1778

THOMAS SMITH TO CAPTAIN PHAROAH FITZPATRICK

Sir

Williamsburg [Va.] 29th June 1778—

The Governor and Council¹ have at length determined you should load the *Peace and Plenty* under your Command,² with Pork which is to go up to the Head of Elk agreeable to Instruction, which will be handed you by William Aylett Esq^r D.C.G.S.D.³ to whom you must apply for your Load, After you have discharged your Cargo as above, proceed with all possible dispatch with the Schooner to Alexandria on Potowmack River and deliver my letter to M^r Moses Tandy⁴ of that place, who will provide you with a load of Tobacco, which being done next proceed and come to York Town on York River where you are to Deliver your Tobacco to Monsieur Chevallie on Board the French 50 Gun Ship lying at that place,⁵ taking his Receipt for the Tobacco Agreeable to the Manifest or Invoice which will be delivered you by M^r Tandy. let me desire you will exert your self in an extraordinary manner on this Occasion, as you are well acquainted with the pressing necessity this Business requires, and be very frugal, a proper attention to those friendly Hints may in all probability lead you to the Road of preferment, you may be well assured it is my wish to serve you the Man of merit, and I hope you will discover your self such a One in the execution of this business Interesting Business, any Assistance you may stand in need of in getting your Tobacco on Board at Alexandria, will be given by M^r Tandy, to whom I have wrote on the Subject, Once more dispatch remember is the life & Soul of Business, a good Voyage to you & am Sir [&c.]

T Smith

LB, Vi, Thomas Smith Letterbook, vol. 3: 84. Addressed before opening: "Captain Pharoah Fitzpatrick."

1. Gov. Patrick Henry and the Executive Council of Virginia.
2. Virginia State trading schooner *Peace and Plenty*.
3. That is, Deputy Commissary General, Southern Department.
4. Moses Tandy was assistant Virginia State Agent at Alexandria.
5. Pierre-François Chevallié was supercargo for the French armed merchant ship *Fier Roderique*.

CAPTAIN JOHN EASTON TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Sir,

Beaufort 29th June 1778

M^r [Dedrick] Gibble waits on your Excellency for what money can be spared me for making out for the several payments that I am appointed to, I have received a letter from Capt Wilson¹ who informs me that he is much distressed for want of money—I am at a loss to know what sum may be necessary for him, it will take for the tender about £3100.² I send by M^r Gibble the warrant for £1000 for paying off the Independent Company— money is likewise wanting for the Fort at Lookout.³ The Cruisers are constantly hovering about our Coast, Gutteridge with a Brig, in company drove 2 vessels into a small Inlet against Hunting Quarters last week,⁴ we have accounts from Charles Town of 2 Augustine Privateers being carried in there the 20th. Inst— one of 12 the other 10 Guns, by a Ship belonging to the Massachusetts State of 18 guns.⁵ I am with due respect [&c.]

John Easton

LB, Nc-Ar, Executive Letter Book, p. 494. Addressed below close: "Govr Caswell—."

1. Capt. Willis Wilson of the Virginia Navy galley *Caswell*, which was stationed in Ocracoke Inlet. *Caswell's* expenses were being paid by North Carolina.
2. The tender was for *Caswell*.
3. On 1 December 1778, the North Carolina Executive Council voted £1,125 to pay off the garrison of Fort Hancock at Cape Lookout. *NCSR* 22: 943.
4. Capt. Bridger Goodrich of the Bermudian privateer sloop *Hammond*. According to a report in the *North Carolina Gazette* of 15 May, in *NDAR* 12: 361., Goodrich was cruising off Ocracoke in company with the New York privateer sloop *George and Elizabeth*, Capt. Pendock Neal, commanding.
5. On this incident, see *The Gazette, of the State of South-Carolina*, 24 June, above.

JOURNAL OF H.M. frigate *RENOWN*, LIEUTENANT JOHN BOTHAM

June 1778
Monday 29th.

D^o: [Tortola] S12:50^oW dist^c. 101 Leag^s

at 3 AM saw a Sloop to Windward bear^s down on us. Spoke her, she proved from Charles Town, S^o. Carolina bound to Martinique,¹ Wore ship, hoisted out our Boat, and sent an Officer on b^d. her & recieved 10 Prisoners from her. ½ p^t. 4 wore Ship, & m^d sail, at 11 Spoke the *Seaford* & brought too.²

D^o: bore S14:57^oW dist^c. 122 Leag^s.

Mod^t & hazey. TK^d ship & bore down to the Prize. at 1 PM wore ship & sent our boat on board. at 3 Took her in Tow & m^d. sail.

D, UKLPR, Adm. 52/1953, part 6, fol. 224.

1. Sloop *Tom*, John Lowe, master, owned by ——— Burns, with a cargo of rice, sent to England. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.
2. H.M. frigate *Seaford*, Capt. John Colpoys, commander.

June 30

STEPHEN PAUL'S ACCOUNT AGAINST THE SHIP OF THE LINE BUILDING AT PORTSMOUTH, NEW HAMPSHIRE

John Langdon To Stephen Paul (for Timber Plk [<i>Plank</i>] Labour &c for the 74 Gun Ship) ¹	Dr.
1777. To my Expences after Timber Plk &c from	
May 22 ^d . to 4 th . May 1778. is	£167.. 11.. 9
To my Service the same time 298 Days @ 28/	417.. 4.. --
To Horse hire 222 Days @	50.. --.. --
To Cash paid Sundry Persons for 1063½ Tonns Oak Timber Knees &c as ꝑ Rec ^{ts}	1945.. 2.. 9
To Ditto for 124 Tonns Pine Timber @ 38/	235..12/ ..
To paid Sundry Persons for hewing & halling Timber, Ox hire &c &c &c	1411.. 2.. 6
To Provisions for the People for the above Labour	225.. 14.. 8
To paid Sundry Persons for Cutting Timber in the Woods & halling of it out.....	569.. 13.. --
	<u>£4022.. 0.. 8</u>
Portsm ^o . June 30 th . 1778 Rec ^d . of John Langdon Esquire Four thousand & twenty two Pounds & Eight pence Lawful money in full for the Above Acco ^t .	
	<u>£4022. 0..8</u>

Stephen Paul

DS, PHI, John Langdon Papers.

1. The 74-gun ship of the line later named *America*.

PROTEST OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY, AGAINST HIS COURT-MARTIAL

Hector M^cNeill, Protests against the doings and proceedings of the Courtmartial held on Board the *Raleigh* in Boston Harbour between the 9th. and 24th. of June 1778, On a Complaint Exhibited by the Hon^{ble}. Navy Board, for the Eastern Department, against the said Hector M^cNeill, for Misconduct and Neglect of Duty comprized in six Articles of Charge.—

The Protests

1st. Because a Courtmartial Constituted cheifly of Men, totally unacquainted with War-like operations at Sea, (some of whom not being Seamen, are unacquainted with Ships in general, more especially Ships of Warr) cannot possibly be competant Judges of the Conduct of a Captain of a Ship of Warr, so as to determine upon his Life, or Character; Especially where the manœvering of a Ship, is the point in question such Men having no knowledge of their own in these affairs, can only be governed by the Opinions of other Men, and Consequently are as liable to Vote wrong as right, Especially where the Minds of particular Members of the Court are prejudiced, either for or against the person on Trial.—

2^{dly}. Because, the Courtmartial did Introduce a Certain Mode of Conduct, in the Tri-

al of Cap^t Manley,¹ which Mode was not followed in the present Trial.—The Mode spoken of as Introduced on the Trial of Cap^t Manley was, That all the Evidence in Support of the Charge should be first heard and the Accusers observations deduced therefrom, before the Person accused should be put on his defence,—after which the Accuser was not to reply, or Animadvert on the Prisoners defence—The above Rule was strictly followed in Cap^t Manley's Trial.—but was not adher'd to, in M^cNeill's; on the Contrary the Judge Advocate acted as the Accuser, produced what Evidence he could to support the Accusation, after which, he sum'd up the whole with his own Remark[s] which according to the Mode spoken of (in Captain Manleys Trial,) was all he ought to have done on that side of the Question.—but not Contented with all this, he has remarked severely on some of the Evidence, and rejected others, which were offer'd in defence of the party Accused, and he has also Animadverted on the said persons defence.

3^{thly}. Because, the deposition of Benjamin Crowninshield² taken before a Majestrate at Salem, the very day the said Crowninshield went to Sea (which happen'd also during the recess of the Courtmartial) was rejected, and not admitted as Evidence in the Court aforesaid.—

4^{thly}. Because, all the Articles of Charge except the Third Article, were repeatedly given up, the Judge Advocate saying that only would be Insisted on.—Whereas in the diffinitive Sentence, the first Article is revived, and part of the Fourth, is also said to be found by the Court, even after the party Accused had made his defence, without thinking it necessary to be particular on those points which had been given up.—the Court appearing Satisfied that they were not to be Insisted upon any further.

5^{thly}. Because, the said Courtmartial in their Sentence of the 24th June 1778,³ have presumed to give their opinion as Law.—without any refference whatsoever, to the Articles of Warr, thereby condemning a Man to perpetual Infamy, without compareing the Nature of the Supposed Offence, with the Rules and Regulations of the Service, as prescribed by the Hon^{ble}. the Continental Congress for the Government of the American Navy, or any article of Warr, whatever which is contrary to their Oath, and the decipline of the Sea Service.—

6^{thly}. Because, the Positions of the Ships on the 7th of July 1777. Exhibited by the said M^cNeill in December last to the Court of Enquiry,⁴ (and from their proceedings brought into the present Courtmartial) were not adverted to by the Court, but another sett of positions, drawn by a person in the Town of Boston, who never had seen the Ship he pretends to discribe, nor had he any Original Memorandums, made at the time the Transaction happened, for his direction, but meerly to serve a Turn, in drawing these positions, Traced out the present (not the True) Ideas of the Officers most culpable, for the Misfortunes of that day; Whereas the Positions offer'd by M^cNeill, were done from Original Memorandums made by himself on the Spott, as the different Scene's turn'd up.—

7^{thly}. Because the Courtmartial did not agreeable to Law and Custom, make the said M^cNeill acquainted with their final Sentence against him which of right, they ought to have done Immediately after their determination, that he might have it in his power to enter his protest, or appeal, agreeable to his Natural Right.

Hector M^cNeill

Boston June 30th. 1778.

Thus Done and Protested in Boston
aforesaid, the Day and Year aforesaid

Att^r Ezek^l Price Not^s Pub^{cus}

D, DNA, PCC, item 42, vol. 5, pp. 90–97 (M247, roll 55). Docketed: “Hector McNeills protest/June 30th 1778.”

1. Capt. John Manley, former commander of Continental Navy frigate *Hancock*.
2. Midn. Benjamin Crowninshield, former midshipman in Continental Navy frigate *Boston*.
3. See Sentence of Court-Martial of Capt. Hector McNeill, Continental Navy, 24 June, above.
4. This refers to a series of sketches drawn by McNeill for his court of inquiry in December 1777 and later submitted by him at his court-martial. They depict the battle on 7 July 1777 in which Continental Navy frigate *Boston*, Capt. Hector McNeill, commander, in company with Continental Navy frigate *Hancock*, Capt. John Manley, commander, and their prize, the former H.M. frigate *Fox*, Lt. Stephen Hill, commander, engaged a British squadron consisting of H.M. frigate *Rainbow*, Capt. Sir George Collier, commander, H.M. frigate *Flora*, Capt. John Brisbane, commander, and brig tender *Victor*, Lt. Michael Hyndman, commander. See NDAR 9: 990–99.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Tuesday June 30th 1778

On motion Ordered that John Clouston^l Esq^r be & he hereby is appointed to the command of the Brig. *Tyrannicide* in the room of Jonathan Harraden Esq^r resigned & that the Secretary be directed to inform him thereof immediately—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 291. Marginal notation: “Order to John Clous/ton Esquire.—”

1. Clouston had formerly commanded Massachusetts Navy brigantine *Freedom*.

PETITION OF LIEUTENANT WALTER HATCH, MASSACHUSETTS NAVY

Boston June 30th: 1778

The Petition of Walter Hatch late 2nd. Lieu^t of the Brigg *Hazard*; in the Service of this State; humbly Sheweth—That your Petitioner has been inform’d that Sundry Depositions has been taken relative to his conduct on board said Brigg in her late Cruize;¹ Your Petitioner having been confin’d by a severe fitt of sickness, could not attend at the taking said Depositions, neither was he ever notified for that purpose; but is inform’d your Honours have ordered his Prize Money & Wages to be stop’t—Your Petitioner is concious of his intire innocence of the Charges he supposes are brought against him & wishes for an Oppertunity to vindicate his much injured Character;² which he values as his Life, he therefore humbly Prays your Honours to appoint a Committee, before whom he may be heard relative to the matter, or in any other way give your Petitioner an oppertunity of being heard in his own defence, as to your Honours may seem best, and your Petitioner as in Duty bound shall ever Pray—

Walter Hatch

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 400. Addressed at top: “To the Hon^{ble} Council for/the State of Massachusetts Bay.” Notation: “In Council June 29. 1778 Read & Ordered—That/Thomas Cushing and Benjamin Austin Esq^{ts} and Nathan Cushing Esq^r be a/Committee to take into Consideration this Petition/& report what may be proper to be done thereon—/Jn^o. D^y Sec^r.” Docketd: “306/Petition of Lieu^t/Walter Hatch, wth/order thereon/July 7. 1778.”

1. See Declaration of William Spear, 9 June, and Deposition of Samuel Myrick, 17 June, both above.
2. On 29 June some of the petty officers of brigantine *Hazard* supported Hatch, attesting in a declaration that he never “encouraged” them to sign the “round robin” and actually advised one “to have Nothing

to do with the instrument." DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777-1778), fols. 429-29a.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Boston June 30th. 1778—

Sam^l Ph[']ps Savage Esq^r

Eleazer Johnson Esq^r

John Browne Esq^r

Isaac Phillips Esq^r

Jonathan Glover Esq^r

Sam^l Ph[']ps Savage Esq^r President-

Order'd, That Col^o. Crafts¹ deliver M^r Peter Cunningham² for

the Brig^t *Hazard* the following Articles—viz:—

28 double headed Six pound Shott—

50^{lb} Grape Shott—

100^{lb} Langrage—

5^{lb} Match—

1 Rheam Cart^h. Paper—

1 Copper Adz:—

30 doz: Cartridges for 6 p'drs—

2 Ladles, & 4 Sponges for 3 p'drs—

1 doz: Lintstocks—

1 doz: Gunners Gimbles—

Order'd, That Thomas Foster deliver M^r Peter Cunningham all the Powder receiv'd from the Brig^t *Hazard*

Order'd, That Sam^l Peirce for 162 feet of Oars for the Brig^t *Tyrannicide*³ . . . @ 2/. p^r foot be paid . . . £16.. 4.—

Order'd, That Cap^t Hopkins⁴ deliver M^r Peter Cunningham for the Brig^t *Hazard* 1 Barrel Coffee . . . w^g. —

Doct^r. Crocker⁵ the Surgeon of the Brig^t *Hazard* having furnish'd himself with a handsome Sett of Pocket Instruments, it is agreed that the said Doctor be allow'd a reasonable price therefor, should the same be lost by Capture or other unavoidable Casualty—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), pp. 351-52.

1. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

2. Lt. Peter Cunningham, first lieutenant of Massachusetts Navy brigantine *Hazard*, which was fitting out for a cruise.

3. Massachusetts Navy brigantine *Tyrannicide*.

4. Capt. Caleb Hopkins.

5. Dr. John Crocker. *Massachusetts Soldiers and Sailors of the Revolutionary War* IV: 121-22.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Governor and Council of Safety at Lebanon, Tuesday 30th June, A.D. 1778.

Present: His Excellency the Governor.

Gen^l Huntington¹

Col. Elderkin²

Gen^l Spencer³

Colo. Root,⁴ and

Col. Williams⁵

Maj. Hilhouse⁶ }

On motion and petition of Jos. Howland, agreed to lend him for a short cruise, *viz*: two four-pound cannon, now in the hands or care of Maj. Ledyard⁷ at Groton, that is to say, if said Maj^r Ledyard has not occasion for them and is willing to spare them; and also two 4-pound cannon left by the schooner *Spy*⁸ in the care of Mr. Shaw,⁹ and two two-pounders left as aforesaid, with the carriages and furniture belonging to the same; giving proper receipts and description of what he shall receive, to be returned soon as the cruise shall be ended, or if by any accident they or any shall be lost, to be replaced.¹⁰

Hoadly, ed., *Public Records of the State of Connecticut* 2: 95–96.

1. Maj. Gen. Jabez Huntington, Connecticut Militia.
2. Col. Jedediah Elderkin, Connecticut Militia.
3. Maj. Gen. Joseph Spencer, Continental Army.
4. Col. Jesse Root, Connecticut Militia.
5. Col. William Williams, Connecticut Militia.
6. Maj. William Hillhouse.
7. Maj. William Ledyard, Connecticut Militia, commanding Fort Griswold at Groton.
8. Connecticut Navy schooner *Spy*, Capt. Robert Niles, commander, which had sailed for France about 1 June with the ratified Treaties of Amity and Commerce.
9. Nathaniel Shaw Jr., Continental Agent for Connecticut.
10. Joseph Coit probably wanted these cannon for Connecticut privateer ship *General Trumbull*, which he and Thomas Coit were fitting out at Norwich. See Howland and Coit to Nathaniel Shaw Jr., 2 June, above.

JAMES LAMB, JR., TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

Hartford June [*blank*]¹ 1778

I have receivd your favour of 19th: ☞ M^r Bull inform^g me of the Success you have had in maning your Ship² which gives me pleasure as I it agrees with my recommendⁿ of Capⁿ: Hardys Credit with the good will of seamen I have sent down £500 to my brother with a Letter to Capⁿ: Hardy who by agre^m^t with M^r: Isaac White is to pay you the other part of a thirty second of the Ship which I hope he has informd you off as I wrote him very fully on the affair & hope he has not meant by any means to disappoint me as I had no other View on being concern'd only to oblige him. but hope they have inform'd you of the Matter my brother will call on you & let you know what I wrote him I had some prospect a little while agone of sell^g for you some part of the Vessell but the Persons have alterd there oppinion & do not incline as the Vessell certainly has not a Charracter here of Sailing fast what I[*t*] arises from I know not but people have got it so here—If it should be in my power to dispose of any part within a few days you may depend I shall do the best in my power for your Interest, noth^g: meteriall at present to add remain with regard [&c.]

James Lamb Jun^r

P S

I shall not expect it to am^t to any more than was mentin^d: to be the Cost as M^r: Cushing said she would be sold at the Am^t: of £32100 ready for Sea—

L, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to Ship *General Hancock*. Addressed on cover: “Mess^{rs}: Cushing & White/ Merchants/ In/Boston.” Notation on cover: “☞ Postl.” Docketed: “M^r: Jam^s: Lamb Jun^r/Letter [*blank*] June 1778./rece^d. 8th July.”

1. This undated letter must have been written during late June based on its content and the date of receipt by Cushing & White.

2. Massachusetts privateer ship *General Hancock*, Capt. Ishmael Hardy.

THE ROYAL AMERICAN GAZETTE (NEW YORK), TUESDAY, JUNE 30, 1778

NEW-YORK, June 30.

Sunday and yesterday the second and third division of the fleet from Delaware, arrived here under convoy: They left Cape Henlopen, last Friday forenoon, with a fair wind: When they had gained a sufficient offing to clear the shoals, a sail hove in sight to windward, and about the same time a sloop, at a considerable distance to leeward, a signal was made to the *Bellahoe* armed schooner¹ to chase the latter, and the fleet shortned sail, until the former joined them, she appeared to be a packet from England, the *Bellahoe* came up with the sloop, and found her to be a tender to one of his Majesty's ships upon which the fleet made more sail and stood on their course. On Saturday night, off Shrewsbury, they observed a great fire on the land, and on Sunday morning about sun rise, a conflagration appeared at two different places, not far distant from the first, supposed to be raised by the rebels, in order to destroy their magazines of provision and forage; to prevent them from falling into the hands of the royal army, now marching through the Jerseys.

Yesterday was sent in here, by the Letter of Marque brig *Tryon*, Captain Sibbles, of this port,² the brig *Esther*, Alexander Kennedy, late master, from James-river, bound for Boston, laden with 100 barrels of flour,³ 50 barrels of bread, and seven hogsheads of tobacco, taken off the capes of Virginia; a few days before, the *Tryon* took a French polacca of 150 tuns, bound to Virginia, which not having arrived, is supposed to have been re-taken. About three weeks ago Capt. Sibbles captured a sloop of 90 tuns, bound to Carolina, with 150 chests of tea on board; she was unfortunately lost upon the bar of St. Augustine, but the lives of her crew were saved.

Yesterday two cartel ships from Boston, having on board a number of the gentlemen of General Burgoyne's army, and other British officers, who have been held in captivity among the rebels, and are now to be exchanged, were spoke with between Sandy-Hook and Staten Island; the intelligence brought by them is, that previous to their departure from Boston, a French frigate had arrived there with intelligence so pleasing to the rebels, that they were elevated to the highest pitch of exultation.⁴

Last Wednesday a number of whale boats well manned, from Connecticut, convoyed by the *Wild Cat* galley, and a little sloop, formerly the *Raven's* tender, made their appearance at Lloyd's Neck,⁵ in order to harass his Majesty's wood cutters at that place, and soon took a boat then going out of the harbour, which they endeavoured to carry off, but they were immediately pursued and attacked by a number of boats from the ships, when the *Wild Cat*, the *Raven's* tender, and the wood boat were taken, as also some of the whale boats. Thirty men were made prisoners, and two killed, without any loss on our side.⁶

Friday last was sent into this port by the *Prince of Wales* privateer, Capt. Lee, of this port,⁷ the brig *Patsey*, Matcum, late Master, from Edentown, in North-Carolina, for France, with 200 hogsheads of tobacco, and some naval stores.⁸

1. This was perhaps Virginia pilot boat *Ballahoo*, tender to H.M. frigate *Roebuck*, Capt. Andrew Snape Hammond, commander.

2. New York privateer brig *Tryon*, Capt. George Sibbles. In a warrant dated 22 Oct. 1778, *Tryon* is described as carrying 16 carriage guns, 16 swivel guns, and a crew of 72. UkLPR, C.O. 5/1109, fol. 109.

3. *The Pennsylvania Evening Post* of 6 August includes a report taken from a letter from New York of 25 July that gives the cargo of *Esther* as "a thousand barrels of flour, fifty of bread, and seven hogsheads of tobacco."

4. These officers were referring to the arrival in Boston of the French Navy frigate *Nymphe*, Lieutenant de vaisseau Chevalier de Beaudot de Sainneville, commander. On board *Nymphe* was Capt. Harmon Courter who had been sent to Congress by the American Commissioners in France with copies of the Franco-American treaties, including the treaty of alliance. *NDAR* 11: 1014.

5. That is, Lloyd's Neck, Long Island, New York.

6. For a discussion of the engagement mentioned here, see Journal of H.M. armed brig *Diligent*, 24 June, above. As seen there, the captured vessels were the American privateers *General Arnold* and *Mehitable*. There was no mention of a *Wild Cat* galley.

7. New York privateer sloop *Prince of Wales*, Capt. Misper Lee. In a warrant dated 5 November 1778, *Prince of Wales* is described as carrying 4 guns, 8 swivel guns, and a 35-man crew. UkLPR, C.O. 5/1109, fol. 109.

8. *Patsey* was 180 tons burthen and carried a crew of eleven. UkLPR, Adm. 1/489, fols. 208–11. In a report on the capture published in the *The New-York Gazette; and the Weekly Mercury*, 29 June 1778, the name of the late master of *Patsey* is given as “Marcum.”

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO RICHARD ELLIS

Sir,

Dobbs¹ 30th. June 1778—

Your favor of the 28th. Inst.² I have before me, 'tis true I advised Capt Wilson³ to appoint an agent for his ship at NewBern apprehending by that means he might be furnished with greater certainty and much more ease and convenience to himself and the Ships Crew. As to the money which may be expended for such necessaries as the Ship may want, it is to be paid in the usual way by the Governor's Warrant on the Treasury and charged to this State only. The assembly did not appoint an agent, I have received no Commissions or letters of Mart⁴ from the Gentleman who presides at Congress,⁵ I believe there are at NewBern one or two signed by M^r Hancock,⁶ if these will answer your purpose when I come to NewBern you can be supplied, this I expect will be about the 10th. of July, and at that time if you have not disposed of all you propose selling in the privateer,⁷ I will inform you what part will be agreeable to me to take, in the mean time, do not miss disposing of what shares you think proper.

I hope every son of Freedom who is also an American or an Inhabitant of any of the United States, will cheerfully celebrate the anniversary of our Independence⁸ but I must be excused giving any order for public powder on the occasion and also from lending it on any other occasion. the reasons are obvious to every one—and on reflection, I know this must strike you forcibly. I am dear Sir [&c.]

R. Caswell

LB, Nc-Ar, Executive Letter Book, p. 356. Addressed below close: “Rich^d Ellis Esqr—.”

1. By “Dobbs,” Caswell meant Dobbs County, which existed in 1778. In 1779, Wayne County was formed out of the greater part of Dobbs County; the remaining portions of the county were annexed to other counties. In 1791, Glasgow and Lenoir counties were created out of lands formerly included in Dobbs County.

2. See Ellis to Caswell, 28 June, above.

3. Capt. Willis Wilson, commanding the Virginia galley *Caswell*.

4. That is, letters of marque and reprisal.

5. Henry Laurens.

6. John Hancock, former President of the Continental Congress.

7. Brig *Bellona*. In his letter of 28 June, above, Ellis had proposed that Caswell become a part owner.

8. As seen in Capt. Richard Cogdell to Caswell, 4 July, below, they did celebrate Independence Day in New Bern.

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO CAPTAIN WILLIS WILSON,
VIRGINIA NAVY

Sir

Dobbs,¹ 30 June 1778

Your favor of the 26 Instⁿ.² I have before me am sorry the Tender was not delivered you in better fix Capt Easton informed me that at Time he purchased her she was much out of repair but that he Intended to have her properly overhalled & fixed

Your Pilots I fear are not Governed by the best principles in their Combinations, they have other views than Honest Men ought to have, but nothing can be done respecting them 'till the meeting of the Assembly

I have written to M^r. Ellis, from whom I received a Letter on the Subject of the Agency of your Ship.³ I imagine He will Accept it & Supply you whenever the paymaster can be Supplied with Money He shall be ordered to Attend and pay off your Crew⁴

I sent you Commissions for all the officers you required from NewBern, And without information whether the persons who were named in them refused to Accept them or have Conducted themselves unwo[r]thy I cannot think of Superseding their appointments

I at present consider D^r. Cooley as a Surgeon in the Service of the United States, if he is so, of Course he cannot be appointed to your Ship, However I shall lay your request regarding him before the Council who meet two days hence, and inform you their Resolutions thereon.⁵ I am Sir, [&c.]

R^d Caswell

Copy, Nc-Ar, Governor's Papers, State Series 111, Richard Caswell, 3, April 20–October 17, G.P. 3, p. 112. Addressed below signature: "Capt. Wilson." Docketed: "Copy Lr-to Capt. Willis/Wilson Com^r. Ship/*Caswell*—Occacock/30. June 1778—."

1. By "Dobbs," Caswell meant Dobbs County, which existed in 1778. In 1779, Wayne County was formed out of the greater part of Dobbs County; the remaining portions of the county were annexed to other counties. In 1791, Glasgow and Lenoir counties were created out of lands formerly included in Dobbs County.

2. See Wilson to Caswell, 26 June, above.

3. See Caswell to Richard Ellis, 30 June, above.

4. On 3 Dec. 1778, Caswell informed Wilson that Capt. John Easton had received "seven months pay for the crew of the ship *Caswell*." NCSR 13: 311.

5. Wilson had not yet received the Council's determination on the status of Dr. Samuel Cooley when he wrote Caswell on 28 July, below.

SOUTH CAROLINA NAVY BOARD TO PRESIDENT RAWLINS LOWNDES OF SOUTH CAROLINA

Sir/

Navy Board [*Charlestown*] 30th June 1778—

The Commissioners of the Navy beg leave to Inform your Excellency, that the Schooner *Rattle Snake*¹ having been prevented from proceeding on a Voyage which was Intended to furnish the Navy and Army of this State with Rum, First by a General Embargo, & afterwards by her being Ordered to S^t. Augustine as a Flag of Truce, is now again loaded and will be ready for Sea in a few days The Commissioners request your Excellencys Orders respecting that Vessel in Consequence of the Embargo laid by Congress on provisions

By Order of the Board
Edw^d Blake first Com^r.

South Carolina Commissioners, p. 163.

1. South Carolina Navy schooner *Rattlesnake*, Capt. James Briggs, commander.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN WILLIAM HALL, SOUTH CAROLINA NAVY

Sir/

Navy Board [*Charlestown*] June 30th 1778

The Commissioners of the Navy direct that [*you*] *open a house* of Rendezvous tomorrow morning under a proper [*o*]fficer for Eight days in order to procure Seamen for the *Notre Dame*;¹ it is hoped that you will Endeavour to avoid the Heavy Expence that has usually attended a rendezvous, and that you Order daily Accounts thereof to be delivered and reported to the Board; you will also prepare the *Notre Dame* as soon as possible for a Cruise and have her Carried into the Road

Captⁿ. Will^m Hall }
of the *Notre Dame* }

Edward Blake first Commiss^r.

South Carolina Commissioner, p. 162.

1. South Carolina Navy brigantine *Notre Dame*.

July

NOTES MADE ON BOARD THE FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*

[Extract]

Notes Faites abord du *Languedoc*

Juillet—1778.

Dimanche 5. Le *Zélé*¹ fait Signal d'incommodité dans ses barres de hunes.—au coucher du soleil, vû la Terre du haut des mats. à 9. Heures ½ du soir l'*Engageante* atteint et attaque Le Corsaire La *Rose*, S'est Empare après 5. Heures de Combat.²

Lundy—6. L'*Aimable* Chasse et prend le Brigantin La *Bonité*³ qui étoit de conserve La veille, avec La *Rose*.—Le Gen^l depesche Silby⁴ à la Baye de Chesapeake pour avoir des pilotes.—

Mardy—7. Reconnu La Baye de la Delawar; —Le *Cezar*⁵ Echouë.—Il est Secouru par le *Zélé* et la *Chimere*.⁶—remis à flot à 4 heures après midy.—Tout L'Escadre est mouillée à 9. Heures ½ du soir.

Mercredy. 8. Sous voiles à 6. heures ½ du matin.—Entré dans Le Delawar la sonde à La main.—La fregate Angloise La *mermaid* forcée La veille de S'echouë à la Coste, par Le *Fantasque*⁷ et la *Chimere*.⁸

Jeudy—9. Debarqué M.M. Gerard et Deane⁹ ainsi que Les prisonniers de guerre.— nous avons encore 20. Jours d'Eau.—Le *Cezar* et le *Protecteur*¹⁰ 12. Jours d'Eau.—appareillé à 10. heures du matin

Vendedy—10. pris La Seloup de guere Le *York*¹¹ de 14. Canons de 4.⁴

Samedy—11. Rallié à L'escadre que nous avons perduë de vuë dans la Nuit.—mouillé à Black point.¹²—on S'est Emaré des bateaux pescheurs—qu'on a pû atteindre.—on a payé Leur poisson et on les a retenus

Dimanche 12. pris le Senau le *Carcass*, chargé de poudre, de Bombes et de boulets.¹³

Lundy—13. Le Gen^l¹⁴ est allé à Terre reconnoitre L'Entrée de la riviere Shrewsbury.—L'*Engageante* a amariné le Senau le *Lord Howe*—venant de la Bar-

- bade, chargé de Rum, Cacao et Sucre—¹⁵
- Mardy—14. une Goelette Americaine apporte un paquet à M. Le C^{te}. D'Estaing, contenant des lettres du ministre avec L'avis de L'Escadre de L'amiral Byron¹⁶
- Mercredy—15. M. Clapier, Garde la Marine¹⁷ et 4. Matelots de L' *aimable*, Se sont noyés en passant la Barre. J'ai couru Le même danger
- Jeudy—16—Je me sauve enfin.—L'*Engageante* amariné Le Corsaire anglois La *Fanni* de Liverpool, 14 Canons, 6. pieriers et 45. hommes.¹⁸—notre grand Canot crevé à La Barre; deux hommes noyés et plusieurs moutons.
- Vendredy 17. Le *Fantasque* amarine 6. Batiments venant de La Barbade, Chargés de rum, sucre &c.¹⁹
- Dimanche 19. Fait 5. Petites prises, desquelles est Le Brigⁿ. de Guerre Le *Stanley* de 12. Canons de 4^e.²⁰
- Lundy—20. L'*Engageante* S'empare de la goëlette de guerre le *Dauphin*; 2. Canons et 6. pieriers.²¹—M. Le Che^v. De Borda me Confirme Les pouvoirs qu'il m'avoit donnés d'agir et de Transiger pour lui à Terre.
- Mercredy—22. appareillé à 8. Heures ½ du matin
- Lundy—27. Les V^{aux}. Le *Marseillois* et le *Vaillant*²² ont visité un navire à 3. mats qui etoit à demi brulé, Chaviré Sur le coste et en partie coulé, Sans pourvoir decouvrir de quelle nation il Etoit.
- Mardy—28. Retenu un bateau Corsaire de Bloc Island—armé de 8. hommes, qui est venu abord par meprise
- Mercredy—29. mouillé devant Rhode Island
- Jeudy—30. Le *Sagitaire*²³ appareille et entre dans la passe de L'ouest, fait Taire une batterie de deux canons et une autre de Trois—Le *Fantasque* entre aussi dans la même passe et ne trouve plus de feu à essayer.—L' *aimable*, L' *Alcmene*²⁴ et le *Stanley* appareillent et donnent dans le passe de L'Est.—Les Anglois mettent le feu à leur corvette Le *Kingsfisher*²⁵ de 16. canons qui etoit mouillée Sous une de leurs batteries avec deux Galeres qu'ils Embrasent pour les diriger en brulots Sur nos fregates.—M. de Grasse Enseigne Sur L' *aimable* et M. d'orcet Enseigne Sur L' *Alcmene*,²⁶ ont detourné ces deux brulots qui ont sauté en L'air pendant que nos chaloupes les tenoient accrochés et cherchoient à en eteindre Le Feu.—personne des nôtres n'a perd dans cette occasion

[Translation]

Notes Made on board the *Languedoc*

July—1778

- Sunday 5. The *Zélé*¹ signaled trouble with its top crosstrees. At sunset saw the land from the heights of the masts. At 9:30 o'clock in the evening the *Engageante* reaches and attacks the privateer the *Rose*, which was taken possession of after 5 hours of battle.²
- Monday 6. The *Aimable* chases and takes the brigantine the *Bonite*, which was under convoy the day before with the *Rose*.³ The general dispatches Silby⁴ to Chesapeake Bay in order to have pilots.
- Tuesday 7. Discovered Delaware Bay; the *Cesar*⁵ ran aground. It was assisted by the *Zélé* and the *Chimère*.⁶ Refloated at 4 o'clock in the afternoon. The entire

- squadron anchored at 9:30 o'clock in the evening.
- Wednesday 8. Under sails at 6:30 in the morning. Entered into the Delaware, the sounding line in hand. The English frigate the *Mermaid* forced ashore the day before by the *Fantasque*⁷ and the *Chimère*.⁸
- Thursday 9. Disembarked Messrs. Gérard and Deane,⁹ as well as the prisoners of war. We have still 20 days of water. The *César* and the *Protecteur*¹⁰ 12 days of water. Weighed anchor at 10 o'clock in the morning
- Friday 10. Took the sloop of war the *York*¹¹ of 14 guns of 4 pounds.
- Saturday 11. Rejoined the squadron, which we had lost from view in the night. Anchored at Black Point.¹² We took possession of some fishing boats, which we had been able to reach. We paid for their fish and retained them.
- Sunday 12. Took the snow the *Carcasse*, laden with powder, bombs, and balls.¹³
- Monday 13. The general¹⁴ went ashore to reconnoiter the entrance of the Shrewsbury River. The *Engageante* sent a prize crew aboard the snow the *Lord Howe*, coming from Barbados, laden with rum, cacao, and sugar—¹⁵
- Tuesday 14. An American schooner brought a packet to M. the Comte d'Estaing, containing letters from the minister with news of the squadron of Admiral Byron.¹⁶
- Wednesday 15. M. Clapier, Garde de la Marine,¹⁷ and 4 seamen of the *Aimable* were drowned in passing the bar. I ran the same danger.
- Thursday 16. I saved myself in the end. The *Engageante* sent a prize crew aboard the English privateer the *Fanny* of Liverpool, 14 guns, 6 swivels, and 45 men.¹⁸ Our large dinghy stove on the bar, two men drowned and several sheep.
- Friday 17. The *Fantasque* sent prize crews aboard 6 ships coming from Barbados, laden with rum, sugar, etc.¹⁹
- Juillet—1778.
- Sunday 19. Made 5 small prizes, among them the brigantine the *Stanley* of 12 guns of 4 pounds.²⁰
- Monday 20. The *Engageante* took possession of the schooner of war the *Dauphin*, 2 guns and 6 swivels.²¹ M. the Chevalier de Borda confirmed to me the powers that he had given me to act and come to terms for him ashore.
- Wednesday 22. Weighed anchor at 8:30 in the morning
- Monday 27. The ships of the line the *Marseillois* and the *Vaillant*²² visited a three-masted ship that had been half burned, capsized on the shore and in part sunk, without being able to discover of what nation it was.
- Tuesday 28. Retained a privateer boat from Block Island, outfitted with 8 men, which came aboard by mistake
- Wednesday 29. Anchored before Rhode Island
- Thursday 30. The *Sagittaire*²³ set sail and entered the West Passage, silenced a battery of two guns and another of three. The *Fantasque* also entered the same passage and no longer found any attempt to fire. The *Aimable*, the *Alcmène*,²⁴ and the *Stanley* set sail and went into the East Passage. The English set fire to their corvette the *Kingsfisher*²⁵ of 16 guns which was anchored under one of their batteries with two galleys to which they set fire to direct as fire ships onto our frigates. M. de Grasse, en-

sign in the *Aimable*, and M. d'Orcet, ensign in the *Alcmène*,²⁶ turned these two fire ships away, which leaped into the air while our long-boats held them with hooks and tried to extinguish the fire. No one of ours was lost on this occasion.

D, FrPNA, Marine B⁴, vol. 286, fol. 51.

1. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

2. On the capture of British letter of marque ship *Rose*, Capt. James Duncan, see Journal of French Navy Frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, 5 July, below.

3. On the capture of the *Bonite* (also rendered *Bonette* and *Bonetta*), variously identified as a snow and a brigantine, by French Navy Frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud, Chevalier de Saint-Cosme-Sainte-Eulalie, see Journal of the French Navy frigate *Engageante*, of 5 July, and the Journal of French Navy Ship of the Line *Languedoc*, of 6 July, both below. Owned by Dagore of Nantes, the *Bonite*, with a burthen of 300 tons and a crew of 17 men, had been carrying a cargo of turpentine and tobacco from Cape Fear, North Carolina, to Nantes. It had been taken by H.M. frigate *Perseus*, under the command of Capt. George Keith Elphinstone; see Journal of H.M. frigate *Perseus*, above. When captured by the French, William Toivel commanded the the ship. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779; and "Liste des prisonniers Anglois fait par l'Escadre du Roi...." FrPNA, Marine B⁴, vol. 151, fol. 153.

4. Perhaps William Selby, of Pitts Landing, Virginia. See Maryland Council of Safety to William Selby, 28 June 1776, NDAR 5:792.

5. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

6. French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

7. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

8. For the chase of H.M. frigate *Mermaid*, Capt. James Hawker by the French fleet, see Journal of French Navy Frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, for July 7 and 8, below.

9. Conrad-Alexandre Gérard, French ambassador to the United States, and Silas Deane, former American commissioner to France.

10. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

11. H.M. armed sloop *York*, Lt. Thomas Walbeoff, commanding.

12. Black Point, New Jersey.

13. The snow *Carcasse*, master J. Marshal, 140 tons burthen, built in Leith in 1765, and owned by J. Mather. Garde de la Marine Thomas Sutton de Clonard, commanding a boat from the French ship of the line *Languedoc*, captured the British ship, which was carrying powder, bombs, and cannon balls to the fleet under Vice Admiral Viscount Howe. *Lloyd's Register of Ships, 1777–1778* and "Liste des Prises faites sure les anglais par l'Escadre du Roy Commandée Par le Monsieur le comte D'Estaing...." FrPNA, Marine B⁴, vol. 151, fol. 131.

14. Vice-Amiral comte d'Estaing.

15. The brig *Lord Howe*, master Antoine Moll. From Barbados, it carried a cargo of rum, sugar, and cocoa. Other accounts indicate that it carried 8 3-pound cannon, and additional cargo of indigo and cotton. "Liste des Prises....," FrPNA, Marine B⁴, vol. 151, fol. 131; "Liste des prisonniers Anglois fait par l'Escadre du Roi....," FrPNA, Marine B⁴, vol. 151, fol. 154; and "Etat des prises faites par L'Escadre du Roy Commandée par M^e Le Comte D'Estaing," FrPNA, Marine B⁴, vol. 152, fol. 195. See also Journal of French Navy Frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, 13 July, below.

16. Gérard enclosed in a letter to d'Estaing of 13 July a copy of the letter from the American Commissioners in France addressed to "the Governor or Member of any House of Representatives in any of the 13 United States of North America," warning of the imminent sailing of Vice Adm. John Byron's fleet from England for North America, which is printed in NDAR 12: 706–7. FrPNA, Marine B⁴, vol. 143, fol. 99.

17. Clapier was garde de marine in the ship of the line *Vaillant*. D'Estaing to Gabriel de Sartine, 5 Nov. 1778, in Doniol, *Histoire de la Participation de la France* 3: 449.

18. The *Fanny*, master John Wignall, bound from Liverpool to Halifax, with a burthen of 300 tons and owned by J. Gildart. Built in Maryland in 1775, it mounted 6 swivels, as well as 10 cannon of 4 pounds and 4 cannon of 8 pounds. British insurance records give the burthen at 250 tons, with an armament of 2 cannon of 6 pounds and 12 cannon of 4 pounds. D'Estaing's "Liste des prises....," FrPNA, Marine B⁴, vol.

151, fol. 131; Liste des prisonniers Anglois fait par l'Escadre du Roi...,” FrPNA, Marine B⁴, vol. 151, fol. 155; “Etat des prises faites par L'Escadre du Roy...,” FrPNA, Marine B⁴, vol. 152, fol. 196; and *Lloyd's Register of Ships, 1777-1778*.

19. According to the prize accounts for d'Estaing's squadron, the French captured the following vessels on 17 July: *César* took the sloop *Isabelle*, master Alexander Thomson, from Grenada carrying a cargo of coffee, rum, and other goods; *Fantasque* captured *Peggy*, a privateer under the command of William Buddicom that carried 10 cannon of 4-pounds; *César* captured *Phenix* (or *No 1*), master Robert Cunningham, with a cargo of rum, syrup, and other goods; and *César* took *Polly*, master Ebenezer Peine, carrying rum, syrup, and other similar goods. In addition, *Fantasque* recaptured *Heureuse Famille*, a French brig with a cargo of rum. It is likely that the sixth ship referred to was *L'Etoile du Matin*, which is enumerated in the French prize lists between *Polly* and *Phenix*. See “Liste des Prises faites sur les anglais Par l'Escadre du Roy...,” FrPNA, Marine B⁴, vol. 151, fols. 131-132; “Liste des prisonniers Anglois fait par l'Escadre du Roi...,” FrPNA, Marine B⁴, vol. 151, fols. 155-56; and “Etat des prises faites par L'Escadre du Roy Commandée par M^r Le Comte D'Estaing,” FrPNA, Marine B⁴, vol. 152, fol. 196. See also Journal of French Navy Frigate *Engageante*, 17 July, below, for further details on these captures.

20. H.M. armed brigantine *Stanley*, armed with 12 cannon of 4 pounds, Lt. Richard Whitworth, commanding. The French placed it under the command of officier auxiliaire Boulouvard de Barentin and used it in subsequent operations. For more on the capture of *Stanley*, see Journal of French Navy Frigate *Engageante*, 19 July, below.

Besides *Stanley*, the French prize lists mention only three other captures for 19 July. A boat from *Protecteur* captured *Flying Fish*; a boat from *Languedoc* captured the *Requin* (or *Roquin*); and *César* captured *Rosamond* (or *Rosamore*), a sloop from Antigua carrying a cargo of rum, master John Ahall. “Liste des Prises faites sur les anglais Par l'Escadre du Roy...,” FrPNA, Marine B⁴, vol. 151, fols. 132; “Liste des prisonniers Anglois fait par l'Escadre du Roi...,” FrPNA, Marine B⁴, vol. 151, fol. 157; and “Etat et montant des prises faites par l'Escadre du Roy Commandée par M. le Comte D'Estaing...,” FrPNA, Marine B⁴, vol. 152, fol. 177. For more on *Flying Fish*, see Journal of H.M. Frigate *Sphynx*, 29 July, below.

21. The schooner *Dauphin* or *Dolphin*, armed with 2 cannon and 6 swivels, under the command of Lt. Christopher Christie. Formerly under the command of Capt. Josh Peck, an unidentified tender of H.M.S. *Roebuck* had captured *Dolphin*. After capturing the vessel, d'Estaing placed it under the command of Frédéric-Alexandre Bouquier, a garde de la marine aboard *Languedoc*, with twelve sailors from *Engageante* sent aboard to crew the vessel. See Robert Morris to Jean Holker, 29 Sep. 1778, *Letters of Delegates* 10: 711-12; Journal of the *Languedoc* written by Duc de Cambis, 20 July 1778, FrPNA Marine B⁴, vol. 147, fol. 15; Vice-amiral comte d'Estaing's “Liste des prises...,” FrPNA, Marine B⁴, vol. 151, fol. 132; “Liste des prisonniers Anglois fait par l'Escadre du Roi...,” FrPNA, Marine B⁴, vol. 151, fol. 157; “Etat et montant des prises faites par l'Escadre du Roy Commandée par M. le Comte D'Estaing...,” FrPNA, Marine B⁴, vol. 152, fol. 177; and “Etat des prises faites par L'Escadre du Roy Commandée par M^r Le Comte D'Estaing,” FrPNA, Marine B⁴, vol. 152, fol. 197.

22. Ships of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux, and *Vailant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

23. Ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

24. French Navy frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

25. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.

26. Garde de la marine Etienne-Mars-Antoine-Joseph comte de Grasse-Limermont and Enseigne de vaisseau Darragonet-Dorcet.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO
CAPTAIN JOHN FOSTER WILLIAMS, MASSACHUSETTS NAVY

Sir,

War-Office, Boston July [blank] 1778

You being Appointed & Commission'd to the Command of the Arm'd Brig^t *Hazard*^d in the Service of this State.—It is our Order That you proceed to Sea on a Cruise in the Track of the Homeward bound Brittish West-India Vessels, which we apprehend to be between the Latitudes of 30 to 36 North, to the Eastward of Bermudas, & there to use your best, & utmost Endeavours to take, Burn, Sink, & Destroy, all Armed & Other Vessels with their Cargoes, belonging to y^e. Subjects of the King of

Great-Britain, Enemies to the Sovereign Independant United States of America, & to the natural rights of Mankind.—As the Fleet from the West-India Islands always sails on or about the 25th. day of July,— should you be so unfortunate as not to meet with any of them in such time as you may apprehend they must have pass'd the above-mention'd Latitudes,—You are then to proceed to the South East parts of the Banks of Newfound-Land, where, some Vessels inward or outward bound, from Great Britain & Ireland, we are in hopes you will be able to make up your Cruise,—Should you make Prize of any Vessels loaded with Fish &c. proper for the West-India Market, you are to send them to Martinico to our Friends Mess^{rs}. Godfrey & W^m. Hutchinsons Merchants there,—or should they be loaded with Merchantable Fish, or other Articles usually exported to Europe, you are to direct them to our good Friends Mess^{rs}. Joseph Gardoqui & Sons Merchants in Bilboa.—Should you be so fortunate as make any Captures, other than above-mention'd, you are to send them under proper Prize-Masters into this or some other safe Port in the United States,—giving the preference to the Ports Eastward of Boston, from whence the earliest Notice is to be given this Board by Express.—You will bring, or send in all the Prisoners you may take, as shall be practicable, in order to their being exchange'd for our suffering Country-Men in the Hands of the Enemy;—You are to be extremely Cautious not to molest the Navigation of the Subjects of our good Ally the King of France, or other Powers in Amity with these United States, But in every thing strictly to conform yourself to the good & wholesome Regulations of Congress for that purpose made & provided.—Be careful to send us by every Prize all the Necessary Papers.—We most heartily wish you Success, & are your Real Friends,

By order of the Board
Sam^l Ph^{'s} Savage Pres^t

By necessary Papers we mean all Invoices, Bills Lading, Letters, & all News Papers.—

I acknowledge the above to be a true Copy of the Orders I have rec'd from the Hon^{ble}. Board of War, & promise to obey the same—

Jn^o F Williams

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), pp. 440–41. Addressed at top: “Cap^t John Foster Williams—.”

1. Massachusetts Navy brigantine *Hazard*, formerly commanded by Capt. Simeon Samson, had returned to Boston in May from a cruise to the West Indies. See Savage to William and Godfrey Hutchinson, 15 May, in *NDAR* 12:356–57.

July 1

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

July 1778
Wednesday 1. D^o. [Monhagen] Isl^{d.1} N50°E 6 Leagues
AM at 4 wore. at 11 sounded 20 f^m. soft bottom
Segwin Isl^{d.2} N11°E 6 Leagues
First & middle p^{ts}. light Airs & thick fogs latter p^t fresh gales &
clear W^r. PM took a Schooner³ bo^d. from Boston to Kennebeck in
Ballast—

1. That is, Monhegan I., Maine.
2. That is, Seguin I., Maine.
3. Schooner *Nautilus*, master unknown, 80 tons burthen, manned by a crew of 3, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

CAPTAIN THOMAS THOMPSON, CONTINENTAL NAVY, TO WILLIAM WHIPPLE

Sir

Boston June [*July*]¹ 1st. 1777 [1778]

I would have wrote You Long ago had an enquire been made into my Conduct during a late Cruise, but as nothing of that kind took place I knew not any thing except Complaints for Ill usage. which I had no right to take the freedom to trouble You with—I am now under Trial for misconduct how it will end I know not but this I know if it ends Quikly I shall be Honourably acquitted. when the Trial is over I shall stand much in need of your Friendly advice, as you are Considered my sponsor in Congress. this is only preparity to the Conclusion of the Trial. at which time when sentence is Pronouncd I shall write you very particular as also m^r. Langdon.² the Letter from the Marine Committee, was to enquire into my Conduct.³ if nothing appeard against me to restore me to my Command; Imediatly on the Rect of ther Letter comes a resolve of Congress to supercead me in my Command appointing Capt. Barry in my stead.⁴ this suden Resolution before my Trial makes me think I am unfairly dealt with I will submit it to you to Judge even supposing I am guilty of an Error in Judgement which is the worst thing that can ever be laid to my Charge—the officers of the ship are all superceaded. by the navy board here.⁵ in short every irregular step is here making to render the service disagreeable. non of the officers would have left The ship without your Consent. nor shall I take the least step after my Trial without first hearing from you, as the Command I have lately held who by Your Recomendation. altho I should be acquitted I Cannot think The service will be an Object worth my persuing after what has pass'd. this is as it now appears to me. but shall beg Your advice I am Sir [&c.]

Tho^s: Thompson

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed on cover: "To/Gen^l W^m: Whipple Esq^r/Portsmouth." Docketed: "Cap^t Thompson/July 1st."

1. The date is taken from the docketing.
2. John Langdon, Continental Agent for New Hampshire.
3. Thompson was suspended from command of the frigate *Raleigh* on 8 May. Continental Marine Committee to Continental Navy Board of the Eastern Department, 8 May, in *NDAR* 12: 298–99.
4. It was not the Congress but the Marine Committee who resolved to appoint Capt. John Barry to command the frigate *Raleigh*. Continental Marine Committee to Continental Navy Board of the Eastern Department, 30 May, in *NDAR* 12: 488–91.
5. Continental Navy Board of the Eastern Department.

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Hon^{ble} Commercial CommitteeBoston 1st July 1778

Agreeable to your Orders I inclose an Inventory of the Prize Goods brought in by the *Warren* Frigate which was taken out at Sea, & the Vessell was afterwards retaken,¹ the *Snow Robert* arriv'd at Bedford² with a Cargo of Flax Seed & no person appears to purchase her³ I this Day receiv'd a Letter from M^r Jarvis⁴ who says the most he can

get for the Snow & Cargo is £1300 I shall wait your Orders to know your Pleasure respecting the Purchase of Vessel & Cargo for public Acc^t by manifest it appears her Cargo consists of 386 Trs⁵ & 4 Punch^{ns.6} of unclean's'd Flax Seed with 50 Tons of fustic by the Character I've had of the Snow she [*is*] worth the Money without the Cargo. Im endeavouring to get in Forwardness my Accounts with the commercial Committee to transmit which shall be done as soon as possible, the Navy Board⁷ have desired Me to receive Capt Green's⁸ Cargo—We are waiting for ye Invoices from York Town⁹ to compleat that Business they have lately had a Survey on y^e Ship¹⁰ & find she is not fit for a Cruizer, & desir'd me to take her under my Care, should be glad the honbl Board would give Orders what to do with y^e Salt that remains on Board, at the same time to receive their Orders respecting the Ship, M^r Deveil,¹¹ lately second Lieutenant of y^e *Alfred*¹² of good Character, has applied to Me & would be glad to take y^e Command under his present Commission & proceed on such Voyage as he may be order'd he makes no doubt he could man her with Frenchmen immediately—I beg leave to mention that I some time transmitted to y^e hon^{ble} marine Committee a Copy of y^e Sales of the Ship *Alexander*¹³ captur'd by the Sloop *Providence* amounting to £2676..10..6 also the Sales of the *Active*¹⁴ captur'd by the *Alfred* & *Providence* amounting to £2065..3..7 as they were sold at Bedford. & M^r Jarvis was in Advance a considerable Sum for the public I desir'd the Auctioneer to pay the Money into his hands the part they've acted with y^e last Prize¹⁵ the *Providence* captur'd is of a very extraordinary & singular Nature the Agent¹⁶ contemning all Resolves of Congress, the Decree of y^e marine Court, & the Advice of his Consti[t]uents by keeping back the valuable Cargo of y^e Ship *Mary*, which he has sent into y^e different parts of the Country, & our Attorney¹⁷ tells Me I can't legally break open Doors for y^e Recovery of it, the Cap^t.¹⁸ & officers are heartily sick of his Management & solemnly declares it is not their Instance he is gone forward to Congress. I heartily congratulate the honb^{le}. Board on ye Success of the Brig *Gen Gates*,¹⁹ which saild from Cape Ann this Day five Weeks²⁰ & yesterday sent in a Ship²¹ & Brig²² bound from Dominica to Quebec a Schedule of their Cargoes as below, these Vessells were taken in partnership with the Brig *Hawk* mounting 12 Guns & having 73 Men,²³ Cap^t. Skimmer gives the most pleasing Acc^t. of the good Qualities of his Brig & of the fair Prospect of taking a few more Vessells, which were on the same Rout I've very sanguine Expectations of his doing great Things before his Return, having nothing further to offer at present I remain yours &c—

J B—

Ship <i>Jennys</i> Cargo	Brig <i>Thomas's</i> Cargo
280 Casks Molosses	198 Casks Molosses
94 D ^o Rum	31 Trs Ditto
166 Trs 1 Bbl Sugar	8 Hhds & 8 Trs Ditto
94 Baggs Coffee	20 Hhds Sugar & 2 Bbls
31 Boxes Chocolate	54 Hhds Rum
	2 Trs Ditto

LB, DLC, John Bradford Letter Books, vol. 2, pp. 149–50. Addressed at top: "Hon^{ble} Commercial Committee."

1. Enclosure not found. The goods were duck and osnaburg cloth taken out of ship *Neptune*, Joseph Smallwood, master, at sea in mid-March. *Neptune* was recaptured by H.M. frigate *Orpheus* on 26 Mar. 1778.

2. Bedford in Dartmouth (now New Bedford), Massachusetts.

3. Snow *Robert*, James Hall, master.
4. Leonard Jarvis, Deputy Continental Agent for Massachusetts at New Bedford.
5. Abbreviation for “tierces.”
6. Abbreviation for “puncheons.”
7. Continental Navy Board of the Eastern Department.
8. Capt. John Green, commanding Continental Navy frigate *Queen of France*.
9. York, Pennsylvania.
10. Continental Navy frigate *Queen of France*.
11. Lt. Pierre Deville (or Douville), Continental Navy.
12. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.
13. Ship *Alexander*, ——— Luce, master. For more on its capture, see Capt. John Paul Jones to the Continental Marine Committee, 30 Sep. 1776, *NDAR* 6: 1048–49; John Manley in Account with the Prize Ship *Alexander*, 17 Oct. 1776, *NDAR* 6: 1304; and John Bradford to John Hancock, 21 Oct. 1776, *NDAR* 6: 1348.
14. Brigantine *Active*, Isaac Fox, master. For more on its capture, see Capt. John Paul Jones to Robert Smith, 12 Nov. 1776, *NDAR* 7: 111; Capt. John Paul Jones to Acting Lt. Walter Spooner, 12 Nov. 1776, *NDAR* 7:112; and John Bradford to Robert Morris, 6 Mar. 1777, *NDAR* 8: 36.
15. Ship *Mary*, Henry Johnson, master.
16. Capt. John Trevett, Continental Marines.
17. John Lowell, lawyer at Boston.
18. Capt. John Peck Rathbun, commanding Continental Navy sloop *Providence*.
19. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.
20. That is, 27 May.
21. Ship *Jenny*, James Cummings, master.
22. Brigantine *Thomas*, John Robinson, master.
23. Massachusetts privateer brigantine *Hawk*, Capt. Jonathan Oakes, mounting twelve carriage guns and eight swivel guns, with a crew of eighty seamen, was commissioned on 4 Apr. 1778 and was owned by William Shattuck, Uriah Oakes, and others of Boston. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 113 and 114; Mass. Archives Collection, vol. 168, p. 243.

JOHN BRADFORD TO FRANCIS LEWIS

Sir,

Boston 1st July 1778

The honour of receiving a Letter under your Signature¹ gave Me a singular Pleasure, especially as it will give both yourself & your Friend² singular Pleasure to hear of the Conduct of Don Francisco Pruna³ who claim'd in Behalf of his Owners, he allow'd she had been in Possession of the Enemy a Term of Time⁴ which entitled y^c Captors to a Moiety the other Moiety is reserv'd for the Benefit of the Owners, this Intelligence I've this Moment receiv'd from the Attorney⁵ I employ to do all my Busness in the public Way The Ship was sent to Bedford⁶ where it seems the Capt. resides I shall write to M^r Jarvis⁷ by to morrow's Post & desire him to shew the Capt. every Mark of Civility & to assist him in every Respect. You may rest assured, Sir, that nothing shall be wanting in my Power to render the Capt's Detention agreeable as possible, pray let Me receive Orders how to dispose of the Owners part of Vessell & Cargo—Rice is at present in great Demand, I suppose it will command 12 Dollars at Bedford, it would give 14 here, Im very happy in congratulating you Sir, on y^c Atchiev'ments of Capt. Jones⁸ in the British Seas, I hope its' a Prelude to future Glory, in hopes whereof I have the honor to subscribe Myself yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, p. 148. Addressed at top: “Hon^{ble} Francis Lewis Esq^r”

1. Letter not found. Presumably it was similar in content to the letter Lewis sent to John Langdon, Continental Agent for New Hampshire, on 12 June, above.

2. Don Juan de Miralles, a Cuban landowner, had been sent by the Spanish governor of Cuba to visit

Congress in the guise of a merchant and gather information about the war and “any design prejudicial to Spain and her American possessions” that might be attempted by Britain or the United States. *Letters of Delegates* 10: 82–84. Miralles had arrived at York, Pennsylvania., on 9 June.

3. Don Francisco Pruna commanded the ship *Nuestra Señora del Carmen*, bound from Charleston, South Carolina, to Cadiz, with a cargo of rice. See Lewis to Langdon, 12 June, above.

4. Ship *Nuestra Señora del Carmen* was captured on 28 Mar. 1778 by H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander, off Charleston, South Carolina, and was sent to New York City for trial in the Vice Admiralty Court of New York. See *Journal of H.M.S. Carysfort*, *NDAR* 11: 822–23 and *n*. It was recaptured by the Massachusetts privateer schooner *Hornet*, Capt. Nathaniel Bently, and carried into Boston where Pruna claimed it.

5. John Lowell, lawyer at Boston.

6. Bedford in Dartmouth (now New Bedford), Massachusetts.

7. Leonard Jarvis, Deputy Continental Agent at New Bedford, Massachusetts. See John Bradford to Leonard Jarvis, 1 July, immediately below.

8. Capt. John Paul Jones, Continental Navy.

JOHN BRADFORD TO LEONARD JARVIS

Sir,

Boston 1st July 1778

Your Favour of 23d July¹ I did not receive ‘till last Saturday owing to a Mistake in the Delivery of it, at which Time I had finish’d the Sale of y^e first Parcell Sugars at £17..10.. which I suppos’d would be charg’d at £16,² which I think was the Price we were talking of putting them at. I have sold five of the last Parcell at £19 but by your Invoice, & the Weight they turn out here at, there will be a very great Deficiency, for Sturgis Gorham desir’d Me to send down 30 Bbbs to shift the Sugars into which I did. But I find they shifted but three Hhds some of the Cask came to my hand, not more than two thirds full, when I compleat y^e Sale you shall be informd how much they fell short. Yrs of 25th I receiv’d Yesterday. I think with you it will be best to purchase the *Robert*,³ for public Acct. I will write them, by this Post on y^e Subject, & if they dont chuse to take her, we will take her to our own Acct. at that price £1100 agreeable to you. I wish I could help you to Men but I can’t at any Rate, not a Man is to be come at the Lucky Skimmer⁴ has sent in a Ship⁵ & Brig⁶ from Dominica to Quebec with Cargo as below yours &c

J B—

487 Casks Molosses
 31 Teirces [*molasses*]
 8 Hhds & 8 T^{s7} Cocoa
 20 hhds 4 Trs & 94 Baggs Coffee
 169 Casks Sugar
 148 Casks Rum
 31 Boxes Chocolate

I this Moment receiv’d a Letter from Congress the Ship *Neustra Senora Del Carmen*,⁸ recaptur’d & sent into your Port belongs to a Gentleman of distinguishd Character,⁹ & am directed by a Member of Congress¹⁰ to claim in his Favour, Im happy to find you’ve made ye Claim & recover’d a Moiety for y^e Benefit of y^e Owners—pray give Me a State of y^e Matter by first Opportunity that I may transmit it to Congress—pray use your Address to impress Capt. Rathbourn¹¹ with ye ticklish Foundation He stands on with this more than mad Conduct—

LB, DLC, John Bradford Letter Books, vol. 2, p. 147. Addressed at top: “Leonard Jarvis Esq”

1. That is, “June.” The letter has not been found.

2. These barrels of sugar were part of the cargo of ship *Mary*, Henry Johnson, master, which was captured at New Providence I. in late Jan. 1778 by Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander. For more on her capture, see Journal of Marine Capt. John Trevett, 1–31 Jan. 1778, *NDAR* 11: 245–52 and Extract of a Letter from Rio Nova Bay, St. Mary’s, in the Island of Jamaica, 21 Feb, 1778, *NDAR* 11: 401.

3. Snow *Robert*, James Hall, master, was a prize of Continental Navy frigate *Warren*.

4. Capt. John Skimmer, commanding Continental Navy brigantine *General Gates*.

5. Ship *Jenny*, James Cummings, master, 200 tons burthen, mounting ten 3-pounders, was built in Newfoundland in 1774 and owned by John Shoolbred, of London. *Lloyd’s Register of Ships, 1777–1778*.

6. Brig *Thomas*, John Robinson, master.

7. Abbreviation for “tierces.”

8. Ship *Nuestra Señora del Carmen*, Francisco Pruna (or Bruna), master, with a cargo of rice, was captured on 28 Mar. 1778 by H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander, and was sent to New York City for trial in the Vice Admiralty Court of New York. See Journal of H.M.S. *Carysfort*, 28 Mar. 1778, *NDAR* 11: 822–23 and *n*.

9. Don Juan de Miralles, a Cuban landowner, who arrived at York, Pennsylvania, on 9 June.

10. Francis Lewis. See Bradford to Francis Lewis, this date, above.

11. Capt. John Peck Rathbun, Continental Navy.

JAMES WARREN TO JOHN ADAMS

[Extract]

Sir

Boston N England July 1st 1778

. . . we have no Cruizers¹ on our Coasts at this Time they are all Called into Hallifax where they are in the Horrors from the Apprehension of A French Fleet² said to be in these Seas. tho’ we have yet no perticular Account of them. by this Means our prizes & Merchantmen have A fine Chance to get in. & they succeed Accordingly this Vessel³ goes of[*f*] so suddenly that I fear M^{rs}. Adams will not hear of this Oppertunity to write. If she does not it may be some satisfaction to you to be Informed that she is well. I am [*&c.*]

J. Warren

L, MHI, Adams Papers. Addressed below close: “Hon^l. John Adams Esq^r.”

1. That is, British warships.

2. The French Fleet commanded Vice-Amiral comte d’Estaing.

3. Continental packet brig *Arnold*, Capt. John Ayres, which arrived at Bordeaux on 28 July.

ADVERTISEMENT FOR A DESERTER FROM CONTINENTAL NAVY FRIGATE WARREN

JOHN SWANEY, of Lyme, having entered for a Cruize in the Ship *Warren*,¹ and has neglected to repair on Board. Whoever will take up the said Swaney, and deliver him on Board the said Ship in Boston Harbour, shall have TWENTY DOLLARS Reward, paid by,²

JOSHUA HEMPSTED, jun.

Boston, July 1, 1778.

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

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

2. A week later, a similar notice concerning deserter Elnathan Mason of “Stonington or Groton” appeared in the *Connecticut Gazette*.

ACCOUNTS OF NATHANIEL SHAW, JR., WITH THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

[*New London, Conn.*]

D ^r .	The Cont ^l Navy Board E. D.	Contra——	C ^r
1778			
Apr ^l 2	To 5645 ^{3b} . Cordage french w ^l @ 4/	1778	
May 10	To Cash	May 10	By their Bill on the marine Com ^{tee2} 24000 --
June 12	To y ^e order paid Joshua Huntington		By Cash of Cap ^t Deshon ³ <u>1205</u>
18	To Cash	1776	25205.--
July 1	To Sundries from Col Waters ⁵	Sep ^r	By Powder rec ^d ⌘ Cap ^t Hacker ⁴
To Cash			that may be delivered out
To pd John Barry ⁶			say 300 @ 5/4 80
		1778	
8 ⌘ C ^r on the french w ^t Cordage		May 23	By 30 bar ⁷ flour from Peter Colt
5418 @ 4/			50.0.16 @ 87/6
			<u>228</u> --
			25513.--

D, C^t, Nathaniel and Thomas Shaw Papers, Ledger Book No. 26, p. 131.

1. The cordage was probably from the French ship *Lyon*, Jean Michel, master, which had been at New London. For more on this ship, see Shaw to Gov. Jonathan Trumbull, 13 Mar., 1778, *NDAR* 11: 628-29; Journal of the Connecticut Council of Safety, 16 Mar. 1778, *NDAR* 11: 659-60; William Vernon to James Warren, 26 Mar. 1778, *NDAR* 11: 796-97; Capt. Walter Griffith to Secretary of Admiralty Philip Stephens, 9 Apr. 1778, *NDAR* 12: 72 and n; Shaw to Andrew Perkins, 15 Apr. 1778, *NDAR* 12: 117; and Shaw to Trumbull, 16 Apr. 1778, *NDAR* 12: 124.

2. Continental Marine Committee.

3. John Deshon, member of the Continental Navy Board of the Eastern Department.

4. Capt. Hoysteed Hacker, commanding Continental Navy ship *Columbus*.

5. Col. Josiah Waters.

6. Capt. John Barry, Continental Navy.

7. That is, "barrel."

NOTICE TO CONTINENTAL NAVY SEAMEN AT NEW LONDON

ALL those Gentlemen Volunteers who have engaged with the Subscriber, in and for the Continental Navy, are desired immediately to join him at Boston, as he expects to sail in about two Weeks.¹ All expences which may accrue will be refunded to them on their Arrival.

JOHN KERR, Lieut.²

[*New London, Conn.*] July 1, 1778.

N. B. They must apply to the Continental Navy Office.

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

1. See Notice to Continental Navy Seamen in Connecticut, 26 June, above.

2. Kerr had formerly commanded the Continental Navy schooner *Mifflin*, which on 6 Aug. was advertised for sale on 25 Aug. at New London. *Connecticut Gazette; and the Universal Intelligencer* (New London), 7 Aug. 1778.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

1st July.—Anchored outside the Hook;¹ Sir H. Clinton² was arrived near there, and sent off an express requesting to see me as soon as possible. The admiral went with me, and we met Sir Henry at the Neversink.³

"Journals of Henry Duncan," p. 159.

1. Duncan was referring to the fleet of Vice Admiral Viscount Howe, which had anchored off Sandy Hook, New Jersey.

2. General Sir Henry Clinton.

3. That is, Navesink, New Jersey.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON, BRITISH ARMY

Eagle Off Sandy Hook [*N.J.*]

July the 1st 1778

Sir/

By the *Grantham*, the Packet wherein the enclosed Dispatches which I have the honor to transmit to your Excellency were forwarded, I received Advice from the Lords Comm^{rs}. of the Admiralty, concerning the supposed destination of the French Squadron,¹ and detachment of His Majesty's Ships under Vice Admiral Byron, therein mentioned. But no particulars being added in my Letter, regarding the Armament ordered for the West-Indies,² I have presumed to open your Dispatches also, in the belief that I should from thence obtain some further Information of the King's Intentions, for my guidance with respect to the departure of the Armament in case it should not put to Sea before the Receipt of the important Intelligence now communicated to us, and for regulating my own Motions at this critical period.

I was induced in consequence, to postpone every other consideration, and to wait at Sandy-Hook until I could have the benefit of your Sentiments with reference to the measures most advisable to be adopted under our present circumstances, for the Advantage of His Majesty's general Service in this Country. I have the honor [&c.]

Howe

P:S:

It may not be improper to add that no Person knows here of the liberty I have taken to open Your Dispatches

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot of first page: "His Excell^{ty} S^r H: Clinton K:B:" Docketed: "Lord Howe."

1. The French squadron commanded by Vice-Amiral comte d'Estaing. The information was likely that provided in Philip Stephens to Howe, 5 June 1778, below.

2. Howe refers to the planned amphibious expedition to capture French St. Lucia with a naval escort commanded by Commo. William Hotham.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 1st day of July 1778.—

Present

Mr Whiting Mr Travis and Mr Innis.—

Ordered that the keeper of the public store, deliver to Edward King six pounds of twine, one piece of red Bunting and half piece of white ditto for the use of the *Safe guard* Galley.—¹

Ordered that the keeper of the public Magazine, deliver to Captain Taylor twelve Muskets for the use of the ship *Tartar*.—²

D, Vi, Navy Board Journal, pp. 419–20.

1. King served as clerk on the Virginia Navy galley *Safeguard*, Capt. George Elliott, commander.

2. Capt. Richard Taylor commanded the Virginia Navy ship *Tartar*.

NEWS FROM CHARLES-TOWN, JULY 1.

The following Articles were left out of our last Paper, for want of Room and a Sufficiency of Types:
CHARLES-TOWN, July 1.

Last week two of the anchors and cables left by Sir Peter Parker's squadron near Sullivant's island, when they silently withdrew from the attack on Fort Moultrie, in the night of 28th of June 1776, were weighed, about 480 yards distance from that fort, and brought up to town: One of them was the *Bristol's* (of 50 guns) Sir Peter's own ship. These make 8 of that squadron's anchors and cables, that we are now in possession of, besides 16 of the guns (fine double-fortified 9-pounders) belonging to the *Acteon* frigate, which was burnt in the morning of the 29th.¹

Last Friday, between 12 and 1 o'clock, a sloop came in sight from the Eastward, off Bull's Island. At the same time 3 ships appeared coming up from the southward and standing to the northward. At half past 6 in the evening, the ships were observed to tack and stand to the eastward, the sloop with them, and towards the close of the day they all hawled off to the S.E.—The same evening Capt. Dillingham, late master of the sloop *Betsey*, of and for this port from Bedford in New-England, came to town from Bull's, and informed, that the above-mentioned sloop was his: That he had been chased the whole day by 5 ships (two of them without those that were seen from town) three of whose boats pursued him so closely, that he was at last obliged to quit his vessel, which they immediately after boarded and carried off.

Three of these ships and the sloop were again discovered on Saturday, in the S.E, with crowded sail, as if in chace to the southward. And that night Capt. Cornelius Schermerhorn, in the schooner *Swift*, of this port, arrived from Cape Francois, who informed, that he had been chased from 4 o'clock in morning, by 4 ships, with a schooner and a sloop in company; That, as the wind was very light, they sent 7 boats in pursuit of them; but that by incessant rowing he at length got clear. He adds, that in

the morning, he passed the mast-head of a sunken schooner, which he imagined had been taken and scuttled by the above ships of war.

As none of these vessels have come in sight since, and the wind has been easterly, it is not improbable, that they were passing ships, destined for, and have proceeded off St. Augustine, St. Juan's, or St. Mary's Rivers.²

The anniversary of the repulse of a squadron of the British navy, under the command of Sir Peter Parker, in their attack upon Fort Moultrie, on the 28th of June 1776, and of the retreat of the British army, under the command of General Sir Henry Clinton, falling this year upon Sunday; the public rejoicings upon that glorious occasion, were deferred till monday.—The morning was ushered in with ringing of bells, and a display of colours from all the forts and shipping. At noon the forts (beginning at Fort Moultrie) each fired a salute of 13 guns. At one o'clock the like salute was fired from each of the following vessels of war, viz. the *Oliver Cromwell* and *Defence*, state ships of Connecticut;³ the *Notre-Dame* of this State;⁴ the *Tartar* and *Volant*, private armed vessels;⁵ and the *Tonym's Revenge* and *Ranger*, prize privateers late of St. Augustine.⁶ And at night, the illuminations surpassed all preceding ones: King Street, and environs, in particular, appearing uncommonly brilliant; and the *Notre Dame* making a very grand appearance—

The Gazette, of the State of South-Carolina, 8 July 1778.

1. On the British attack on Fort Moultrie on Sullivan's Island in Charleston harbor on 28 June 1776, see *Journal of H.M.S. Active*, 28–29 June 1776, *NDAR 5*: 825; *Journal of H.M.S. Bristol*, 28 and 29 June 1776, *NDAR 5*: 796–97 and 825–26; *Journal of H.M.S. Experiment*, 28 and 29 June 1776, *NDAR 5*: 797 and 826; *Journal of H.M. sloop Ranger*, 28–29 June 1776, *NDAR 5*: 826; *Journal of H.M.S. Solebay*, 28 and 29 June 1776, *NDAR 5*: 979–98 and 826; *Journal of H.M.S. Syren*, 28 June 1776, *NDAR 5*: 798–99; *Journal of H.M. schooner St. Lawrence*, 28 June 1776, *NDAR 5*: 799–800; *A British Journal of the Expedition to Charleston, South Carolina*, 28 June 1776, *NDAR 5*: 800; *Narrative of Maj. Gen. Henry Clinton*, 28 June 1776, *NDAR 5*: 801; *Comments by Maj. Gen. Henry Clinton Upon the Naval Attack on Sullivan's Island*, 28 June 1776, *NDAR 5*: 802; *Account of the Attack Made Upon Sullivan's Island Off Charles Town, by Sir Peter Parker's Squadron, Given by Mr. William Chambers Master of a Sloop*, 28 June 1776, *NDAR 5*: 802–4; *John Wells' Account of the British Attack on Charleston*, 28 June 1776, *NDAR 5*: 804–6; *Diary of Maj. Barnard Elliot of the Fourth South Carolina Artillery*, 28 June 1776, *NDAR 5*: 806; *Particulars Relative to the Attack on Sullivan's Island*, 29 June 1776, *NDAR 5*: 827–28; and *Edward Rutledge to Robert R. Livingston*, 20 July 1776, *NDAR 5*: 1160. On the destruction of H.M. frigate *Actaeon*, see *Journal of H.M.S. Syren*, 28 June 1776, *NDAR 5*: 799; *Journal of H.M.S. Sphynx*, 28 June 1776, *NDAR 5*: 826; and *Edward Rutledge to Robert R. Livingston*, 20 July 1776, *NDAR 5*: 1160.

2. By St. Juan's River, the writer was referring to St. John's River, East Florida. The British vessels were H.M. frigate *Perseus*, H.M. ship-rigged sloop-of-war *Otter*, and loyalist privateer *Rose*. They were accompanied by a victualing brig and a prize taken earlier. See *Journal of H.M. frigate Perseus*, 26 June, above.

3. Connecticut Navy ships *Oliver Cromwell*, Capt. Timothy Parker, commander, and *Defence*, Capt. Samuel Smedley, commander.

4. South Carolina Navy brigantine *Notre Dame*, Capt. William Hall, commander.

5. French armed sloop *Volant*, Capt. Oliver Daniel; probably Connecticut letter of marque schooner *Tartar*, Theophilus Fitch, master.

6. On the capture of the East Florida privateer sloops *Tonym's Revenge*, Capt. Peter Bachop, and *Ranger*, Capt. George Osborne, see *The Gazette, of the State of South-Carolina*, 24 June, above.

July 2

EXTRACT OF A LETTER FROM HALIFAX, NOVA SCOTIA, JULY 2, 1778

A letter from Halifax in Nova Scotia, dated July 2, says, "Information being received of some privateers infesting our coasts, a detachment of the Highland battal-

ion¹ was, on Tuesday the 18th instant, by order of Gen. Massey,² embarked on board the *Buckram* and *Washington* armed vessels, and proceeded eastward under the command of Lieutenant Charrington, of his Majesty's frigate the *Diamond*.³ On Saturday evening they discovered four sail in Ship Harbour, which, as it was late, they could only block up until the morning, when it was found that the rebels had landed swivels, and were fortified behind a battery of logs. By the information of a Midshipman belonging to the *Rainbow*,⁴ who had been taken prisoner by the rebels and retaken by our troops, their numbers amounted to above 100. The troops therefore were landed under cover of the armed vessels guns, who quickly drove the rebels into the woods. They attempted to make a stand at a post about two miles in the woods, where they had previously lodged their provisions, stores, &c. but on the approach of the troops, and firing a few vollies, they were dispersed in great confusion, and one of their Lieutenants and three men found dead on the spot. Forty of them made their escape to Little Harbour, where they accidentally met a privateer, which took them on board. An inhabitant of Little Harbour informed our troops, that several of the party were wounded, and that they lamented much the fate of their remaining comrades, who being dispersed in the woods, and forlorn in that desert part of the world, and many of them wounded, would most inevitable perish through hunger. The four privateers were burnt, and thirty-two swivels, with a number of small arms, and a quantity of provisions and goods they had taken and secured. They belonged to Salem and Marblehead.⁵

The London Chronicle, 13–15 Aug. 1778.

1. 2d Battalion, Royal Highland Emigrants Regiment.

2. Maj. Gen. Eyre Massey, commander of British troops in Nova Scotia.

3. Schooner tender *Buckram* and sloop tender *Washington*. Both were tenders of H.M. frigate *Diamond*, Capt. Charles Feilding, commander. Lt. Nicholas Charrington was 2d Lieutenant on *Diamond*.

4. H.M. frigate *Rainbow*, Capt. Sir George Collier, commander.

5. In a letter of 7 July, Massey reported to Lord George Germain that his forces and those of Capt. Charles Feilding, the naval commander at Halifax, had captured or destroyed "six pirates" on the coast of Nova Scotia during the preceding three weeks. UkLPR, C.O. 217/54, 82–83.

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

July 1778

Segwin Isl^{d.1} N11°E 6 Leagues

Thursday 2.

AM at 5 saw 2 Sail work^s out of Sheepscot River² w^{ch.} join'd us at 8— they prov'd the Tender³ & a French Ship⁴ she had taken w^{th.} Masts bound to Nantz— at 10 came too with the B^t Bower in 5 f^{m.} Water. the Tender & Prizes in C^{o.} Squirrel Isl^{d.} N 2 or 3 Miles.

Ditto Isl^{d.} WSW 4 Leagues

First p^t fresh gales & clear middle & latt^e light Airs & foggy W^{r.} PM empl^{d.} occasionally

D, UkLPR, Adm. 51/762, part 1, fols. 38–39. For a fuller account of the capture described in this entry, see Appendix B, below.

1. That is, Seguin I., Maine.

2. That is, Sheepscot R., Maine.

3. Schooner tender *True Blue*.

4. Ship *Marquis de la Fayette*, Durif de Cazeneuve, master, 500 tons burthen, manned by a crew of 23, owned by Henry Mitchell, Francis Butler, and Thomas Barclay, of Boston, on a voyage from Sheepscot River to Nantes under French colors with masts, spars, anchor stocks, and staves. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779;

UKLPR, H.C.A. 32/399/1. When libeled, it was claimed as a recapture on behalf of James Gildart and the estate of John Gawith, both of Liverpool. The ship had formerly been *Johnson*, Richard Jones, master, and while on a voyage from Liverpool to New York in Aug. 1777 had been captured by Massachusetts privateer schooner *Active*, Massachusetts privateer brigantine *Speedwell*, and Massachusetts Navy brigantine *Massachusetts* and sent into Salem and later Boston. UKLPR, H.C.A. 32/399/1. For more on the capture of ship *Johnson*, see *NDAR* 9: 862 and n; 10: 15–16, 105–6.

CAPTAIN JOHN HARRIS TO JOHN BROWNE,
PRESIDENT PRO TEM OF THE MASSACHUSETTS BOARD OF WAR

Falmouth [*Me.*] July 2 1778

Dear Sir

I take the first oportunity to inform you and the Rest of the Honourable bord of War that I Sinse arived in the Harbour of Casko Bay Har at Six pm after a passage of 40 Days¹ Sir I Shall take as a Fa[v]our of you to Right as Quick as possbbie. You Can by the Bairer of this Letter Meening my Mate² to Leet me Know in What manner I am to proceed as it Has pleased God to preserve So far I Should be to Tarrey here till I have Orders in What Manner to proceed.³ pray Sir Excues my Scrowle for it Right in a Hurrey Sir I Am [&c.]

John Harris

L, M-Ar, Mass. Archives Collection, vol. 205, (2d ser., Revolution Letters, 1775–1783), fol. 383. The addressee is determined from the table of contents.

1. Massachusetts State trading snow *Penet*.
2. Mr. Horton.
3. See Browne to Harris, and Browne to Col. Jonathan Glover, both 5 July, below.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern department

Boston July 2^d 1778

Sir

We received yours of 28th June¹ We were before Informed by the Marine Com^{tee}. that they had determined to resume the Building the Ship under your direction in the manner you mention² they have also directed us to Afford you every possible assistance which order is very Agreeable to us and we shall always take pleasure in Executing it as far as in our power but the Marine Com^{tee}. whether from Inattention or some other reason do not Seem to have Contemplated the Magnitude & Extent of the business in our hands & Consequently the Expences Attending it had not Cap^t Bradford³ been kind enough to have furnished us with some money we should not for a week past been able to pay the bounty to Seaman Entring on board the Ships here⁴ we have wrote very pressing on this Subject and Accompanied it with an Estimate that we think will bring us such Supplys as will Enable you to go on with Vigour but it is out of our power to furnish you with any till we are again Supplied by the Marine Comm^{tee}.⁵ we will attend to the Adjustment of your Accounts whenever you please but least there should not be more than one of us present you will please to inform us before hand at what time you would wish us to attend that business—We are Your hum^{ble} Serv^{ts}

J Warren
in Behalf of the Board

Remember When Auctions, Inc., Auction Catalog #44 (18 July 1998), Item 199. Addressed below close: "Hon^{ble} John Langdon Esq^r." Docketed: "The Honorable/Navy Board's Letter/of July 2^d. 1778."

1. Not found.
2. Continental Navy ship of the line later named *America*. For more on its construction, see Continental Marine Committee to Continental Navy Board of the Eastern Department, 30 May, in *NDAR* 12: 488–91.
3. John Bradford, Continental Agent for Massachusetts at Boston.
4. Continental Navy frigates *Warren*, *Deane*, *Queen of France*, and brigantine *Resistance*.
5. See Continental Navy Board of the Eastern Department to Langdon, 11 June, above.

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

Navy Board Eastern Department

Boston July 2^d 1778

Gentlemen

We have the Honour to hand you by Cap^t Ayres¹ in the *Arnold* Packett,² four Packetts Intrusted to our care for Conveyance by the Hon^{ble}. Committee for Foreign Affairs.³ we also Inclose the Gazettes of this Town Since our last.⁴ we wish them Safe to your hands as we presume they will give you all the Important Intelligence of this Country, we shall trouble you no further than to Inform you, that Cap^t Ayres has the honour to hold a Captains Commission in the American Navy, & to recommend him to your Notice as an officer upon all Occasions ready to render his best Services to his Country. he has Orders to receive his directions from you for his future Conduct.⁵ you will please to order him such Supplies as he may have occasion for We have the Honour to be [&c.]

J Warren

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 81. Addressed: "The Hon^{ble}:/The Commissioners from the United/States of America/Paris." Docketed: "James Warren/Boston July 2^d 78/Navy Board."

1. Capt. John Ayres, of Braintree, Massachusetts, was commissioned on 25 Jan. 1776 as captain of the armed schooner *Lynch* in Washington's Fleet and served until 20 Feb. 1777. William Bell Clark, *George Washington's Navy* (Baton Rouge: Louisiana State University Press, 1960), pp. 109 and 197.

2. Brig *Arnold*.

3. For speculation on the contents of the packets, see *Adams Papers* 6: 250n, 347, 349n.

4. See Continental Navy Board of the Eastern Department to American Commissioners in France, 8 June, above.

5. Ayres was sick upon his arrival at Bordeaux and died there before 13 Sept. See Ayres to the American Commissioners in France, 29 July, MH-H, Arthur Lee Papers (MS Am 811.4), vol. V, no. 27., and John Bondfield to the American Commissioners in France, 15 Sept., *Benjamin Franklin Papers* 27: 404.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Honbl Gentlemen

Boston 2^d July 1778

I have the honour to acquaint you with the Arrival of y^e Brig *Thomas*¹ & Ship *Jenny*² design'd for Quebec from Dominica the Contents of their Cargoes as Schedule annex'd sent in by the *Gen^l Gates*³ Cap^t Skimmer & the *Hawk* Privateer⁴ mounting 10 4^{lb} Cannon having 73 Men—I make no Doubt these Prizes will be soon follow'd by some others if not, I know it will not be owing to Defect of Vigilance in Skimmer.⁵ I beg leave to acquaint the honbl Board that the navy Board⁶ have furnish'd Me with a Paragraph of a Letter from you ordering Me to pay into your⁷ Hands the Monies I have or may receive on public Acc^t as they have been much press'd for Monies, I have for some Months past supply'd them so far as I was able & with the Money that may arise on the Sale of those prizes I trust we shall be enabled to keep the Wheels

moving. no Doubt 'ere this Mr Trivett⁸ has been at York Town.⁹ I can't help thinking his Conduct amounts even to Phrenzy, for his in addition to his former Behaviour, he, without consulting either his Constituents, M^r Jarvis¹⁰ or Myself, has advertiz'd the Sails, Guns, Riggings &c to be sold at public Auction.¹¹ Cap^t Rathbourn¹² is much afraid of being blamed by Congress, but he assures Me on his honour, it was contrary to his Advice that Trivet went forward, & would not join him in appealing, it's very unhappy when Men of such a Cast happen to be employ'd in Agency affairs, as they give more Trouble & Perplexity than can be imagined—I congratulate you most heartily on the Enemy's Evacuation of philadelphia. I trust 'ere long the worthy Citizens of New York will also be able to return to that City Yours &c

J B

Ship <i>Jenny's</i> Cargo	Brig <i>Thomas's</i> Cargo
280 Casks Molosses	198 Casks Molosses
94 D ^o Rum	31 Trs ¹³ & 8 hhds Cocoa 8 Trs do
166 D ^o Sugar	20 hhds Coffee
94 Baggs Coffee	4 Trs do
31 Boxes Chocolate	3 hhds Sugar
54 hhds & 2 Trs Rum	

I have inclos'd a Draft in fav^r of y^e honbl marine Board¹⁴ for £8895..7..7 for Goods supplied the D Clothiers here out of Prize Goods for which you will please to give my Acc^t Credit

LB, DLC, John Bradford Letter Books, vol. 2, pp. 150–51.

1. Brig *Thomas*, John Robinson, master.
2. Ship *Jenny*, James Cummings, master.
3. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.
4. Massachusetts privateer brigantine *Hawk*, Capt. Jonathan Oakes.
5. For more on these captures, see John Bradford to Continental Commerce Committee, 1 July, above.
6. Continental Navy Board of the Eastern Department.
7. That is, "their."
8. Capt. John Trevett, Continental Marines.
9. That is, York, Pennsylvania.
10. Leonard Jarvis, Deputy Continental Agent for Massachusetts at Bedford in Dartmouth, now New Bedford, Massachusetts.
11. The sails, guns and rigging were from ship *Mary*, prize of Continental Navy sloop *Providence*.
12. Capt. John Peck Rathbun, commanding Continental Navy sloop *Providence*.
13. Abbreviation for "tierces."
14. Continental Marine Committee.

MASSACHUSETTS COUNCIL'S INSTRUCTIONS TO THE COMMANDER OF THE SCOUT VESSEL

Sir

[*Boston*] Councill Chamber [2] July 1778¹

you being appointed to command y^e Cutter² [*blank*] design'd for carrying Dispatches to y^e Commanders of any French Fleet or Vessells of War on y^e Coast of North America are hereby instructed & directed to proceed to Sea forthwith & shape your Course for the Capes of Virginia—you will use your best Judgement in Obtaining Intelligence & shou'd you fail of this on your Passage you ~~will~~ **must** are to proceed to Chesapeak Bay where it is supposd, the French Fleet intend to rendezvous by some late Intelligence y^e Councill have received from y^e Southward—You will be furnish'd with severall Copies of Letters receiv'd from D^r Frankland and M^r Adams in France

one of which you will present to any french Commander you may meet with & having effected Business of your Appointment you will be directed to return immediately to y^e Port of Boston & make Report of your Doings

Df, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 420. Docketed: “290/directions to the Commander of/the Cutter ——— to proceed to/the Capes of Virginia with such/ Dispatches as the Council shall/see fit to Order—/July 2^d 1778.”

1. Date taken from docketing.

2. The Council ordered the Board of War this day to procure a swift-sailing “small Vessell from fifteen to thirty Tons” and “provide a discreet Judicious Person with three Seamen to navigate” it. Df, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, (1777–1778), fol. 421.

THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON),
THURSDAY, JULY 2, 1778

BOSTON, July 2

We are well informed that the Marine Court Martial now sitting in this Harbour¹ have honourably acquitted Capt. Manley,² and recommended him to Congress as a spirited and brave Officer. Said Court has unanimously adjudged Hector McNeil, Esq:³ to be dismissed from the Service of the United States of America; and that he be declared incapable hereafter of holding any Office in the Navy of said States.

The Court are now sitting on the Trial of Capt. Thompson.⁴

1. A series of four Continental Navy courts-martial was then being held on board Continental Navy frigate *Raleigh* in Boston harbor.

2. Capt. John Manley was tried for the loss of his command, frigate *Hancock*, on 7 June 1777; see Court Martial of John Manley, 13 June, above.

3. Capt. Hector McNeill, commanding frigate *Boston*, was condemned for not doing his utmost to come to the aid of his consort, frigate *Hancock*; see Sentence of the Court Martial of Capt. Hector McNeill, 24 June, and Protest of Capt. Hector McNeill Against his Court Martial, 30 June, both above.

4. Capt. Thomas Thompson, commanding frigate *Raleigh*, was charged with not doing his utmost to come to the aid of his consort, ship *Alfred*, on 9 Mar. 1778. See Thompson to William Whipple, 1 July, above.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, JULY 2, 1778

BOSTON, JULY 2, 1778.

On Tuesday last,¹ arrived in Port, the private armed Ship *Marlborough*, Captain Babcock,² together with five Prizes, taken by the *Marlborough* and Other Vessels of War, fitted out by the Inhabitants of these United States to cruise against their Enemies. Their Cargoes consist of Rum, Sugar, Cotton, Cocoa, &c. &c.

1. That is, 30 June.

2. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock.

CHARLES WALLER, BRITISH COMMISSARY OF PRISONERS, TO
MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY

Sir

Newport Rhode Island July 2^d 1778

The Commanding Officer of his Majestys Fleet here;¹ having seen Your Letter of the 30th of June addressed to General Pigot,² respecting the Exchange of several

Seamen that are Prisoners at Rhode Island: I am Directed to acquaint You that the Prisoners you request in lieu of those You have at Providence being Men belonging to the New England Provinces; I am not at liberty to make an Exchange for them, having received Orders from the Right Honorable the Viscount Howe not to Release any Prisoners that come within that Discription till proper Restitution is made for the Number of Men that were released in the *Royal Bounty* a Cartel Ship, that was forcibly carried into Marblehead;³ as well as for the Ship, Furniture, & Stores &c.^{ca.} With respect to M^r. Joseph Handy,⁴ I am ready to release him so soon as You are pleased to send Me a Person of equal for him—I have the Honor to be [&c.]

Cha^s: Waller Commissary of Prisoners

L, Nh-Ar, Meshech Weare Papers, vol. V, fol. 56. Addressed below close: “Maj^r Gen^l Sullivan/Providence—,” On 4 July Sullivan notified Ellis Gray, member of the Massachusetts Board of War, of the contents of Waller’s letter. *Ibid.*, fol. 60.

1. Capt. John Brisbane, commanding H.M. frigate *Flora*.

2. Maj. Gen. Sir Robert Pigot, commanding British Army at Newport.

3. For more on the prisoners’ seizure of cartel ship *Royal Bounty*, see Charles Waller to Governor Nicholas Cooke, 24 Jan. 1778, *NDAR* 11: 200, *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan. 1778, *NDAR* 11: 229; and Jeremiah Powell to Vice Admiral Viscount Howe, 16 July 1778, below.

4. Capt. Joseph Handy, commanding Maryland privateer schooner *Buckskin*. DNA, PCC, item 196, vol. 2, p. 56. The privateer was captured on 25 Dec. 1776 by H.M. frigate *Galatea* and may have later sunk. Its crew appears to have been lodged temporarily in Bermuda. For more on this capture, see Journal of H.M.S. *Galatea*, 25 Dec. 1776, *NDAR* 7: 597; Henry Tucker to St. George Tucker, 13 Jan. 1777, *NDAR* 7: 948-49.

JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY

[Camp, Fort Tonym, *East Florida*] 2 [July] [1778]

The Galley¹ arrived this Morning with two flats laden with Rice, Salt, etc. to the great Satisfaction of the Army, who have not tasted Bread these three days, but which however they have bore with a Manly Patience & without Complaint.

The Governor² visited our Camp today, & after a short Conference with the General,³ wherein he Promised to Cross over the River⁴ & encamp in our Neighbourhood the Next Day, He Returned to his Camp the same Evening.

The Carolina Gally in Saluting, shot a Privates arm off by a Wad, which it is supposed glanced from the Water, as the bluff is near 30 feet high.

D, ScHi, Grimké Papers, “Journal of the Campaign to the Southward.”

1. South Carolina Navy galley *Beaufort*, Capt. James Mayberry, commanding. Later in this entry, Grimké calls it the “Carolina Gally.”

2. Gov. James Houstoun of Georgia, commanding a force of Georgia militia.

3. Maj. Gen. Robert Howe.

4. That is, St. Marys River. Houstoun’s Georgia militiamen were camped on the north bank of the river; Howe’s Continentals on the south bank.

July 3

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam^l Ph[’]ps Savage Esq^r

Boston July 3^d. 1778—

John Browne Esq^r
Thomas Walker Esq^r

Eleazer Johnson Esq^r
Isaac Phillips Esq^r

Sam^l. Ph[']ps Savage Esq^r President—

Order'd, That Cap^t Williams¹ Commander of the Arm'd Brig^t

Hazard be directed to discharge thirteen Cannon from the said Brig^t
on the 4th Ins^t imediately after the several discharges from the Forts, in Com-
memoration of the Anniversary of the Declaration of Independence—

Order'd, That Cap^t Hopkins² deliver Cap^t Williams for the

Brig^t *Hazard*, two Brass Blunderbusses fth Inv^o. N^o. 21—

Order'd, That Ebenezer W Calf for 5 Sides of Leather be p'd

£25..-.-

Also, for 92 Casks Water for the Brig^t *Hazard*

8..-.-

£33..-.-

& for 3 Sides half tann'd Leather & 3 Side
Pump Leath^r for Brig^t *Tyrannicide*³ . .

£21..-.-

Also, That he be paid for 11 H'ds Water for
the s'd Vessel

..11.-

£21..11.-

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 355–57.

1. Capt. John Foster Williams, commanding Massachusetts Navy brigantine *Hazard*, which was fitting out for a cruise.

2. Capt. Caleb Hopkins.

3. Massachusetts Navy brigantine *Tyrannicide*, which was likewise fitting out for a cruise.

DEPOSITION OF LIEUTENANT WALTER HATCH, MASSACHUSETTS NAVY

Suffolk-County

Boston July 3^d. 1778.

I Walter Hatch of Hingham in the County afores^d. of lawful Age, Gentleman, testify and declare, that about the twentieth Day of April last past, being second Lieutenant on Board the Brigantine called the *Hazard*,¹ commanded by Simeon Samson Esq^r: on a Cruize at Sea against the Enemies of the United States of America; in the Morning it being my Watch upon Deck, William Spear of said Boston, then being on Board s^d. Brigantine, came to me, and informed me, that the People on Board were about signing a Round-Robin, and that they wanted him to write something for them, upon which I advised s^d. Spear not to have any Thing to do with that Matter;² And I declare that I never said or did any Thing to encourage it myself: that soon after (s^d. Spear being then gone below) Captⁿ. Daniel Turner, a Prize-Master, came on Deck, to whom I related what s^d. Spear had said to me, relating to the Round-Robin before-mention'd, who said let us talk with him, meaning s^d. Spear, upon which I called s^d. Spear, who immediately came to us; I then in Presence of s^d. Turner, and s^d. Spear repeat what he had before said to me, concerning the Round-Robin, which he accordingly did, using the same Expressions which he had before used, relating to the People's signing a Round-Robin: S^d. Turner and I advis'd him not to have any Thing to do with that Matter; upon which s^d. Turner and I parted from s^d. Spear, and went immediately down into the Cabbin, and informed Captⁿ. Samson that s^d. Spear had just told us that the People were about signing a Round-Robin; to which s^d. Samson return'd for Answer, let it rest: I farther declare, that I heard nothing more from the People concerning a Round-Robin for two or three Days; after which Time, I being in the Cabbin with

Captⁿ Samson, he shew'd me the Copy of a Round-Robin, which he had just received from the People, (as he informed me) and also said in my Hearing, and in the Hearing of Lieutenant Dyer,³ who was at the same Time in the Cabbin, that what he had received as aforesaid, was only a Copy, and that it appeared to him, Viz; Samson, to be wholly wrote by one Hand: I farther declare, that from that Time, I never heard Captⁿ Samson say any Thing to the People, nor the People to him concerning a Round-Robin, 'till we had taken a Prize,⁴ which was about a Week or ten days afterwards, when some of the Men whose Names were wrote in the Copy aforesaid, applied to s^d. Captⁿ Samson for Shoes, who, Viz; Samson answer'd them, that no Persons whose Names were wrote in the said Copy, should have any Shoes of him, neither had they any, though he furnish'd others with Shoes, whose Names were not wrote in the Copy aforesaid: I still farther declare, that I heard a Number of the People at sundry Times say, that they thought that after the Expiration of five Months, the Cruize would be out, but that I thought, and also told the People, that our Time was not confin'd to five Months only, but that Captⁿ Samson had ship'd us for a Cruize: And farther I say not

Walter Hatch

Mass. State
Suffolk-County }

Boston July 3^d. 1778.

Walter Hatch after being examin'd, and duly caution'd, made Oath to the Truth of the foregoing Declaration by him subscribed: Taken at his Request, Before me, Sam^l Pemberton, Just. Peace

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 422. Docketed: “[Declaration]/ of Walter Hatch/July 3^d. 1778—.” This deposition is supported by that of Prize Master Daniel Turner, dated 3 July 1778. DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 430.

1. Massachusetts Navy brigantine *Hazard*.

2. See Declaration of William Spear, 9 June, above.

3. Lt. Charles Dyer. Deposition of Charles Dyer, 9 June. DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 424.

4. Snow *Swift*, William Pearce, master. For more on this capture, see Log of the Massachusetts Navy Brigantine *Tyrannicide*, 28 Apr., in *NDAR* 12: 211.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER,
FRIDAY, JULY 3, 1778

NEW-LONDON, JULY 3.

Monday Evening arrived here the *Le Despencer* Packet, a fine Snow 160 Tons, mounting 14 Carriage Guns, besides Swivels, and had 50 Men, late commanded by Wm. Pond. She sail'd from Falmouth about the 12th of May, with Dispatches for New-York, but was taken in lat. 34, by the Brig *Nancy*,¹ Capt. Melally,² of this Port, after a short Engagement, in which they threw over the Mail.³ By the Passengers we learn, that no more Troops will be sent to America this Year: That 4000 Germans design'd for America, had arrived in England, but were detained for the Protection of that Kingdom: That War between France and England, had not been declared when they sailed.

1. Connecticut privateer brigantine *Nancy*, which was commissioned on 23 Apr. 1778, was on her first cruise.

2. Capt. Michael Melally.

3. *Le Despencer* was libeled on 3 July, tried and condemned on 30 July, and its sale scheduled for 25 Aug. *Connecticut Gazette*; and *the Universal Intelligencer* (New London), 7 Aug. 1778.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW LONDON COUNTY

STATE of CONNECTICUT, ss.}

COUNTY NEW-LONDON.

TO whom it may Concern, Know ye, that Libels are filed before the Honorable RICHARD LAW, Esq; Judge of the Maritime Court for the County of New-London, in favour of Nathaniel Bently, Commander, of the armed Schooner *Hornet*, his Associates and the fitters out of said Schooner *Hornet*, against a Parcel of Liquors, Piece Goods, &c. taken from on Board a French Snow,¹ which said Snow was in Custody of the Officers, &c. of the British Ship *Experiment*, Sir James Wallace, Commander; and in favour of Michael Melally, Commander of the armed Brigantine *Nancy*, his Associates and the fitters out of said Brigantine *Nancy*, against the Snow *Le Dispenser*, William Pond, late Commander, and her Cargo, which said Goods, Snow and Cargo were taken on the High Seas² and brought within the County aforesaid. For the Justice of said Captures the Maritime Court for said County, will be holden at New-London in said County, on Thursday the 30th Day of July 1778, of which all Persons claiming Property in the said Goods, Snow and Cargo, are to take due Notice, and govern themselves accordingly.

Per Order of the Judge,

WINT. SALTONSTALL, REG'R.

Connecticut Gazette; and *the Universal Intelligencer* (New London), 3 July 1778.

1. Brig *Neptune*, Joseph Costers, master. See *The Connecticut Gazette*; and *the Universal Intelligencer*, 19 June, above.

2. H.M. packet snow *Le Despencer*, William Pond, commander. See Journal of Ambrose Serle, 29 June, above, and *Connecticut Gazette*; and *the Universal Intelligencer*, 3 July 1778, directly above.

VICE ADMIRAL VISCOUNT HOWE TO VICE ADMIRAL JOHN BYRON

Copy.

Eagle Off Sandy Hook [N.J.]

Sir

July the 3^d: 1778.

On the 29th: past I received Notice from the Lords Commissioners of the Admiralty, that a Squadron of French Ships of War, of which You have been advised, had put to Sea from Toulon for the Coasts of this Continent;¹ And that being appointed to proceed with a Squadron of His Majesty's Ships directly to Halifax, You were to be further governed after your Arrival there, by the Tenor of your Orders dated 3^d: of May,² of which a Copy has been at the same time transmitted to me.

The Commander of the Packet,³ by which I received those Dispatches, informs me that he was chased or followed by a French Squadron of sixteen Sail, from the 6th: to the 8th: of June; when the French Squadron, then in Latitude of 30°. 30' and Longitude of about 48° West, hauled to the Wind in the South West Quarter on the Larboard Tack.

From many concurring Circumstances I cannot doubt that this was the Squadron under the Comte d'Estaing. But I do not see that any just inference can be thence formed, of the particular Port on this Continent for which the French Admiral is destined. Wherefore he may be still intending for Boston; and in that Case, I shall hope You may be able to obtain Intelligence of his Motions from some of the Frigates of the

Fleet under my Command assembling at Halifax.—⁴ You will please, however, not to quit the American Coast under the Licence given in your Orders to that Effect, until you have further Instructions from me thereon; But as You may be drawn away from this Continent, in any actual Pursuit of the French Squadron, upon having the good Fortune to fall in therewith at Sea. I make no Doubt that You will in such Case, and at all Times, let me know your Movements and Intentions, by every suitable Opportunity, addressed to me at this Port.

The British Forces having evacuated the Province of Pensylvania pursuant to the King's Command signified to that Effect; And being very lately arrived on the Jersey Shore to embark for New York, to all Appearance in the Face of the Rebel Army; I am necessarily detained here until that important Operation is completed. I propose then to attempt joining You, with such Force as some material Circumstance respecting the general Benefit of the King's Service (of which I cannot immediately judge) will admit. But I shall be attentive to advise You in the mean Time of all the Intelligence I obtain concerning the French Admiral's Measures, and of my proceedings with Reference to the Purpose of your Orders of the 3^d: of May as before-mentioned. I have the Honor to be, [&c.]

Howe.

Copy, UKLPR, Adm. 1/488, fols. 294–95. Addressed at foot of first page: “The Honorable John Byron/Vice Admiral of the Blue/&c^a &c^a &c^a Halifax.” Docketed: “In Lord Howe's Letter/N^o 67.” Enclosed in Vice Adm. Viscount Howe to Secretary of the Admiralty Philip Stephens, 6 July.

1. See Secretary of the Admiralty Philip Stephens to Howe, 5 June, below.
2. Lords Commissioners of the Admiralty to Byron, 3 May 1778, NDAR 12: 654–55.
3. H.M. Post Office packet boat *Grantham*, John Bull, commander.
4. The Halifax squadron under Capt. Charles Feilding, commanding H.M. frigate *Diamond*.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 3rd day of July 1778.—

Present

Mr Lewis and Mr Innis.—

Ordered that the Keeper of the public magazine deliver to Lieutenant Lewis Jones one hundred weight of powder and fifteen pounds of musket Balls for the use of the *Lewis Galley*.—¹

Ordered that the keeper of the public store, deliver to Lieutenant Jones six quire of cartridge paper, and two of writing ditto for the use of the *Lewis Galley*.—

Ordered that Mr Southall² deliver L^t Jones six fathoms of match rope for the use of the *Lewis Galley*.—

Ordered that the Keeper of the public store, deliver to Lieutenant William Steele as much of the wrappers as will be sufficient for fitting the rigging of the ship *Tempest*.—³

Ordered that D^r M^cClurg deliver to Dr M^cNickal such medicines as he may want for the use of the ship *Tempest*.—⁴

1. Jones commanded the Virginia Navy galley *Lewis*.
2. Presumably, Stephen Southall, an assistant deputy quartermaster.
3. Virginia Navy ship *Tempest*, Capt. Celey Saunders, commanding.
4. Dr. James McClurg, director of the Virginia General Hospital and Dr. John McNickal, a surgeon in the Virginia Navy.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN

[Extract]

My Lord,

Since I had the honour by my letters of April and May last¹ of acquainting your Lordship with the State of this Province, and the preparations to defeat the mischievous designs of the Rebels, I have exerted my utmost strength and diligence to have the Fortifications repaired and strengthened, and a naval force equiped and manned.

The ship *Germain* of eighteen Guns, the Brig the *Dreadnought* of two twenty four pounders in the Bowes, two in the Stern, all which can occasionally remove to the Broad Sides untill supplied with nines or twelves for them expected from Lord Howe, and the Galley *Thunderer* carrying two twenty four pounders are stationed in the Saint Johns River.²

The rebels after collecting a considerable Force and erected some Fortifications on their frontiers are advanced to Saint Marys River.

By the inclosed letters from Lieutenant Colonel Brown and Captain Shaw of the 60th. Regiment your Lordship will perceive that their numbers and strength by Land and Sea is greatly superior to ours, and that we are to expect success by the [*b*]lessing of God from superior Valour and conduct.³ . . .

Since the departure of the *Carysfort* and *Galatea* about the middle of May last I have not heard that there has been a King's Ship on this Station. . . . I have the honour to be [&c.]

Pat. Tonym

S^t Augustine 3^d. July 78

L, UKLPR, C.O. 5/558, fols. 189–90. Addressed below close: “Right Honourable/Lord George Germain.” Docketed: “S^t Augustine 3^d July 1778/Governor Tonym/(N^o: 58)/Rx. 20th. November/(2) Inclosures”; “Entd.”

1. Tonym to Germain, 28 Apr. 1778, *NDAR* 12: 212–13 and Tonym to Germain, 15 May 1778, *NDAR* 12: 362–63.

2. For a discussion of the purchase and outfitting of these three ships, see Tonym to Germain, 28 Apr. 1778, *NDAR* 12: 212–13; William Brown to Royal Governor James Wright, 26 Apr. 1778, *NDAR* 12: 230–32; and Tonym to Germain, 15 May 1778, *NDAR* 12: 362–63.

3. Lt. Col. Thomas Brown to Tonym, 30 June 1778, UKLPR, C.O. 5/558, fols. 192–93, and Capt. Alexander Shaw. 1 July 1778, *ibid.*, fols. 194–96. In the latter letter, Shaw reports intelligence from a deserter from the Georgia galleys: “There are five Gallies two flats and two Pettiaguas carrying Cannon besides several Sloops and Schooners loaded with Provisions, &c &c.”

July 4

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Saturday July 4th. 1778

Return of George Little as a Master & Johns Burns¹ as Carpenter on board the Brig *Hazard* John Foster Williams Commander—Ordered that said Officers be com-

missioned agreeable to their Rank—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 301. Marginal notation: “Return of Geo. Little/as Master & John/Burns as Carpenter/of/Brig. *Hazard*.”

1. In marginal note his name is given as “John Burns”.
2. Massachusetts Navy brigantine *Hazard*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present

Sam^l Ph[']ps Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Boston July 4th 1778

Eleazer Johnson Esq^r

Isaac Philips Esq^r

Sam^l Ph[']ps Savage Esq^r President—

Order'd, That Cap^t Hopkins¹ deliver M^r Peter Cunningham² for

the Brig^t *Hazard* Sundry Carpenters Stores as p^r his

Mem^o. & make return of the quantity Also, that he deliver him one Quire of Writing Paper—

Order'd, That John Lambert's Bill for Joiners Work for a

Yawl for the Brig^t *Tyrannicide*³ be paid. . £12..--

Order'd, That Cap^t Hopkins receive from the Brig^t *Hazard* 3

H[']ds Rum, return'd by said Brig, from her last Cruise

...q^t 106

107

54

267 G[']lls

Order'd, That the Warrant Petty Officers of the Brig^t *Hazard*

make an imediate Return of all the Stores belonging to their respective

Departments, together with a List of what may be further necessary,—Each

Person to sign his return—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 357–58.

1. Capt. Caleb Hopkins.
2. Lt. Peter Cunningham, first lieutenant of Massachusetts Navy brigantine *Hazard*.
3. Massachusetts Navy brigantine *Tyrannicide*.

DAVID LAWRENCE TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

Providence July 4th 1778.

We the Subscribers request your Excellency to grant a Commission or Letters of Marque and Reprisal to George Wanton Commander of the Private Schooner of War called the *Barton* of which we are Owners. She is burthened about Sixteen Tons, carries Ten Swivel Guns manned with Twenty five Men and fitted with a suitable Quantity of Muskets Cutlasses Pistols Powder Ball and other military Stores. She hath on board Two bbls Beef & Pork, two Casks Bread &c. [*blank*] Potter is First Lieutenant Bennet Negroes is Second Lieutenant and Gilbert Sisson is Master of said Schooner. We are with great respect Sir [&c.]

David Lawrence

L, R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 79. Later in 1778, Wanton received a letter of marque and reprisal for *Barton*; *Privateersmen of Newport*, p. 60.

DEPOSITION OF CAPTAIN DAVID BROOKS, CAPTAIN JOSHUA GRIFFITH, AND OTHERS
CONCERNING THE CAPTURE OF SCHOONER *HOPE*

The Deposition of David Brook Commander of the armed Boat called the *Chatham*, and Joshua Griffith Comd^r of the Armed Boat called *Theresia*,¹ and Shubael Brainard Lieut. of the *Chatham* Boat & Jon^a Done Lieut of the Boat *Theresia*, all of Chatham & of Lawfull Age, is as follows Viz^t

That on the 7th. Day of June last about sunrise we discov^d. a Vessell between Block Island and point Judah² the Wind being south, light Breeze, and after a Critical Observation we found her standing steadily in for Newport, we then being at Point Judah on the Sea Shore & our Boats hauled up; upon w^h we launch'd our Boats, & put our Warlike Stores on Board, and put after her she still continuing the same Course till we came within about two Miles of her, at w^h time she altered her Course and hauled her Wind to the Eastward, soon after we came up with her & fired two Guns at her, upon w^h she immediately struck to s^d Boats shewing no Colours; Upon Examination we found she had Brittish Colours and Papers on board, and no other Colours, & that she was bound from Jamaica to Newport according to the Concurrant Declarations of the Capt. of s^d Vessell & the Seamen. The Deponent farther say that after we came on Board s^d Vessell Andrew Grover one of the Seamen told us that he had the Spy Glass in his Hand when the said Boats fired at said Vessell, and upon M^r Bardin's³ asking him s^d Grover what Colours the Boats had, he replied "American Colours" upon w^h Bardin said, "By God then we are taken."—

And upon further Examination found the above said Vessell was the Schooner *Hope* Com^d. by Amos Hilton, we then took the possession & Command of s^d Schooner, & they dl'd themselves and the said Vessell up to us—And before We carried brought her into port there was a strong Gale of Wind and we carried full sails, and the Master never Complained nor did any of the Men on Board mention one Word to us of the Masts being Sprung, & that the Masts appeared not Strong and Good—⁴

Chatham [*Conn.*] July 4. AD 1778.

Hartford County Ss, Chatham 4 July AD 1778. Appeared Capt David Brook, Capt Joshua Griffith, Shubael Brainard, and Jon^a. ~~Dean~~ Done all of Chatham (and now bound on a Voyage to Sea) & made solemn Oath to the Truth of the above Written Declaration before me

Eben^r. White Justice of Peace

NB. This Deposition was taken at the desire of M^r G. Erkelin⁵ and Chancy Buckley⁶ of Chatham being on the one part, the oposite part, being M^r Aaron Lopez &^c. and living out of this State, was not Cited nor present

Eben^r. White Just. Peace

Open'd in the Special County Court at Hartford July 14th. 1778.

By George Wyllys Reg^r. of s^d Court.

A true Copy as on file

examin^d

By George Wyllys Regist^r.

1787), Case No. 28. Docketed: "6, David Brooks Deposn."

1. *Theresia* is called *Fessey* in Libel Filed in Hartford County Maritime Court against Schooner *Hope*, 15 June, above.

2. That is, Point Judith, Rhode Island.

3. William Bardin, supercargo on *Hope*.

4. Capt. Amos Hilton asserted that he knew the mast was "very defective" upon sailing from Jamaica, and it was not repaired because, if they encountered a British warship off Rhode Island, it would be used as an excuse to put into Newport for repairs. Deposition of Captain Amos Hilton, 8 July 1778. Copy, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture (1776-1787), Case No. 28. Docketed: "4, C^a. Amos Hiltons Deposn."

5. Gosuinus Erkelens, of Middletown and Chatham, Connecticut. Middlebrook, *Maritime Connecticut* 2: 64, 135.

6. Chauncey Bulkley & Co. of Chatham, Connecticut. Middlebrook, *Maritime Connecticut* 2: 112, 113.

RETURN OF WHISKEY DELIVERED TO MARYLAND NAVY VESSELS

[8 May to 4 July 1778]

May 8, 1778 John Crisall D^r for 469 Gallons of Whiskey from M^r Fox.¹

	Cont ^a	Cmd ^r	Delev ^d	as Under	Gallons
May	12:	Del ^d Cap ^t Corsey ²	one	Barrell/ by a Reqs ^t for	33
	16—	Del ^d Cap ^t Gordon ³	a	Hogshad N ^o . 3 by Order	107=½
	17.	Del ^d Cap ^t Rogers ⁴	by Order	.....	20
		Del ^d Cap ^t Mathies ⁵	by Order	.....	30
	19	Del ^d Cap ^t Massey ⁶	by Order	.....	15
		Del ^d Cap ^t Walkers ⁷	by Order	.....	30
June	10	Del ^d Cap ^t Corsey—	by Order	.....	50
	14	Del ^d Cap ^t Mathies—	by Order	.....	33
	19	Del ^d Cap ^t Gordon—	by Order	.....	50
	22	Del ^d Cap ^t Walkers	by Order	.....	<u>30</u>
					398=½
	23	Del ^d Cap ^t Bryon ⁸	by Order	.....	10
	25	Del ^d Cap ^t Massey	by Order	.....	15
July	4	Del ^d Cap ^t Mathies	by Order	.....	30
		Del ^d the Artillery Comp ^y ⁹	by Order	.....	<u>3</u>
				Del ^d . . .	456=½
				Remain . . .	<u>12=½</u>
				[S?]	469

D, MdAA, Maryland State Papers, Revolutionary Papers, S997-3-12 (MdHR 19970-3-1/12). Docketed: "Provision to the/Gallies/Defence/of the Bay." and on the same sheet: "Defence of the/Bay/M^d p^r. The R'S."

1. Maryland Deputy Commissary John Crisall and Edward Fox, Clerk, Maryland Board of Accounts.

2. Capt. Thomas Coursey of the Maryland Navy galley *Chester*.

3. Capt. John Gordon of the Maryland Navy galley *Conqueror*.

4. Capt. John Rogers of the Maryland State Trading schooner *General Smallwood*.

5. Capt. Bennett Mathews of the Maryland Navy galley *Independence*.

6. Capt. Henry Massey of the Maryland Navy boat *Amelia*.

7. Capt. Thomas Walker of the Maryland Navy galley *Baltimore*.

8. Capt. Richard Bryan of the Maryland Navy schooner *Dolphin*.

9. This may have referred to the Maryland Independent Artillery Company.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Mr Travis, Mr Innis and Mr Lewis.—

Ordered that a Warrant issue to Captain Jn^o. Barret¹ for one hundred pounds on acco^t for the purpose of furnishing necessaries for the use of the *Hero* Galley.—

D, Vi, Navy Board Journal, p. 422.

1. Capt. John Barret commanded the Virginia Navy armed galley *Hero*.

JOURNAL OF H.M. FRIGATE *ROSE*, CAPTAIN JAMES REID

July 1778

Saturday 4th

Hataras N.43 W^t 30 Leag^s.

at 2 [AM] fired nine P^r and Brought Too the Chase¹ proved a ship from South Carolina Bound to Rotterdam² D^o. sent the Lieu^t and 10 men on Board her³ D^o. Recev^d. her People on Board as Prisoners made sail as Did the Prize at noon D^o. W^r.— The Prize in Company—

Hataras N.43 W^t 30 Leagues

First middle and latter fresh gales and squally weather at 4 [PM] fired two guns and made the signal for the Prize to come under our stern at 9 saw a sail to the northward made sail and gave Chase out 3^d/2^d reefs in the topsails and got up Top Gall^t masts got up top gall^t yards

D, UklPR, Adm. 51/805, part 3.

1. The chase had begun at 11 P.M. on 3 July. Ibid.

2. Ship *Providence*, Richard Stevens, master, was a Loyalist vessel. UklPR, H.C.A. 32/431/11; H.C.A. 49/94, pp. 172, 192. Louisa Susannah Wells, daughter of a prominent Charleston loyalist exile, was a passenger in *Providence* and left a journal of the voyage that included an account of the capture. According to Wells, the ship's company were concerned that the pursuing ship was American or French, and therefore tried to outrun their pursuer. Wells reports: "we were within hail of the other ship, when a Gun was fired to bring to, it flashed, a second was fired, and the ball went through our rigging. They then hailed us 'Whence from, where bound &c.' to which we answered without hesitation. They then hoisted out a boat, which was well manned to take us, as a prize. The boat passed under our stern, and as I was then sitting on one of the Lockers at the Cabin window I heard a voice cry out 'Get ropes ready'; at this moment a Volley of Musketry was poured on the deck from the Ship. The Shot whistled over the Passengers' heads, upon which they came below, not being yet willing to leave this World. The Man at the Pump was shot through the *hat*, upon which every sailor quitted the Deck and went under hatches, none but poor Stevens being left to combat a twenty gun ship, the people on board of which swearing at him for not laying *to*; however the Lieutenant, and his men in the boat, boarding us, soon relieved him from his solitude by taking him prisoner. . . . Our conqueror [*Lieutenant Lock*] soon sheathed his weapon, on seeing such a number of helpless Women and Children, but 'owned he was uneasy at coming below amongst so many people, still thinking us French.' Captain Stevens had been a great while in the Danish Service, and therefore spoke English like a Foreigner; and besides we had several French sailors on board. As soon as the Papers were got ready the Master and Owner [Mr Manson] accompanied the Lieutenant, in order to explain our situation to Captain Reid, but without success. This *hungry Vulture* guessed the value of our cargo, as coming from Carolina, and would hear nothing in our defence. He desired Mr Manson to particularise the contents of the Hold. 'Seven hundred Tierces of Rice, Seventy casks Indigo and seventeen Hogsheads Tobacco.' 'Seventy of the latter you mean.' 'No Sir' returned Mr Manson. 'It is no matter,' resumed this disgrace to the British Navy, 'I shall know when the Court of Admiralty shall condemn the '*Providence*' and Cargo as my *lawful prize* at New York.' Upon finding this, Mr Manson left the '*Rose*' and returned to us, with his heart *full* of pride, indignation and resentment at being thus treated by the servants of that King for whom we all had suffered so much." Louisa Susannah Wells, *The Journal of a Voyage from Charlestown to London Undertaken during the American Revolution*

By a Daughter of an Eminent American Loyalist in the Year 1778 and Written from Memory Only in 1779 (New York: New York Historical Society, 1906; reprint ed., New York: Arno Press, 1968), pp. 6–8.

3. Lt. Walter Lock.

CAPTAIN RICHARD COGDELL TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

[Extract]

New Bern 4th. July 1778—

Eve of the 3^d year of Indep^c—

Dear Sir,

By a person very lately from Charles Town we are informed that two English Privateers who have captured many of our Merchant vessels on our Coast, have been lately taken and brought into Charles Town—and one of those Pirates was commanded by Capt Osbourne I believe from Jamaica fitted out. The Capt of the other, I have heard his name—but it has slipt my memory[.]¹ The manner of their being taken is as follows—They were seen off the Bar some days, Cruizing at the same time a Twenty Gun Boston Ship,² lying in the harbor of Charles Town—The Commander of which offered his service to go out and take those privateers provided the Inhabitants would man his Ship, which they did, many Gentlemen of the Town were of the number, who went on board for the laudable purpose of enabling the Captain to execute the plan he proposed, at the same time fitted out a proper vessel and manned her also as a Tender to the Ship. They proceeded in quest of the Pirates, in short time saw them, the Tender going pretty near the two -Pirates, gave chase to the Tender upon seeing the ship, they left the Tender and gave chase to the ship, seemed to stand for Charles Town Bar, her Ports all closed the Privateers pursued the Chase, making all the sail they could until they run along side of the Ship on each side, when the Ship opened her ports and gave such a Salute that the two Pirates was under the necessity to strike and being near the Inlet was in a few hours brought to an Anchor in Charles Town Harbor.

Since writing the foregoing account of the Privateers being taken, I have received a Charles Town paper wherein is mentioned the same account, under the Charles Town Head June 24th in the words following to wit. . . .

In celebration of this day great numbers of Guns have been fired, at Stanly's³ Wharf, and M^r Ellis' ship⁴ three different firings from each from early in the morning midday and Evening, and Liquor given to the populace. Stanly and Ellis seemed to vie with each other, in a contest who should do the most honor to the day, but M^r Ellis had the most artillery. . . . I am your Excellencys [&c.]

R. Cogdell—

LB, Nc-Ar, Executive Letter Book, pp. 499–500. Addressed below close: "His Excellency Rich^d Caswell—." In the omitted portion, Cogdell repeated a portion of the account that appeared in *The Gazette, of the State of South-Carolina* of 24 June, printed above.

1. The two captured privateers, both from East Florida, were the sloop *Tonyn's Revenge*, Capt. Peter Bachop, and sloop *Ranger*, Capt. George Osborne.

2. Connecticut Navy ship *Defense*, Capt. Samuel Smedley, commanding.

3. Merchant and ship owner John Wright Stanley.

4. Presumably, privateer brig *Bellona*, of which Richard Ellis was an owner. See Ellis's letter to Caswell of 28 June, above.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *GRASSHOPPER*,
COMMANDER ROBERT BOYLE NICHOLAS

July 1778 Tortola S^o. 12 West Distance 113 Leagues
Saturday 4 Ditto Weather [Light breezes and fine Weather]. [PM] Saw a Sail to
the SE the Commodore¹ made the Signal to give chase Fired Several
Guns and brought the Chase to. a Sloop from South Carolina
Bound to Boston.

D, UKLPR, Adm. 51/396, part 6.

1. The "Commodore," or commander of the convoy, was Capt. John Colpoys, commander of H.M. frigate *Seaford*.

July 5 (Sunday)

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

July 1778 Monhagen Island¹ N39°W.—18 Leagues
Sunday 5.
AM at 4 wore & made Sail to the E^tw^d.—at 9 saw a Sail to the SE gave
Chase—split the Mizⁿ.tops^t
D^o. [Monhagen] Isl^d. N54°W 38 Leagues
First p^t fresh gales & cloudy middle & latter p^{is}. moderate & clear
W^r. PM still in chase at ½ past 4 bro^t too the Chase—she prov'd
the Brig *Success*² from London bo^d. to [blank] laden with Bale Goods
Salt &c—& had been taken by a Rebel Privateer—³

D, UKLPR, Adm. 51/762, part 1, fols. 38–39.

1. That is, Monhegan I., Maine.

2. Brig *Success*, Francis Harriman, master, originally from London bound to Nova Scotia with salt, beef, pork, bread, flour and dry goods when captured on 22 June by Massachusetts privateer schooner *Viper* near the Magdalen I. in the Gulf of St. Lawrence. The brig, 140 tons burthen and mounting six 2-pounders, was recaptured by H.M. frigate *Rainbow*'s tender schooner *True Blue*, on 3 July in latitude 42° N and longitude 67° W, while bound for Salem, Massachusetts. It was sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 150–51.

3. Privateer *Viper*, Capt. Benjamin Chapman, 33 tons, mounting fourteen swivel guns and manned by a crew of 30 seamen, was commissioned on 14 Apr. 1778 and was owned by Henry Rust and Israel Hutchinson of Salem. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 282, 284; Mass. Archives Collection, vol. 168, p. 259.

JAMES WARREN TO SAMUEL ADAMS

My Dear Sir

Boston July 5. 1778

I have wrote you very lately & very lengthy. if they come so fast as to be Troublesome. you will give me Notice. & I will stop my hand.¹ The Army was the principle Subject of my last. I will now in turn give you a few more of my Sentiments with regard to the Navy. The Manning & dispatch of your Ships here depend very much on the Character. of the Commanders. all we can do seems to little purpose. unless the Captains & Officers are popular. & such as the Seamen have A Confidence in. Cap^t Burke² may be A good Officer. but there are suspicions subsisting & a certain Unpopular Air & Manner in his Behaviour that has Occasioned those Men who Intended to go in that

Brig^t.³ to leave her. & I fear in spite of every thing I can do it will be long before she goes to Sea. This Appointment seems to be a matter of Speculation. & as the Service is retarded by it gives great Occasion for the observations of the Speculators.⁴ but Nothing has Afforded a more ample subject. for those People & for the resentment of the Navy Officers than the late Appointment of Cap^t Landais to the *Alliance*.⁵ I am afraid this will be productive of much Confusion & Mischief. he is An Ingenuous & well Behaved Man. I am pleased to see him taken Notice of. but this Appointment seems to be marked with some degree of Enthusiasm⁶ you have certainly Exceeded his Expectations if not wishes. and have you done Justice to some Exceeding good officers here. who have Older Commissions than his. & with their Familys been long starving on their bare pay. Manley⁷ Olney⁸ & Waters⁹ have reason to suppose them selves Neglected. especially the first. as he was made acquainted that the Marine Committee (as they wrote us) Intended that Ship for him if he was Honourably Acquitted by a Court Martial.¹⁰ Cap^t Landais when he went from here seemed to Expect no more than some kind of Superintendency in the Construction of Ships. there are two very good Lieutenants in that Ship but I am told they will both leave her. & the service. I fear he will never Man her unless with Frenchmen & I Suppose that would hardly be Agreeable to Congress. she is much the finest Frigate you have had. however my Exertions shall not be wanting more especially as I find there is An Opinion that you was his chief Patron. Cap^t Manley will hand you this he is A Blunt. Honest. & I believe Brave Officer he was first in the Service. & merited much by his Conduct. I hope therefore he will be Continued & satisfied, more especially as he is Extreemly popular with Officers. & Seamen. & can Man a Ship with dispatch when A Man as deserving could do Nothing in that way. which is an object you must Attend to or be Content to have your Ships lay in Port. Cap^t Barry's¹¹ Character stands high. & his Conduct is agreeable. I think therefore we shall have but little difficulty in Maning his Ship¹² tho' he is A Stranger.

Cap^t McNeil¹³ is gone to make you a Visit his Address is Insinuateing. & his Assurance great¹⁴ he may tell you fine Storys. but be Assured he has had as fair & Impartial A Trial as A Man ever had. & as much Tenderness & delicacy both in the prosecution & Sentence as he ought to wish for. We have frequently wrote for an Establishment for Pursers. & Pilots. the Service suffers for want of it. do see it done both with regard to wages & prize money. and Expedite the Other Business we have wrote about particularly send us Money. We Celebrated the 4th. of July here yesterday with great parade. & festivity. we have no News here we long to hear how matters stand with the Army & where the French Fleet are. I am with regards [&c.]

[no signature]

did you ever propose An Allowance of Hay & Oates for our Horses since we have been in this Service.¹⁵ our Board and Horse-keeping has from the begining Cost us more than our pay. & since last December we have been at least a dollar A day out of pocket the Service is hard enough the least that could be done is to afford us support here. if we are not Enabled to take any kind of Care of our Familys

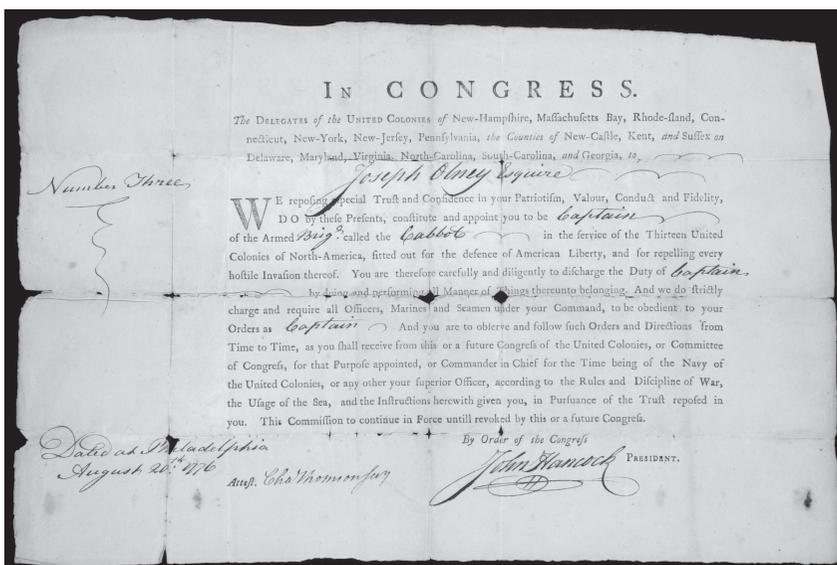
we are Obliged to give Carpenters. Riggers & some other Tradesmen 5 dollars. a day while we have but ab^t 4. Ceteris paribus¹⁶ they have the Advantage of us they are at Home with their Familys we are Abroad & Absent from ours. your Resolve ab^t the Frenchman. Pendant is thought very Extraordinary.¹⁷ it is a great Triumph to the Skippers & is Improved with some marks of Insult. & is mortifying to your own Officers. if it is A fact that our Ships are allowed to wear their pendants in the Ports of France in presence of Men of War. all the Officers lately [*from*] there. give us wrong

Information. & certain it [is] one of your Vessels of War lately at Martineco [was] not permitted to wear her pendant. to the Mortification of Cap^t. Chew.¹⁸ who was A Man of great Spirit. I hope proper respect will be paid to the Judgment of Courts Martial. & their Sentences never altered but where Errors. fraud. Injustice or partiality plainly appear. Honb^l. Sam^l. Adams Esq^r.

A French Cutter now here fires A Morning and Evening Gun.

L, NN, Samuel Adams Papers, vol. 11. Addressed: "Honb^l. Samuel Adams Esq^r/Member of Congress/York Town/Pensilvania." Docketed: "JW July 5-78./N^o. 62/Copied & Ex^d." Notation: "favoured by/Capt^m. Manley."

1. See Warren to Adams, 26 and 28 June, both above.
2. Capt. William Burke, Continental Navy. For more on Burke's unpopularity, see Warren to Adams, 28 June, above.
3. Continental Navy brigantine *Resistance*.
4. See Warren to Adams, 26 and 28 June, above.
5. Capt. Pierre Landais, Continental Navy, was appointed by the Continental Marine Committee on 18 June to command Continental Navy frigate *Alliance*.
6. That is, ill-regulated or misdirected emotion.
7. Capt. John Manley, Continental Navy, whose date of rank was 17 Apr. 1776.
8. Capt. Joseph Olney, Continental Navy, whose date of rank was 20 Aug. 1776. See image of his newly discovered commission, below.
9. Capt. Daniel Waters, Continental Navy, whose date of rank was 17 Mar. 1777.
10. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 9 May, in NDAR 12: 312–16 and Court Martial of John Manley, 13 June, above.
11. Capt. John Barry, Continental Navy.
12. Continental Navy frigate *Raleigh*.
13. Capt. Hector McNeill.
14. See Sentence of the Court Martial of Capt. Hector McNeill, 24 June, and Protest of Capt. Hector McNeill Against his Court Martial, 30 June, both above.
15. Warren here is referring to his service as a member of the Continental Navy Board of the Eastern Department.
16. *Ceteris paribus*: all other things being equal.
17. For more on the controversy over French merchant ships flying pendants in Boston harbor, Continental Marine Committee to Continental Navy Board of the Eastern Department, 18 June, above.
18. Capt. Samuel Chew, Continental Navy.



Joseph Olney's Commission as Captain in the Continental Navy

JOHN BROWNE, PRESIDENT PRO TEM OF MASSACHUSETTS BOARD OF WAR,
TO CAPTAIN JOHN HARRIS

War Office Boston July. 5th. 1778.

We have your Letter P^r: M^r: Horton¹ & are much pleasd with your safe arriv-
al² Cap^t: Merritt who brings us the Letter from Marblehead M^r: Horton being un-
well informd us your Topmasts are bad, should that be the case & you think it unsafe
to come out with them you are to get new ones, and should you want men, you must
procure them there upon the best terms you can & proceed with the first favourable
oppertunity but at the same time with every possible precaution, to Boston, should
you want Money you may apply to M^r: Frost³ or any other Gentleman in Falmouth,
your Bills for which shall be punctually paid.—We are with regard [&c.]

John Browne Pres^t: P.T.
P^r Order

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 187. Addressed
at top: “Cap^t: Harris.”

1. Mate of snow *Penet*.
2. Massachusetts State trading snow *Penet*. See Captain John Harris to Samuel Phillips Savage, Presi-
dent of Massachusetts Board of War, 2 July, above.
3. William Frost.

JOHN BROWNE, PRESIDENT PRO TEM OF MASSACHUSETTS BOARD OF WAR
TO COLONEL JONATHAN GLOVER, MASSACHUSETTS MILITIA

War Office [*Boston*] Sunday Evening
7 oClock 5th: Day [*July*] 1778.

Dear Sir

We are this Moment favourd with yours P^r Cap^t: Merritt & most heartily rejoice
with you on the arrival of Cap^t: Harris.¹ we have attended to Cap^t: Harris’s Letter² &
what you say respecting the sending down a Vessel to take out part of the Cargo, but
as it appears by the Invoice the Snow must be light we apprehend that could not
be done without putting in Ballast neither does it appear to us to be necessary as
Cap^t: Harris makes no complaint, we are therefore to request you would dispatch M^r:
Horton the Mate direct to Cap^t: Harris with the inclosed Letter which we have left
unsealed for your perusal & hope it will meet your approbation.³ should M^r: Horton
want money youl please to supply him as you may think prodent, We shall be wishing
to see you as soon as convenient. Interem Believe us with real regard [&c.]

John Browne Pres^d: P.T.

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 188. Addressed
below close: “Jon^s: Glover Esq^t:” Glover was a member of the Massachusetts Board of War.

1. Massachusetts State trading snow *Penet*, Capt. John Harris, arrived at Falmouth, Maine., on 2 July
from Nantes, France.
2. See Capt. John Harris to Samuel Phillips Savage, President of Massachusetts Board of War, 2 July,
above.
3. See Browne to Harris, immediately above.

ISRAEL ARNOLD'S RECEIPT FOR BOUNTY MONEY FOR ENLISTING IN
RHODE ISLAND GUARD SHIP *WESTMORELAND*

Providence [*R.I.*] July 5 1778

Received of Peter Wright the Sum of thirty pounds as a bounty from North Kings Town for Entering on board the Guard Ship *Westmoreland*¹ in the Service of the State of Rhode Island Jer^h. Clark Commander

Israel Arnold Serj²

Providence July 5 1778

Rec^d. of Peter Wright the Sum of Twenty pounds as a States bounty for Entering on board the Guard Ship *Westmoreland* in the Service of the State of Rhode island—Jer^h. Clark Commander

Israel Arnold

D, R-Ar, Maritime Papers, Revolutionary War, 1776–1781, p. 164. This receipt is accompanied by thirteen similar receipts in early July from other recipients of the same bounty payments. R-Ar, Maritime Papers, Revolutionary War, 1776–1781, pp. 159–66.

1. This ship is occasionally referred to in the receipts as *Defence*. It was formerly the prize ship *New Westmoreland*, mounting 16 carriage guns and of 300 tons burthen. *New Westmoreland* was taken by Continental Navy brig *Cabot*, Capt. Elisha Hinman, commander, in late Oct. 1776.

2. Arnold was a sergeant in the Pawtuxet Rangers, Rhode Island Militia.

LIEUTENANT COLONEL JOHN MEAD, CONNECTICUT MILITIA, TO MAJOR GENERAL HORATIO
GATES, CONTINENTAL ARMY

Hounr^d S^r Would Acquaint you that by the appearance and Movements of the Enemy's Shipping in the Sound and a number of Flat Botomed Boates as I am informed about three Days agoe were Carried in To Huntington Harbour we have Reason to Expect Visit from them in afue Days & ther in this Town Stanford or Norwalk our Guard, on the Sea corse are very Small the Purportinable part of men from those Towns are Gone and Going in to the Contenantal Sarvis the militia of those Towns have been Called out So much to Guard the Sea corse that they are almost Worn Out and Discouradged it would Si^r be of Grate Satisfaction to those Towns if Col Mosleys Regiment of Detach^d men¹ might be Stationed here for afue Days or Such Part of them as you Hon^r. shall think Proper—I am Si^r [&c.]

John Mead

Greenwich [*Conn.*] July 5th. 1778

L, NN, Emmet Collection. Addressed below close: "To Major Gen^l Gates." Lt. Col. John Mead commanded the Ninth Regiment of Connecticut Militia, comprised of companies from the towns of Norwalk, Stamford, and Greenwich.

1. Mead was referring to Col. Increase Mosley's Regiment of Connecticut militia.

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

[Extract]

[New York, 5 July 1778]

Yesterday certain advice is received that the Count de Estaing with Twelve sail of the line & four frigates are on this Coast, four hundred seamen were pressed last night.

Lord Howe having proposed to the [crewmen?] of the transports to go Volunteers against the french fleet that their pay should go on, they to have also the Kings pay & share of prize money in a few hours all the ships Of war were compleatly manned.

D, UKLi, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

5th [July].—The cannon, baggage, and part of the army being embarked, made a bridge of the flat boats across the gully that separated the Hook from the Neversink,¹ over which the army marched with great ease. Took away the boats, and embarked the troops from the Hook.

"Journals of Henry Duncan," p. 159.

1. Sandy Hook and Navesink, New Jersey.

JOURNAL OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
CAPITAINE DE VAISSEAU HENRI-LOUIS, CHEVALIER DE BOULAINVILLIERS DE CROY

<p style="text-align: center;">Signaux.</p> <p>Du Dimanche 5. au Lundi 6 Juillet 1778.</p> <p>A Une heure du matin j'ai fait signal de Virer debord Vent devant, par quatre feux au mât d'artimon, et par un feu au mât de Mizaine.</p> <p>A 5. heures un quart j'ai signalé de Virer vent devant, par un Pavillon blanc et bleu au mât de Mizaine.</p> <p>A 5. heures trois quarts j'ai fait signal de Faire de la voile, par un pavillon jaune au mât d'artimon.</p> <p>A 6. heures le <i>Zelé</i> a fait signal de Incommodité dans ses barres de hune.</p> <p>A 6 heures et demi j'ait signalé aux frigates de Sonder, par un Pavillon bleu au grand Mât, et par un Pavillon blanc et Rouge au mât de Mizaine, avec une flamme Angloise.</p> <p>A 8. heures trois quarts le <i>Guerrier</i>² a fait signal de Batiment Etranger; Je lui ai demandé a que l'aire de vent il lui restoit, par un Pavillon bleu au Mât d'Artimon, et par un Pavillon rouge au mât de Mizaine: le <i>Guerrier</i> a signalé le Nort-ouest ¼ Nord.</p> <p>A 9 heures et demi le <i>Zelé</i> a fait signal de Batimens Etrangers. Je lui ai demandé ensuite que Etoit le nombre des</p>	<p style="text-align: center;">Dimanche 5 Juillet 1778</p> <p>A Une heure du matin le Vent au Sud-Ouest petit frais un a viré de bord après en avoir fait le signal, et un a porté au Nord-Ouest ¼ Nord du Compas.</p> <p>A 5. heures et demi le vent ayant varié jusqu'au Nord-Nord-Est, un a Reviré en faisant les meme Route.</p> <p>Depuis hier Midi jusqu'a aujourd'hui à la meme heure, le Vent a été variable du Sud-Ouest-au Nord-Nord-Est petit frais, le tems clair et grosse mer; La Route estimée a valu le Nord-Ouest-¼-Nord.</p> <p>Chemin Estimé 12 liuëus</p> <p>La Route corrigée, depuis avant hier Midi jusqu'a aujourd'hui a la meme heure, a valu le Nord-Ouest 1 degré 30^{min} Ouest.</p> <p>Il y a eu 18 minutes de difference plus Nord que l'Estime.</p> <p>Latitude Observée—37.d 37^m</p> <p>Longitude arrivée Occ^a. 72d 52^m</p> <p>Le Vent alors au Nord-Est petit frais on a continué la route au Nord-Ouest ¼ Ouest.</p> <p>Sur les 3 heures après midi on a Vû un Vaisseau et un senaût en avant de l'Escadre, et dans la partie de l'Ouest;</p>
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<p>Batimens vús.</p> <p>Le <i>Guerrier</i> en a signalé Un.</p> <p>A 11. heures La fregate l'<i>Engageante</i>³ a fait signal qu'elle alloit designer la quantités de brasses d'eau qu'ete avoit trouvées ; Un moment après elle a signale 65. Brasses.</p> <p>A Midi un quart la meme fregate a fait signal de deux Batimens Etrangers</p> <p>A Midi et demi j'ai signalé a la <i>Chimere</i>⁴ de Venir à bord, par un Pavillon rouge et bleu au mât d'artimon, par un Pavillon blanc au grand mât, et par un Pavillon blanc et bleu au mat de Mizaine, avec ses flammes particulieres.</p> <p>A Une heure un quart l'<i>Engageante</i> à signalé Quatre Batimens: a 2 heures trois quarts Elle en a signalé un autre.</p> <p>Un moment après un des Vaisseaux a fait signal d'un autre Batiment Etranger.</p> <p>A 5. heures j'ai Demandé à l'<i>Engageante</i> si elle pouvoit joindre promptement l'objet chassé, par un Pavillon blanc et un Pavillon bleu, l'un sur l'autre, avec ses flammes particulieres.</p> <p>A 5. heures un quart l'<i>Alcmene</i>⁵ a signalé La Terre; je lui ai Repondu que j'avois aperçu son signal, par un pavillon Anglois a queüe bleüe,⁶ et un enberne au dessous.</p> <p>A 9 heure et demi l'<i>Engageante</i> a commencé le Combat avec le Batiment qui au soleil couché avoit mis en Panne avec Pavillon Anglois.</p>	<p>Les fregates l'<i>Engageant</i> et l'<i>alcmene</i> les ont chassée; l'<i>Engageante</i> a joint le Vaisseau qui avoit mis en panne avec Pavillon Anglois. a 9 heures du soir cette fregate a commencé a combattre l'ennemi; Etant en calme le Combat a été vif et a duré jusqu'a 2 heures et demi du matin que ce Navire s'est rendu; après avoir été amariné L'<i>Engageante</i> et sa Prise ont rejoint l'Escadre le lendemain à 9 heures du matin; Ce Batiment s'est trouvé etre un Corsaire nommé la <i>Rose</i> armé à la Caroline, et montant 22 Canons en batterie;⁷ il avoit été simultanéité dans la défense qu'il a faite, qu'ayant été jugé hors d'état de naviguer on l'a coulé bas, après en avoit tiré tout ce qu'il y avoit de plus utile.</p>
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[Translation]

<p>Signals.</p> <p>From Sunday 5. to Monday 6 July 1778.</p> <p>At One o'clock in the morning I made the signal to put about before the wind, by four lights at the mizzenmast and at the Foremast.</p> <p>At 5:15. o'clock I signaled to put about before the wind, by a white and blue Flag at the Foremast.</p> <p>At 5:45. o'clock I made the signal to Set sail, by a yellow flag at the Foremast.</p>	<p>Sunday 5 July 1778.</p> <p>At one o'clock in the morning the Wind at South-West with light breezes, we put about after having made the signal, and bore to the North-West ¼ North of the Compass.</p> <p>At 5:30. o'clock the wind having changed to North-North-East, we tacked about in following the same Course.</p> <p>Since Noon yesterday until today at the same time, the Wind had been variable</p>
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At 6. o'clock the *Zélé*⁴ made the signal of Distress in her top cross-trees.

At 6:30. o'clock I signaled the frigates to Sound, by a blue Flag at the mainmast, and by a Red flag at the Foremast, with an English pennant.

At 8:45. o'clock the *Guerrier*² made the signal for an Unknown Ship; I asked at what point of the compass it bore, by a blue Flag at the Mizzenmast, and by a red Flag at the foremast: the *Guerrier* signaled NW¼N.

At 9:30 o'clock the *Zélé* made the signal for an Unknown Ship. I asked it what Was the number of Ships it saw.

The *Guerrier* then signaled One.

At 11. o'clock the frigate *Engageante*³ signalled that it was going to describe the number of fathoms that it had found; a moment later it signaled 65 Fathoms.

At 15 minutes after Noon the same frigate made the signal for two Unknown Ships.

At 12:30 o'clock I signalled the *Chimère*⁴ to Come to alongside, by a red and blue Flag at the mizzenmast, by a white Flag at the mainmast, and by a white Flag at the mainmast, and by a white and blue Flag at the Foremast, with its private pennant.

At 1:15 o'clock the *Engageante* Signalled Four Ships: at 2:45 o'clock It signaled one more.

A moment later one of the Ships of the Line made the signal for another Unknown Ship.

At 5. o'clock I requested the *Engageante* if it could swiftly come up to the object being chased, by a white Flag and a blue Flag, one above the other, with its private pennants.

At 5:15. o'clock the *Alcmène*⁵ signaled Land; I replied that I had observed its signal, by an English flag blue at the tail,⁶ and one at half-mast below it.

At 9:30 o'clock the *Engageante* began an action at sunset with a Ship, which had brought to with an English Flag.

from South-West to North-North-East with light breezes, the sky clear and a heavy sea; The Course estimated at North-West-¼-North. Course Estimated—12 Leagues

The Course Corrected, from yesterday Noon until today at the same time, is set at North-West 1 degree 30^{min} West.

There was only 18 minutes of difference farther North than what was Estimated.

Latitude Observed—37. d 37^m

Longitude reached West 72. d 52^m

The Wind then to the North-West with light breezes, we continued the course to the North-West ¼ West.

At 3 o'clock in the afternoon we Saw a Ship and a snow in front of the Squadron, and in the West quarter; The frigates the *Engageante* and the *Alcmène* chased them; the *Engageante* had closed the Ship which had brought to with an English flag. At 9 o'clock in the evening that frigate began to fight the enemy; Being in a calm the Action was smart and lasted about 2½ hours until morning when the Ship surrendered; after having manned the prize, the *Engageante*, with its prize, rejoined the Squadron the following day at 9 o'clock in the morning; This Ship proved to be a Privateer named the *Rose* fitted out in Carolina, and mounting 22 Cannon in broadside;⁷ because of the strong defense which it had made, that having been judged disabled from sailing, we decided to sink it after having removed everything we could use.

D, FrPNA, Marine B¹, vol. 145, fols. 46–47.

1. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.
2. French ship of the line *Guerrier*, Capitaine de vaisseau Louis-Antoine, comte de Bougainville.
3. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Préville.
4. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.
5. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.
6. That is, the British blue ensign.
7. British letter of marque ship *Rose*, Capt. James Duncan.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Combat du 5. Juillet 1778.¹

[devant les Caps du Delaware]

Relation du Combat de la frégate L'*Engageante*, Commandée par M. Le Ch^{er}. De Gras de Preville, Contre la frégate la *Rose* un Corsaire Anglais.²

J'avais reçu l'ordre de Chasser de L'avant de toute mon Escadre, de Sonder tous les 4. h. ; à 11. h. du matin je braissais en panne pour la Seconde fois, je Sondais, je Signalais au Général³ 65 brasses, je fis ensuite Servir, je ne tardai pas à Signaler à M. le Comte D'Estaing deux Navires Etrangers, on me répondit par le Signal ; aperçu le mien, je Continuais ma route, toutes voiles dehors, petit Vent faible, belle mer, je gagnai beaucoup mon Escadre.

La frégate Anglaise avait mise en panne et mit le pavillon de Sa nation qu'elle assura d'un Coup de Canon. je ne derangai point, je Continuais ma Chasse, je fis Signal que je decouvrais la terre, (la fregatte L'*Alcmene* fit aussi dans ce moment le même Signal) abord du *Languedoc*, je vis hisser mes flammes avec le Signal, Si je m'apercevais que je gagnais l'objet que je Chassais, je répondis par le Signal, Oui, il me fit alors celui Si j'étais Certain, je repondis encore par le même Signal Oui.

A mon bord, Comme ce bâtiment étais fort Elevé debous et avait grande apparence, le Capitaine Eléazar Jonhon⁴ [Américain ?] me dit que Son oppinion etait qu'il le Croyait plus fort que L'*Engageante*, il ne fut pas le Seul dans ce moment, a enporter le même jugement, cet observation ne derangea point mon projet ni ma manœuvre, je m'aperçus que L'anglais fit hisser un pavillon Jac a Son peroquet de fouques et tira un Coup de Canon, a ce Signal je vis le Senaut faire route pour S'eloigner, ce qui me le fit juger une prise; la nuit s'approchant je fais le dessein de L'attaquer de fort près et de lui tâcher deux bordees dans Son Arriere en me mettent ensuite par son travers au même bord que lui, le tener entre mon Escadre et moi, pour qu'il ne put m'echapper, le vent faible Se decida de la partie de la terre, ce qui me mit alors Sous le vent, je me rangais au plus près pour acoster plus promptement mon Ennemi. à 8. heurs ayant Jugé être a demie portée du Canons, je fis hisser mon pavillon blanc, Ordonnai d'hisser un fanal Sur le bâton d'Enseigne et d'allumer mon fanal de poupe, etant par Son travers a la distance a pouvoir engager le Combat. j'ordonnais de tirer une demie bordée du grand mât en avant, ce qui Comme nous l'avons Scû après lui avait mis cinq hommes hors de Combat, je lui ai tiré deux bordées Sans qu'il Se fut mis en deffense, ce fui à la troisiemme qu'il Commença a faire feu Sur moi de toute Son Artillerie et de sa Mousqueterie, assez bien Suivie et ajustée; je me suis battu deux heures et demie Sans lui faire beaucoup de mal et Sans mavoir reçû, je me Suis enfin rapproché à la portée du fusil, le Combat fut beaucoup plus vif et mon feu très Supérieur a ce de l'Ennemi, je restai a cette distance tout le reste du Combat, et vers

la fin je le maltraitai de telle maniere, que je l'obligeais de Se rendre à une heure après minuit, (la Lune se Couchait) ayant toutes Ses manœuvres et Ses Voiles hachés et etant prêt à Couler bas ; le bâtiment Se nommait la Rose. il était percé pour trente Six Canons, mais il n'en portait que vingt Six en batterie, dont Vingt deux de Six, et quatre de neuf, dont deux de Chasse et deux de retraite. le nombre d'hommes d'Equipage était d'Environ 100. hommes non Compris ceux fournis à des prises, — le nombre des morts est de 18. de neuf blesses dont plusieurs grièvement. le Capitaine se nommé James Du Can Master and Commander de Sa Marine Royale⁵; il fut blessé légèrement à la main et à la Jambe, je mis en panne très près de lui, vent si foible qu'à peine on pouvait gouverner, je mis mon Canot à la mer—je fus abordé par ma prise, la Secousse fut petite pour moi, par L'abordage, il perdu Son mât de beaupré qui était très endommagé par les Coups de Canons et mitrailles qu'il avait reçu, je me Suis battu Sous les huniers, par Intervalle en panne ou faisant Servi pour présenter toujours mon travers à L'Ennemi et Suivre Ses mouvements, j'avais jugé necessaire de ne mettre personne Sus mon passe avant pendant l'action, pour les Exposer moins et renforcer ma batterie d'hommes, cette précaution à fait que ma batterie a été mieux Servie, J'ai perdu un Caporal du Regiment de foix, blessé par un Coup de Canon qui lui a Cassé le bra et la Cuisse dont il en mort; et trois personnes de blessées légèrement; mes Voiles et mes agrès furent assez mal traites, je reçus 7. Coups de Canon au raz de la fottaison qui percerent et me donnerent une Voie d'Eau de douze ponces, dans la partie de ma Soute poudre, je m'occupais et J'ordonnais de la reparer le plus promptement possible ayant Craint que mes poudres fussent mouillées, je reçus 47. boulets dans mes Œuvres mortes, deux boulets passerent par les Sabords de la batterie Sans faire mal à personne: Jenvoyai àbord M. Herault⁶ mon second, et je Chargai M. le Ch^{er}. De la Baume Pluvinel,⁷ de ramener le Capitaine de la prise, d'avoir pour lui les Egards que méritent une Si belle deffense.

M. le C^{te}. D'Estaing au jour, m'envoya un officier de Son bord nommé M. Dorsin,⁸ avec ordre de Sa part de me faire Compliment Sur mon Succès et de me demander de mes nouvelles, ainsi que de Celles de mon Etat major, et me lasser le choix de lui proposer L'officier que je jugerais apropos pour Commander la prise, je proposai M. herault pour Commander la ditte prise, qui fut jugée et trouvée en Si mauvais Etat qu'on a ordonné de L'abandonner et de la Couler bas, ce qui fut Executé dans la matinée du 6. du Courant, après en avoir pris les Canons. J'allai avec empraisement abord du *Languedoc* pour avoir L'honneur de rendre Compte à mon Général de ma Conduite et de la Situation ou Se trouvait ma frégate et lui présenter ma Capitaine prisonnier, a qui J'avais rendu son Epée comme un marque de mon Estime, ce que le Général approuva et me reçôit a Son bord avec distinction, ayant été témoin de mon action ainsi que tous les Vaisseaux qui Composaient L'Escadre Sans avoir pû me donner de Secours.

J'appris àbord du Commandant que le Senaut avait été pris a la pointe du jour par la frégate L'*aimable* Commandée par M. de S^t. Cosme,⁹ prise estimée Cinquante mille Ecus, Conduite à Philadelphie.

J'ai L'honneur de vous mettre Sous les yeux la maniere distinguée avec laquelle mon Etat major ma Second M. herault Commandant Sus le Gaillard davant, M. le Ch^{er}. De la Baume Pluvinel ma batterie, M. le Camus Enseigne,¹⁰ M. le Baron D'Aguillard, garde de la Marine étaient Sus Ses ordres,¹¹ cette batterie n'a Cessée de faire un feu vif et [*illeg.*] je me loue beaucoup de mes Canoniers, de la troupe de foix et de la marine;

M. Le Chevalier de Gras de Préville,¹² Verin enseigne Sur le Gaillard d'avant, porteur de [*illeg.*] avec M. le Ch^e. D'Ampierre Lieutenant dans le Regiment de foix,¹³ et le Capitaine Eléazar Jonhon.

M^{rs}. les Officiers ont montrés beaucoup de valeur et d'intelligence, et mon Equipage a Suivi ce bon Exemple.

[Translation]

Engagement of 5 July 1778.¹

[off the Delaware Capes]

Account of the Action of the frigate the *Engageante*, Commanded by M. the Chevalier De Gras de Preville, Against the frigate *Rose*, an English Privateer.²

I received orders to cruise in front of the Squadron, and to take soundings every four hours; at 11 o'clock in the morning I braced up and hove to to take soundings for the Second time; I Signaled to the Flagship³ 65 fathoms, I then put the ship into motion, at the same time signaling M. le Comte D'Estaing of the presence of two Strange Vessels, I was answered by Signal; perceiving the same, I Continued my course, all sails out, light winds, beautiful sea, I quickly outstripped the Squadron.

The English frigate had hove to and hoisted the flag of his nation, which he confirmed with a cannon shot. I was not at all disturbed, Continued my Chase, and Signaled that I had sighted land, (at that moment the frigate *Alcmène* also made the same Signal) on board the *Languedoc*, I saw my pennants hoisted with a Signal [*asking*] if I was gaining on the vessel that I was Chasing, I responded by the Signal, Yes, he then made one [*asking*] If I was Certain, I answered again by the same Signal, Yes.

In my ship, as the vessel ahead of us was very lofty and appeared large, American Captain Eléazar Jonhon⁴ told me that he believed it stronger than the *Engageante*; he was not the only one at that moment to hold the same opinion; this observation did not change my plans nor alter my actions at all. I perceived that the English ship hoisted a jack at his mizzen topmast and fired a cannon; at that signal I saw the snow take a course to distance itself, which led me to judge that it was a prize. With night approaching, I determined to move in close for attack and to make two tacks in its rear and thus place myself abeam of him on the same tack as he was on, putting him between the squadron and myself, so that he could not escape. A light wind coming off the land put me then to the leeward; I quickly closed so as to engage the enemy as soon as possible. At 8 o'clock, having judged myself within half-cannon shot, I raised my white ensign, ordered a lantern hoisted on the ensign staff and lit my stern lantern, being abeam of him and close enough to engage him. I ordered a half broadside fired from the mainmast forward, which we learned afterwards put five of his men out of service, I fired two broadsides before he returned fire; it was on the third that he returned fire with all of his artillery and his musketry, well served and regulated. I fought for two and a half hours without doing him much damage and without receiving much; I finally approached within musket range, when the action became hotter and my fire being very superior to that of the enemy; I remained at that distance the remainder of the fight, and toward the end of it I injured him in such a manner that he was obliged to surrender an hour after midnight (the moon had set), having all his rigging and sails cut up and being close to sinking. The ship was called the *Rose*. It was pierced for thirty-six guns but carried only twenty-six, of which twenty-two were six pounders, and four nine pounders, two of which were in the bow and two at the stern. The crew numbered around 100 men, not counting those sent in prizes,—their casualties were 18 killed, with nine wounded, several seriously. The captain's name is

James Du Can, Master and Commander in the Royal Navy⁵; he was slightly wounded in the hand and the leg. I moved very close to *Rose*, the wind being so light that one could hardly steer. As I put my boat into the water—I was struck by my prize, the blow was inconsequential for my ship, but in the collision he lost his bowsprit, which had been badly damaged by cannon shot and grapeshot. I had fought under topsails, by intervals heaving to or maneuvering always to present my broadside to the enemy and to follow his movements; I had decided not to station any of my crew on my gangways during the action in order to lessen their exposure and to reinforce my gun crews; that precaution meant that my broadsides were better served. I lost one corporal from the Regiment du Foix, wounded by a cannon shot which broke his arm and thigh, from which he died; and had three men slightly wounded. My sails and my rigging were rather badly shot up; I also received 7 cannon shot at the waterline, which pierced the hull and resulted in the ship taking on twelve inches of water in the area of my powder magazine; I applied myself and ordered it repaired as promptly as possible, fearing that my powder would get wet. I received 47 balls in my upper works, two balls passed through the gun ports of the battery without causing harm to anyone. I sent on board M. Herault,⁶ my second in command, and I Commanded M. the Chevalier De la Baume Pluvinel⁷ to bring over the captain of the prize, showing him the regard that such a smart defense merits.

M. the Comte D'Estaing during the day sent an officer of his ship named M. Dorsin,⁸ with instructions to compliment me on my success and to ask for my account, as well as of that of my staff, and to allow me to choose the officer to command the prize. I named M. Herault to command the said prize, but it was found to be in such bad shape that it was ordered abandoned and sunk, which was executed the morning of the 6th current, after removing the guns. I eagerly went on board the *Languedoc* having been accorded the honor of giving an account of my conduct and of the condition of my frigate to my general and to present to him my captain prisoner, to whom I returned his sword as a mark of my esteem; the general approved of this and received me on his ship with distinction, having been witness to the engagement, as had all the ships of the line that composed the squadron, but without having been able to assist me.

While on board, I learned from the commandant that the snow had been captured at daybreak by the frigate *Aimable*, commanded by M. de St. Cosme,⁹ that this prize had an estimated worth of Fifty thousand ecus, and had been sent to Philadelphia.

I have the honor of relating the distinguished manner with which my staff behaved: my second in command, M. Herault, commanding on the forecastle, M. the Chevalier De la Baume Pluvinel, commanding my battery, M. le Camus, Enseign,¹⁰ M. the Baron D'Aguillard, Midshipman being under his orders, this battery never ceased delivering a smart and [*illeg.*] fire.¹¹ Many of my gunners I borrowed from the troop de Foix and from the navy; I also commend M. the Chevalier de Gras de Préville,¹² signal ensign on the forecastle, bearer of [*illeg.*] with M. the Chevalier D'Ampierre,¹³ lieutenant in the Regiment de Foix, and Captain Eleazar Jonhon.

Messieurs the officers have shown much valor and intelligence, and my crew has followed this good example.

D, FrPNA, Marine B¹, vol. 147, fols. 53–55.

1. In the left margin.

2. British letter of marque ship *Rose*, Capt. James Duncan.

3. French Navy ship of the line *Languedoc*.
4. Massachusetts privateer Capt. Eleazar Johnson Jr., joined the French fleet at Toulon to act as a pilot on the coast of North America. On 2 June he transferred to *Engageante* in order to act as an interpreter when the frigate examined strange vessels. *Ibid.*, *Engageante's* journal for 2 June.
5. There is no evidence that Duncan held a Royal Navy commission.
6. Lieutenant de vaisseau François-Charles Herault.
7. Enseigne de vaisseau Joseph-Antoine-Marie-Bernard, Chevalier de la Baume Pluvinel.
8. Enseigne de vaisseau Balthazar d'Orsin de Miraval.
9. Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud, Chevalier de Saint-Cosme-Sainte-Eulalie.
10. Garde de la marine François-Elisabeth de Camus.
11. Garde de la marine Pierre-Balthazar-Paulin Bon d'Aguilar.
12. Enseigne de vaisseau René-Louis-Dominique Gras-Preville.
13. Pierre-François Dampierre de Milliancourt.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

July 1778
Sunday 5th d^o. [Sandy Hook] N3°W Dist 27 Lg^s.

First part fresh Gales & squally, middle light Airs, latter Mod^t & fair, AM Saw Sixteen sail of Men of War to the So^w^d. standing to the W^t-ward, Suppose them to be the French Fleet under the Count D'Estang, at Noon the Fleet from W^t to SW, observd them make many signals

d^o. [Sandy Hook] N5°E Dist 55 Lg^s.

Mod^t & fair PM at 8 saw a Ship & another Vessel¹ to the W^t-ward of the Fleet; from a little after 10 till half past 11 heard a smart firing & saw the Flashes, the Fleet WbS,

D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate *Maidstone*.

1. The two ships were armed brig *Stanley* (H.M. frigate *Roebuck's* tender) and H.M. armed sloop *Haerlem*, which were being pursued by vessels in the French Fleet. See Master's Journal of H.M. armed sloop *Haerlem*, 5 July, immediately below.

MASTER'S JOURNAL OF H.M. ARMED SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

July 1778
Sunday 5th d^o. Cape [Asatague]¹ WBN Distance 16 Miles
at 2 [AM] Taken aback at 4 out reefs & TK^d. at 7 TK^d. at 9 saw 3
Sail to the W^t-w^d. ½ Past 10 bore away & made Sail saw 2 sail to the
S^o-w^d. at 11 haul'd our Wind at 12 hove too—

Cape Asatague NWbW Dist^c. 5 Leagues—

Light breezes & fair Wea^r. PM at 1 Spoke the *Roebucks* Tender² & boats stood to the S^o-w^d. saw a fleet to the SE³ at 2 haul'd our wind and Stood from the fleet at 5 the fleet form'd 2 divisions one of which Chace'd us the other the Ship to the S^o-w^d.⁴ at 8 got the Sweeps and boats out towing in to the NW at 9 the Ship to the S^o-w^d. Engag'd at 10 the Ships in Chace of us haul'd thair wind to the S^o-w^d.

D, UKLPR, Adm. 52/1789, part 9, fol. 271–72.

1. Assateague I., Maryland.

2. Armed brig *Stanley* (H.M. frigate *Roebuck's* tender), which had been in company with *Haerlem* from 29 to 30 June off Fenwick I., Delaware.

3. The Master's Log describes the fleet as "the[y] Appearing not to be British Ships." UKLPR, Adm. 52/1789, part 9, fol. 252. This was the French fleet commanded by Vice-amiral comte d'Estaing.

4. Probably armed brig tender *Stanley*.

July 6

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS

Navy Board Eastern department
Boston July 6th. 1778.

Gentlemen

We are honoured with yours of the 21st Ult^o. ꝯ Express, inclosing 9 packages, & some letters, Inclosed to our care. We are now to inform you that in Consequence of your directions, & what we Suppose to be your design; We immediatly dispatched the Second Packett¹ we were Some time past ordered by the Hon^{ble}. Marine Committee to provide. Cap^t John Ayres of the Navy, readily Undertook to Execute your Instructions, & to deliver in person, the Packages you directed to be first Sent. We could wish M^r Lovell² had been more Explicit, as we are Utterly at a loss to determine how to Conduct with regard to the remainder, not having Orders to provide any other Vessell, & by the Tenor of his Letter it don't Seem to be your Intention they should go by a Private Vessell, on board which we have no Officer—

We shall Embrace the two Earliest Oppertunitys of forwarding those to M^r Bingham.³ We hope to have One this week. We wish for your more particular directions with regard to those now remaining in our hands for France, which will be Executed with the Greatest care & assiduity—I am Gentⁿ. with Great respect [&c.]

J Warren—

L, DNA, PCC, item 37, p. 117 (M247, roll 44). Addressed below close: "Hon^{ble}. Com^{tee}. for Foreign Affairs."

1. Brig *Arnold*.

2. James Lovell, member of the Committee for Foreign Affairs.

3. William Bingham, Continental Commercial Agent at Martinique.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Sam^l Ph^{'ps} Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Boston July 6th. 1778—

Eleazer Johnson Esq^r

Sam^l Ph^{'ps} Savage Esq^r President—

Voted, That M^r Browne¹ be desir'd to write a Letter to Cap^t Harris² directing him to make the necessary repairs to the Snow *Penet* at Falmouth; & proceed to Boston imediately—

Order'd, That Cap^t Hopkins³ deliver Deacⁿ: Davis⁴ 1 H'd W India Rum (return'd from Brig^t *Hazard*) q^t 106 Gall's. @ 40/. £212..-.-

Order'd, That Tuckerman & Dafforne's Account for painting the Brig^t *Tyranicide*, also for painting Guns, Carriages &c.—as p^r his Bill . . . be paid . . . £22..12.-

Order'd, That the Committee of Sequestration deliver Cap^t Phillips⁵ for the Brig^t *Hazard* . . . one Anchor w^g: 4^{cwt}..0^{qr}..14^{lb}—

Order'd, That M^r Peter Cunningham⁶ for Sundry Labourers on board Brig^t *Hazard* viz:

W ^m . Thomas 12 days Labour @ 18/.		£10..16..—
Tim ^o . M ^c Cartey	d ^o .	5.. 8..—
James Finley	d ^o .	<u>5.. 8..—</u>
be paid		£21..12..—

Order'd, That Sam^l Robinson for 24 H'ds Water for y^c: *Tyranicide*, be p'd £1.. 4..—

Order'd, That the Com^y Gen^l D^r: Crocker⁸ for the Brig^t *Hazard* one small Cask of Oat-Meal—w^g:

Order'd, That Doc^r: Crocker receive from the Office, for the Sick & Wound'd men on Board Brig^t *Hazard* . . . 6 Shirts . . . @ 50/ . ea: Also, that he receive from Inv^o: 23 for the same purpose, 2 doz: Bottles Port-Wine . . . @ £6..—..—

Order'd, That Isaac Phillips Esq^r for 1 Iron bound Water-Cask for the Brig^t *Hazard* . . . be paid . . . £4..—..—

Order'd, That Benjamin Burt for a Boat-swains Call for the Brig^t *Hazard* . . . be paid . . . £6..—..—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 359–61.

1. John Browne.
2. Capt. John Harris, master of Massachusetts State trading snow *Penet*.
3. Capt. Caleb Hopkins.
4. Deacon Davis.
5. Capt. Isaac Phillips, member of the Massachusetts Board of War.
6. Lt. Peter Cunningham, first lieutenant of Massachusetts Navy brigantine *Hazard*.
7. David Devens.
8. Dr. John Crocker, surgeon of Massachusetts Navy brigantine *Hazard*.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

July 1778
Monday 6

S^o. End of Block Island [*R.I.*] NWbW 3 or 4 M^s
at 5 AM: Saw a Sail in the SE q^r: gave chace at 7 hoisted the boats out and sent them after the Chace, at Noon saw several Musquits & Swivels fired from the boats, the chace bro't too, a Schooner from Sherbrook bound to S^t Croix wth. horses & Lumber^l took her in Towe. & made Sail for Rhode Island.—
Block Island NNW 3 Lgs
Fresh Breezes and fair W^r: at 8 [*PM*] Lighthouse NWbW ½W 1 Mile,
Cast off the Prize and sent her to Newport. & wore & made Sail

D, UKLPR, Adm. 51/922.

1. Schooner *Sally*, from Middletown, R.I., to the West Indies, sent into Newport. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Honord Sir

Boston 6 July 1778

I embrace the opportunity of M^r Mumfords^l return to Connecticut, of handing the Invoices & of the Cargoes of the Ship *Cyrus* & *Admiral Kepple*—² Agreeable to your

Excellencys direction I have dispos'd of such Articles as were of perishable Nature, which are mark'd in the Manifest.—As it was for the Interest of the State to have an early Sale, I obtain'd permission to dispose of them before Condemnation, and upon my petition to both houses of Assembly, setting forth my reasons for, I was indulg'd with a publick Auction, for which I hold myself under an Obligation—As soon as, the accounts can be obtain'd from the Sheriff, they shall be forwarded to Connecticut—The Board of Warr of this State, and the Continental Navy board,³ had some Articles, for which they are to pay the same as the others Sold for—

It has been a tedious undertaking, we have been oblig'd to Open, and take an Inventory of all the Packages, for want of the Invoices—it has employ'd five Men Constantly, We have now gott them arranged properly for a divission, which shall be made as soon as I receive your Excellencys Orders, I hope they will be perticular in regard to the Goods which are to be dispos'd off, and what are to be sent forward to Connecticut—Your Excellency will pardon me, I think it would be best to reserve the States half off all Naval Stores

When I receiv'd your Letter to M^r Shirley,⁴ I made enquirey of several Gentlemen of the Hon^{ble}: Councill, and many other Gentlemen upon the propriety of granting his request of purchasing such a Vessell as would be agreeable to him,—some were for his purchasing a Vessell, others were against it—upon the whole M^r Shirley tho't best to charter or hire a flag, and we petitioned to purchase or hire, as would be most agreeable to the Hon^l Councill, the report of the Committee was favorable, and I expected before this time to transmit the report for your Excellencys Approbation, and that M^r Shirley might have been in readiness to leave this place before the 20th of this Month—My Surprize was great when I was informd that our Petition was order'd to lay on the Table, their motive I am at a Loss to determine—by what was hinted by a Gentleman, I found two reasons Assign'd, the first that Letters respecting M^r Shirley should have been directed to the President of the Councill,⁵ the other, a determination of Lord Howe to exchange no Prisoners till a Number were accounted for, who rose and Captur'd the Ship *Royall Bounty*,⁶ bound from Hallifax to New York in January last—To Obviate the first, I would earnestly entreat, that a Letter might be sent to the Hon^l M^r Powell respecting M^r Shirley, and also the Seamen Prisoners, that are now in this Town, and those who may be captur'd in future, and bro't into this State—

The other I think does not affect M^r S: as Lord Howe has no Controul over the Fleet, or any thing Else belonging to Jamaica—I have reason to think Some of our Councill are displeas'd, that they have not the whole direction of the Prisoners brot into this State,—I beg leave to assure your Excellency, I have closely adher'd to the Instructions of my Hon^l Constituents, and if I am blamed it is for doing duty—With due respect [&c.]

Sam Eliot Jr

L, Ct, Connecticut Archives, 1st Ser., vol. 9, p. 272. Addressed at foot of first page: "Governor Trumbull."

1. Probably David Mumford, a member of the Connecticut Council of Safety.

2. British letters of marque *Cyrus*, Capt. Christopher Deake, and *Admiral Keppel*, Capt. Abraham Brown.

3. Continental Navy Board of the Eastern Department at Boston.

4. Henry Shirley. See Eliot to Trumbull, 2 June, above. In a letter of 19 June, Trumbull informed Eliot that Shirley would not be allowed to purchase a vessel, but could take passage in a vessel that would be made a flag of truce. Middlebrook, *Maritime Connecticut* 1: 183–84.

5. Jeremiah Powell.

6. American prisoners had seized the cartel *Royal Bounty* on 13 and 14 Jan. 1778. See Master's Journal

of H.M. brig *Cabot*, 12–13 Jan. 1778 and 14 Jan. 1778, *NDAR* 11: 99 and 115–16; and *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan. 1778, *NDAR* 11: 229. For discussions of the controversy, see Capt. Walter Griffith to Secretary of the Admiralty Philip Stephens, 12 Apr. 1778, *NDAR* 12: 95 and Vice Admiral Viscount Howe to Stephens, 9 May 1778, *NDAR* 12: 303–7.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JULY 6, 1778

NEW-YORK, July 6.

On Monday last arrived the *Little Sue* Privateer, of 8 guns, formerly the *Rutledge*, of fourteen;¹ she was taken by the *Enterprize* brig, of this port,² off Charlestown Bar, in sight of the *Rattlesnake*, privateer, of 20 guns,³ her cargo consists of rum, sugar, china, dry goods, molasses.

A few days since the Schooner *Betsey*, Capt. Hamilton, of 10 Guns; and the Schooner *Sir William Erskine*, of 14 Guns, both Letters of Marque, bound for Jamaica, went into Sinepuxent River, and brought off a Brig called the *Polly*, loaded with 130 Hogsheads of Tobacco, &c. and arrived here with her last Thursday Night.⁴

The same Night arrived here a Prize Ship loaded with 900 Tierces of Rice, taken by the Letter of Marque Brig *Lord Howe*,⁵ and carried into St. Augustine, some time since.

Last Tuesday at Noon Day, Mr. Hoyt,⁶ with a small party of Refugees went from Lloyd's Neck, in Whale Boats, to New-Field Harbour, in Connecticut, and brough[*l*] off a Schooner: He tow'd another Vessel down the Bay, but being pursued from the Shore, was obliged to leave her; however he brought the Schooner safe into Huntington Harbour; and the Galley that was set fire to some Days since by the same Party, was burnt to the Water's Edge.

The following Vessels were laying in Boston Harbour the 17th ult.

The *Warren*, Hopkins, 32 Guns.⁷ The *Raleigh*, Thompson, 32 do.⁸ The *Deane*, Samuel Nicholson, 32 do.⁹ The *La Brune*, French Indiaman, 22 do.¹⁰ The *Cumberland*, 20 do.¹¹ The *Tyrannicide*, Harding, 14 do.¹² The *Independence*, 14 do.¹³ The *Hazard*, Sampson, 20 do.¹⁴ *Hancock*, olim the *Weymouth Packet*, 20 do.¹⁵ The *Speedwell*, 10 do.¹⁶ The *Admiral Keppel*, a Prize from Bristol, 16 do. The *Cyrus*, from do. 14 do.¹⁷ The *Live-Oak*, Forten, from Bristol, with Contributions from the Quakers to their Brethern in Philadelphia.¹⁸ The *Lovely Lass*, Wade, from London for New York.¹⁹ The *Henrietta*.²⁰ The *Swift*, from Bristol, with Flour for New-York.²¹ The *St. Helena*. The *Peggy*.²² The *Louisiana*.²³ A French and a Spanish Brig.

The following are cruizing off Martha's Vineyard.

The Ship *Mars*, Truxton, of 24 Guns.²⁴ The *General Arnold*, Magee, of 20 Guns.²⁵ The *Revenge*, Burr, of 12 Guns.²⁶

1. Sloop *Little Sue*, Clement Conyers, master, captured on a voyage from St. Croix to South Carolina. UKLPR, H.C.A. 32/390/17; C.O. 5/1109, fols. 84–85.

2. New York letter of marque brig *Enterprize*, Capt. Daniel Squier.

3. Presumably, South Carolina Navy schooner *Rattle Snake*, Capt. James Woodhouse, commander; it appears that the author of the report confused it with the Pennsylvania privateer ship *Rattlesnake*, Capt. David McCulloch.

4. New York privateer schooner *Betsey*, Capt. Alexander Hamilton, and New York privateer schooner *Sir William Erskine*, Capt. John McAllister/McAlaster. UKLPR, C.O. 5/1109, fol. 82. Brig *Polly*, James McNight, master, a Maryland vessel, taken on a voyage from St. Eustatius to Maryland. UKLPR, H.C.A. 32/424/28.

5. Privateer schooner *Lord Howe*, Capt. Thomas Jan. The prize was probably the French merchant ship *Le Devin*, Joseph Jacques Frichet, master. UKLPR, H.C.A. 32/306/6.

6. James Hoyt Jr.
7. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.
8. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
9. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.
10. Continental Navy ship *Queen of France* (formerly *Brune*), Capt. John Green, commander.
11. Massachusetts privateer ship *Cumberland*, Capt. James Collins.
12. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.
13. Massachusetts privateer sloop *Independence*, Capt. Peter Pollard.
14. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.
15. Massachusetts privateer ship *Hancock* (formerly H.M. Post Office packet boat *Weymouth*), Capt. Thomas Snoden. *Olim* means “formerly” in Latin.
16. Massachusetts privateer brigantine *Speedwell*, Capt. Jonathan Greely.
17. On the capture of the British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown, and letter of marque ship *Cyrus*, Capt. Christopher Deake, see Capt. Timothy Parker to Gov. Jonathan Trumbull, 20 Apr., and Capt. Samuel Smedley to Gov. Jonathan Trumbull, 20 Apr., in *NDAR* 12: 156–57.
18. Ship *Live Oak*, George Forten, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 25 May, in *NDAR* 12: 439–40.
19. On the capture of the ship *Lovely Lass*, Andrew Waid, master, see *The Connecticut Gazette; and the Universal Intelligencer*, 8 May, in *NDAR* 12: 297–98. The information on the captain is taken from a notice in the *Independent Chronicle, and the Universal Advertiser* (Boston), 14 May 1778.
20. Ship *Henrietta*, Patrick Brown, master.
21. Snow *Swift*, William Pearce, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 14 May 1778, in *NDAR* 12: 350–52.
22. Brigantine *Peggy*, — Jackson, master, of about 90 tons, captured by the Massachusetts privateer brigantine *General Mercer*, Capt. James Babson, and Massachusetts privateer schooner *Hawke*, Capt. Jeremiah Hibbert.
23. This may refer to the prize ship *Louisa*, Raymond Payne, master, which was captured by the Rhode Island privateer sloop *Sally*, Capt. Lemuel Bishop. *Independent Chronicle, and the Universal Advertiser* (Boston), 11 June 1778.
24. Massachusetts privateer ship *Mars*, Capt. Gilbert Ash. It mounted 22 guns and was manned by a crew of 130. Thomas Truxtun had formerly commanded this privateer. Allen, *Massachusetts Privateers of the Revolution*, p. 217.
25. Massachusetts privateer brigantine *General Arnold*, Capt. James Magee. It mounted 22 guns and a crew of 120. *Ibid.*, p. 142.
26. Massachusetts Privateer sloop *Revenge*, Capt. Ezekiel Burroughs. It is listed as mounting 8 guns and a crew of 25. *Ibid.*, p. 261.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 67.

Eagle Off Staten Island [N.Y.]

Sir,

July the 6th: 1778.

From my Letters by the *Porcupine*, of which Duplicates are forwarded herewith,¹ the Lords Commissioners of the Admiralty will be informed of the Motions of the Army, whereby my proceedings with the Fleet have been chiefly influenced, to the 19th: past.

Having been retarded on the Passage down the Delaware after the Town of Philadelphia was evacuated, by almost continued Calms, I was not able to quit that River until the 28th: in the Evening; But anchored off of Sandy Hook (followed by the Transports) the next Day.

The Army arrived on the Jersey-Shore adjacent to the Heights of Neversunk,² the succeeding Morning; No considerable Attempt to interrupt the March having been made until the 28th:. An Attack appearing (as I understand) to have been then meditated in Force on the Rear-Guard, where the Commander in Chief was present, the Rebels were charged with great Vigor and beat off with considerable Loss.³

The Enemy desisting from every purpose of further Obstruction to the Move-

ment of the King's Forces; And the Artillery, Baggage and part of the Troops taken off as the Weather would permit in the mean Time; The rest of the Army passed on the 5th: Instant, over a Bridge formed with the Flat-Boats across the Channel which had been made by the Sea last Winter, and separated the Peninsula of Sandy Hook from the Main. They were afterwards carried up to New-York.

On the 29th: of last Month, I was joined on my passage to this Port by the *Grantham* Packet; The Commander of which was charged with your Dispatches of the 3^d: of May advising me of the Force and supposed Destination of the Toulon Squadron, as well as Appointment of Vice Admiral Byron,⁴ to proceed with the Ships under his Command to Halifax, and further as recited in the Copy of his Orders of the same Date, transmitted for my Information and Government under the like Circumstances.

My best Endeavors will be exerted to promote the Benefit of the King's Service at this Conjunction: But the Sickness which prevails in the Fleet (having near Nine hundred Men now in the Hospitals at New York) greatly affects every Measure I can yet propose in the View, with the Force to be here assembled. The State of the Ships in this Port will be seen in the Return (N^o. 1) enclosed.⁵

From the Copy of my Letter to Vice Admiral Byron⁶ (N^o: 2) the Lords Commissioners will be apprized of all the Information obtained, and the Instructions sent to the Vice Admiral, respecting the Motions of the Toulon Squadron founded on the Report of the Commander of the Packet.

Deeming it inexpedient to send off the Armament for the Secret Service directed in my Instructions of the 21st: of March,⁷ until the Destination of the Toulon Squadron can be more perfectly ascertained, I have acquainted the General⁸ with my Sentiments thereupon. And am, in the mean Time getting (with the voluntary Assistance of the Transports' Men) the Ships named in the Margin⁹ ready for the Sea, with all Expedition: To act in future both with respect to the Equipment for the Secret Service before-mentioned, and other Matters regarding the Object of Vice Admiral Byron's Appointment, as Circumstances may require.¹⁰

The Necessary Refittings to put the *Strombolo* in Condition for Service,¹¹ having, by some Misunderstanding of my Intentions, been omitted until my Arrival here from the Delaware, I am doubtful whether I can have the Use of that Ship on the present Occasion.

Rear Admiral Gambier¹² will remain here under Orders to regulate the Duties of the Port, and to co-operate with the General in such Measures as he may see proper to adopt in my Absence, for the Advantage of the King's Service in his Department. I am, with great Consideration, Sir [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 292–93. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o 67/Staten Island/6 July 1778/Lord Vis^h Howe/Rec^d 22 Aug/(3 Inclosures)." The Admiralty forwarded the duplicate copy of this letter on 18 Sept. to Lord George Germain for the King's information. UKLPR, C.O. 5/129, fols. 59–60.

1. See Howe to Stephens, 10 and 19 June, both above.

2. Highlands of Navesink, New Jersey.

3. Battle of Monmouth Courthouse, which was fought on 28 June.

4. Vice Adm. John Byron. Stephens' letter has not been found.

5. Enclosure not found.

6. Stephens inserted an attention mark here in the margin. Howe's letter to Byron, dated 3 July, is above.

7. Howe refers to the proposed amphibious expedition to capture French St. Lucia with a naval escort detached from his fleet commanded by Commo. William Hotham.

8. Gen. Sir Henry Clinton.

9. Marginal notation:

<u>Rates</u>	<u>Ships</u>
3 ^d —	<i>Eagle</i>
	<i>Trident</i>
	<i>S^c Albans</i>
	<i>Somerset</i>
	<i>Ardent</i>
	<i>Nonsuch</i>
4 th —	<i>Preston</i>
	<i>Experiment</i>
	<i>Isis</i>
5—	<i>Phœnix</i>
	<i>Roebuck</i>
	<i>Pearl</i>
	<i>Venus</i>
	<i>Richmond</i>
6—	<i>Vigilant.</i>

10. Stephens inserted another attention mark here in the margin. See Howe to Byron, 3 July, above.

11. H.M. fire ship *Strombolo*, Comdr. Peter Aplin, commander. It had been intended that *Strombolo* be fitted for occasional sea service in New York; see Capt. Walter Griffith to Stephens, 9 Apr. 1778, NDAR 12: 71-4.

12. Rear Adm. James Gambier.

REAR ADMIRAL JAMES GAMBIER TO THE EARL OF SANDWICH

[Extract]

Ardent, off New York, 6 July 1778.

My honoured Lord—This instant only I learn that a packet is to be dispatched and to sail this evening with the Viscount's [*Howe*] and General's [*Clinton*] letters, forgive then, my revered patron, a hasty scrawl.

Painfully circumstanced as I have been ever since my arrival here, ignorant totally of all that has passed from scarce ever hearing from the Delaware until now that Lord Howe has just arrived at Sandy Hook and Sir Henry¹ with his army through the Jerseys. Not a single line have I ever had of even the Commissioners' arrival in the Delaware,² the evacuating Philadelphia, or the army's marching, until Lord Howe appeared off the Hook,³ so that what preparations I indefatigably prepared of transports, small ships, flat-bottomed boats, &c. to co-operate with and assist the army, and which were highly necessary, I undertook and perfected from the confidential intercourse and communication I had with the General Jones⁴ commanding here; and nothing transpiring from Philadelphia hither during the whole time, we could only pick up surmises and common reports, very insufficient to form any judgment or ground any opinion. The packets Lord Howe sent me after the arrival of the *Trident* at the Delaware,⁵ and announcing to me the evacuation and intended march of the army, were it seems put on board the *Trident*, who was to have proceeded hither long ago but unfortuitously detained up the Delaware a long time, so long indeed that she arrives but now with Lord Howe in the *Eagle*, and the packet sailing instantly, I have scarce time to acknowledge the having but just received your two kind letters of the 13th April⁶ that came in the *Trident* and to return you my sincere and affectionate thanks for your continued attention to my fate, which I feel sensible satisfaction in

confiding to your friendship, assured and convinced that I shall be happy while my destiny remains in your hands.

Distressed in point of time I have not sufficient at least by this conveyance, either to express my gratitude or, from being hitherto kept in ignorance in this Siberia, to form any judgment of what has been done or is likely to happen, yet wish to obey your commands whenever possibly in my power. In view to see his Lordship and to get some insight I requested to be permitted to come down to him, he having wrote me to continue as usual in the command and duties of the port as if he was not at the Hook. He not forbidding my request, I went down to him for some hours and am just returned, but little wiser than I was either as to what has or may occur—so totally reserved to all. I learned from him that, having heard of a supposed destination of a squadron of French ships of war expected on the coasts of this continent, he judged fit to assemble all the ships of his Majesty's fleet of the greatest force in readiness to put to sea on the shortest notice; and as my stay will in that case be necessary to regulate the duties here and to co-operate with the commander in chief of the land forces in such measures as he may see proper to adopt for the King's service during his (Lord Howe's) eventual absence, he directed me to embark and move my distinguishing flag on board such ship of my division (composed of three or four small frigates and other vessels) as I should think fit, directing the captain of the *Ardent* to repair with that ship directly to the Hook to join him there.⁷

When his Lordship mentioned a hint of intelligence of a French squadron's being expected here or hereabouts (however different my own idea from the state of the particulars of the information and its grounds for apprehending their destiny being hitherwards, I mean in *North America* or the continent, and which idea of mine respectfully submitted to his Lordship) I nevertheless as humbly requested that if aught of opportunity of active service or honour was to be sought that he would indulgently and considerately allow me to claim a right to be employed; but he replied that it was absolutely necessary that either he or I should stay here with the army to co-operate with and assist it.

The orders he was under being to govern his conduct, more he would not say, nor did he seem inclinable to communicate aught. Visibly so, in so much that my painful suspense and ignorance of my future fate was not one jot relieved, and all that I had to console or comfort my sensibly uneasy feelings was and is the kind contents of your Lordship's letters. They are my only balm, and on them will I rely until a little time shall develop what his Lordship takes pains to keep so profoundly secret, in the comfortable hope that your continued friendship will not let me be kept abroad a second in command at any rate, nor permit the promises that I was considerately honoured with be annihilated and unperformed to the distress and hurt of a devoted servant, honoured with your friendship, who wishes to deserve it, and who has quitted a certain subsistence for an amiable wife and five helpless children to endeavour under your auspices and protection to better support and educate them at the cheerful risk of his life and health on a remote service of unequalled fatigue, difficulty, and unremitting attention. Most kindly did your Lordship comfort me by empowering me to rest satisfied that, if I should from the vicissitudes remain abroad, that the disappointment of not coming home as was intended would be made up on some degree to me and mine by my remaining commander in chief in an advantageous and honourable situation, with being one of the Commissioners, for which purpose a new commission would be sent out. This being the advice and wish of you, my honoured

loved patron, was a balm to every corroding apprehension joined to the hoped idea and prospect that come what might of dangers difficulties, and anxieties in the most *unpleasing untoward service*, and now I fear reduced to become only a *secondary* object of the State's attention, I might still have my pains and labours crowned with some profit and support for my wife and children; and in this idea let me again entreat your patronage and protection, or a family that reveres you and depends on your kindness will be reduced to wretchedness.

Evacuating Philadelphia was unpalatable to many: I conclude it was judged at this time necessary. Some wish it had never been occupied, or the needle pointed to the southward. It will require I am told a very great body of troops to keep even this place alone—and a much larger force if Rhode Island also.

The answer from the C[ongress]—however strong—yet appears to some not still impossible, but that some time, and possibly not far off, that they may be more inclinable to treat—when the dispassionate shall have time to reflect, and those that do shall circulate and avail themselves of opportunities of communicating to the herd their opinion of the indulgent terms offered.⁸ At present a few illiberal, greedy, passionate mendicants sway and infatuate the multitude, keeping them in a state of ignorance and irascible ebriety.⁹ If such a fortuitous change of sentiments does not speedily happen, this distant and in itself globe of country is more, some fear, *now* unconquerable than Peru and Mexico were of old. Our army as they are is healthy, brave, and zealous; but an army must constantly be recruited. Twelve hundred leagues with its natural difficulties demand a solemn thought—the means and expense! Our ships, long out, want repair; and a considerable number must ever be constantly here on this extensive coast, too extensive almost to guard anyhow and at all seasons.

[La Motte-Picquet] his little squadron alarmed.¹⁰ Whenever all our cruisers are called in from the stations 'tis inconceivable what groups of supplies have been daily poured in, La Motte's few ships making such to have been found advisable. D'Estaing's reported visit or suspected mission causes the same to continue: they know all this, and they most sensibly avail themselves of it, astonishingly so! Small ships, small good-sailing vessels and numbers of them, are not only indispensably necessary on this coast, but 'tis also impossible to do without: 20-gun ships coppered, sloops, cutters, and small vessels, are of the greatest utility here; some ships of force are necessary likewise. The rebels can now muster threescore sail from their different ports from 36 to 20 and 18 guns; and yet I will venture to affirm that a third of that number of our frigates would take them all, would each party agree to meet, but we have such a range of coast and such a multiplicity of various services, convoys, army requisitions and attendances, that it is an Augean labour to attend to and find means to encounter such a variegated choice of numberless difficulties.

Pardon my honoured Lord so undigested and hasty a scrawl, let want of time, want of matter from cruel banishment hitherto, and being kept in ignorance unaccountably so, be my apology for not being able to obey your commands. I only pray for ability and opportunity in future, for I want not zeal or inclination.

Reports are various, and only reports can I learn. Lord H[owe] did tell me that Admiral B[yron] was expected. Lord Carlisle confirmed the same. And yet your Lordship's kind letters are my balm and banish every painful apprehension, and I comfort myself that you will not let me stay here, at least without having the command in chief and being in the Commission; and even then I fear there will be little possible

field for your devoted servant to acquire either credit or honour to his zealous wishes of distinguishing your election or of getting subsistence and support for his wife and children. Monsieurs Picquet and d'Estaing have hitherto totally prevented the latter. . . .

Sandwich Papers, 2: 295–301.

1. That is, Gen. Sir Henry Clinton.
2. The Carlisle Peace Commissioners.
3. Sandy Hook, New Jersey.
4. Maj. Gen. Daniel Jones.
5. H.M.S. *Trident*, Commo. John Elliot, commander, carried the Carlisle Peace Commissioners to Delaware Bay.
6. Letters not found.
7. George Keppel was captain of H.M.S. *Ardent*.
8. Gambier is referring to the response of the Continental Congress to the Carlisle Peace Commission's proposal.
9. Ebriety: drunkenness.
10. It had been falsely reported that a squadron commanded by Chef d'Escadre Toussaint-Guillaume de La Motte-Picquet de la Vinoyere, commonly called La Motte-Picquet, had sailed for America. See Lords Commissioners of the Admiralty to Viscount Howe, 21 Mar. 1778, *NDAR*, 11: 1104. Gambier seems to be saying that because of this report, the British fleet in North America had been recalled, which permitted large amounts of supplies to flow into American ports.

MAJOR GENERAL WILLIAM ALEXANDER (LORD STIRLING), CONTINENTAL ARMY, TO LIEUTENANT COLONEL AARON BURR, CONTINENTAL ARMY

Brunswick [*N.J.*], July 6, 1778.

Gen. Washington desires me to state that he wishes you would employ three, four, or more persons, to go to Bergen Heights, Weehawk, Hoebuck,¹ or any other heights thereabout, convenient to observe the motions of the enemy's shipping, and to give him the earliest intelligence thereof; whether up the river particularly. In short, every thing possible that can be obtained.² Yours, &c.,

Stirling

Transcript, DLC, Peter Force Transcripts, Miscellaneous Letters, A-B, fol. 5546.

1. That is, Bergen Heights, Weehawken, and Hoboken, New Jersey, all of which abut Upper New York Bay or the Hudson River.

2. From a letter that Stirling wrote Burr on 4 July, it is clear that Burr was gathering intelligence from enemy-held New York City. *Ibid.*, fol. 5544.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

July 1778

Monday 6th

d^o [Sandy Hook] N5°E Dist 55 Lg^s
 AM at 1 lost sight of them,¹ AM Chaced 2 Sail in the NW, at 7 br^t too a Privateer Brig & her Prize sent the first Lieu^t in the Brig to New York, with dispatches for Lord Howe, at Noon saw the French Fleet to the W^tward
 C, Henlopen N24W Dist 23 Lg^s
 D^o. W^r. [Mod^t & fair] [PM] Observing the Motions of the French Fleet, at 8 they bore WbS 3 or 4 Leag^s. br^t too, at 11 made sail,

D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate

Maidstone.

1. Armed brig tender *Stanley* and H.M. armed sloop *Haerlem*.
2. Lt. James Vashon.

JOURNAL OF H.M. STORESHIP *GREENWICH*, COMMANDER CHRISTOPHER RIGBY

July 1778
Monday 6th

Sandy Hook N57West ds^t 278 Leagues

aM D^o W^{re} [Pleasant weather with a steady breese.] at ½ Past [*missing*] saw 2 Sail in the SW Quarter which prov'd to be 2 Rebel Privateers [*the*] One a Ship of 24 Guns, the other a Brig of 20 Guns, bearing down upon us,¹ which as soon as we perceiv'd We haul'd up our Courses & [*ba*]ck'd the Main Top Sail, laying too in Order to Receive them, the Ship being foremost fired a Gun to Leward as a friend and Instantly they both hoisted English Colours, we hoisted our Colours immediately which as soon as they perceiv'd the[*y*] immediately haul'd their wind we fired a Shot Across them instantly in Order to bring them to. they still continuing to make sail we did so likewise Repeatedly firing single shot at the Ship (which was nearest to us) and perceiv'd several of them struck Her, they being Light & Clean Vessels gain'd much Ground of us. when the Brig was got at a Considerable distance from us, she fired a shot at us under English Colours and presently afterwards Hoisted American Colours. we still pursuing the chace.

Barmudas N88West Dis^t 112 Leagues

PM. Moderate breezes & Clear W^{re} at 10 Lost Sight of the Brig the Ship Stil in sight,²

D, UKLPR, Adm. 51/399, part 4, fols. 32–33.

1. The two American privateers have not been identified.
2. At 8 P.M. on 7 July, Rigby reported losing sight of the American privateer ship. Ibid.

JOURNAL OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
CAPITAINE DE VAISSEAU HENRI-LOUIS, CHEVALIER DE BOULAINVILLIERS DE CROY

Signaux

Du Lundi 6. au Mardi 7 Juillet 1778.

A 2 heures et demi du matin le Combat a fini¹; dans l'instant j'ai fait signal de Virer de bord vent devant, par quatre feux au mat d'artimon, et par un feu au mat de Mizaine.

A 4 heures j'ai fait le meme signal, par un Pavillon blanc et bleu au mat de Mizaine.

A 5. heures j'ai signalé à la fregate l'*Aimable*² de Chasser un Batiments qui etoit à portée d'elle, par un Pavillon jeune au mat de Mizaine avec ses

Lundi 6. Juillet 1778.

A 5 heures et demi du matin Le Senaut etant sous le Vent de l'Escadre, la fregate l'*Aimable* qui etoit la plus à portée l'a chassé et l'ajoint sur les 8 heures; ce Batiment s'est rendu au premier coup de canon; il s'est trouvé etre une Prise francoise⁸ que le Corsaire la *Rose* avoit fait; sur le Midi ces deux Batiments ont joint l'Escadre qui etoit en Panne.

Depuis hier Midi jusqu'a aujourd'hui à la meme heure le Vent a été Variable du Nord-Nord-Est au Sud-Sud-Ouest petit frais et Calme, le tems clair et la mer bele;

<p>flammes particulières.</p> <p>A 5. heures et demi le <i>Zelé</i>⁶ a signalé Un Batiment Etranger; je lui ai demandé a quil aire de vent il lui restoit, par un Pavillon bleu au mat d'artimon, et par un Pavillon rouge et bleu au mat de Mizaine.</p> <p>Le <i>Zelé</i> a signalé le Nord-Ouest- ¼ Ouest.</p> <p>A 6. heures un quart l'<i>Engageante</i> revenant avec le Batiment qu'elle avoit pris a fait signal ; je lui ai répondu par un pavillon anglois à queue blanche⁴ ; et un en Berne au dessous.</p> <p>A 7 heures j'ai mis flamme à ordre.</p> <p>A 9 heures j'ai fait signal au <i>César</i>⁵ de Prendre les Amures à Stribord, par un Pavillon blanc et rouge au mat de Mizaine avec ses flammes particulières.</p> <p>A 11 heures j'ai signalé au <i>Sagittaire</i>⁶ de Debarquer la Chaloupe, par un Pavillon blanc a croix rouge au mat d'artimon,⁷ et par un Pavillon hollandois, avec ses flammes particulières.</p> <p>A 4 heures et demi j'ai fait signal au <i>Zelé</i> de faire de la Voile, par un Pavillon jaune au Mat d'artimon avec ses flammes particulières.</p> <p>A 6 heures j'ai signalé d'Embarque les Batimens à Rames, par un Pavillon blanc à Croix rouge au mat d'artimon, et par un Pavillon blanc au Mat de Mizaine.</p> <p>A 7 heures un quart j'ai fait signal de faire servir par un Pavillon rouge au mat d'artimon.</p>	<p>la Route Corrigée a valu l'Ouest-Nord-Ouest, 2 degres Nord.</p> <p>On a eu 6 minutes de difference plus sud que l'Estime.</p> <p>Chemin corrigé—9 lieues Latitude observée—37d. 48^{min} Longitude arrivée Occ^c. 73d. 23^{min}.</p> <p>Le Vent alors au Sud-Ouest, petit frais etant en panne—Stribord au Vent on a sondé et on a eu fond. On a trouvé la premiere fois 25 Brasses d'eau, et toujours en diminuant jusqu'a 10 brasses, fond de sable fin et quelques petits Coquillages.</p> <p>Depuis hier 7 heures de soir on a vû la terre; elle a paru très basse et on ne l'a pas approchée de plus de 5. a 6 lieues; On a viré de bord au large pendant la Nuit, lorsqu'on a été par les 13 brasses on a fait la meme manoeuvre pendant le jour lorsqu'on a été par les 10 Brasses.</p> <p>Au Soleil couchant Variation observée N. O. 1 degré.</p> <p>A 7 heure un quart du soir on a fait servir, et on a fait Route au Nord pendant la Nuit.</p>
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[Translation]

<p style="text-align: center;">Signals.</p> <p>From Monday 6. to Tuesday 7 July 1778.</p> <p>At 2:30 o'clock in the morning the Action ended;¹ I immediately made the signal to put about before the wind, by four lights at the mizzenmast, and by a light at the foremast.</p> <p>At 4 o'clock I made the signal, by a</p>	<p style="text-align: center;">Monday 6 July 1778.</p> <p>At 5:30 o'clock in the morning the snow being to leeward of the squadron, the frigate <i>Aimable</i>, which was the nearest, chased and overtook it after 8 o'clock; this ship surrendered on the first cannon shot; it proved to be a French prize⁸ that the privateer <i>Rose</i> had taken; at noon these two ships joined the</p>
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<p>white and blue flag at the foremast.</p> <p>At 5. o'clock I signaled the frigate <i>Aimable</i>² to chase a ship which was within its range, by a yellow flag at the foremast with its private pennants.</p> <p>At 5:30 o'clock the <i>Zélé</i>³ signaled one unknown ship; I asked what point of the compass it bore, by a blue flag at the mizzenmast, and by a red and blue flag at the foremast.</p> <p>The <i>Zélé</i> signaled North-West-¼-West.</p> <p>At 6:15 o'clock the <i>Engageante</i>, returning with the ship which it had taken, signaled; I replied by an English flag white at the tail;⁴ and one at half-mast below it.</p> <p>At 7 o'clock I raised the command pennant.</p> <p>At 9 o'clock I made a signal to the <i>César</i>⁵ to take the starboard tack, by a white and red flag at the foremast with its private pennants.</p> <p>At 11 o'clock I signaled the <i>Sagittaire</i>⁶ to unship its long boat, by a white flag with a red cross at the mizzenmast,⁷ and by a Dutch flag, with its private pennants.</p> <p>At 6 o'clock I signaled to take on board the Vessels with oars, by a white flag with a red cross at the mizzenmast, and by a white flag at the foremast.</p> <p>At 7:15 o'clock [<i>pm</i>] I made the signal to be waited on by a red flag at the mizzenmast.</p>	<p>squadron which was lying to.</p> <p>From Noon yesterday until today at the same time, the wind had been variable from North-North-East to South-South-West with light breezes and calm, the sky clear and the sea smooth; the course corrected is equal to West-North-West, 2 degrees North.</p> <p>There was only 6 minutes of difference farther south than what was estimated.</p> <p>Course corrected—9 leagues Latitude observed—37 d. 48^{min} Longitude reached West 73 d. 23^{min}</p> <p>The wind then to the South-West, with light breezes, lying to—starboard to the wind, we took soundings and found the bottom. We found 25 fathoms of water the first time and it continued to diminish until 10 fathoms, bottom fine sand and some small shells.</p> <p>From yesterday at 7 o'clock in the evening, we saw the land; it appeared very flat, we approached it up to 5 or 6 leagues; we tacked about well off during the night, when we were at only 13 fathoms, we made the same maneuver during the day when we were at only 10 fathoms.</p> <p>At sunset variation observed North-West 1 degree.</p> <p>At 7:15 o'clock in the evening we set sail, and made our course to the North during the night.</p>
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D, FrPNA, Marine B¹, vol. 145, fols. 47–48.

1. The engagement between French Navy frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, and British letter of marque ship *Rose*, Capt. James Duncan.

2. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

3. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

4. That is, the British white ensign.

5. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

6. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

7. That is, the British St. George's flag.

8. The *Bonette*, which had been under convoy with the *Rose*, rather than captured by it. See Notes Made on Board of the French Navy Ship of the Line *Languedoc*, above, note 3.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

[6] Juillet 1778.

[*devant les Caps du Delaware*]

La frigate *L'alcmenè*¹ nous donna tous les Secours qui nous étaient nécessaires, et Se Chargea de remorquer la prise,² nous employames le jour a nous mettre en Etat, à 4 h. ½ nous vimes la Côte et nous la relevames au No. Sans rien reconnaître elle nous parut fort basse et couverte d'arbres, et S'abaissant vers la mer, par une grève fort étendue.

à 7. h toute l'escadre a fait Servir et a fait route au NNo. du Compas.³

à huit heures nous réprimes notre poste en fort bon état. Depuis hier à midy jusqu'aujourd'hui a la même heure le vent a regné du NNE au SSo, le Ciel Serein et la mer Calme,

la route Corrigée m'à Vallu le	No ¼ o	4' N.
L'attitude observée	37.° 49.'	
Longitude d'arrivée	77.° 10'	

[Translation]

[off the Delaware Capes, 6] July 1778.

The frigate *Alcmène*¹ gave us all the aid that we needed, and took charge of towing the prize.² We employed the day putting ourselves in order. At 4:30 o'clock we saw the coast and we set sail to the NW. Without recognizing anything, it appeared to us very shallow and tree-covered, dropping off toward the sea, by a very extensive beach.

At 7 o'clock the entire squadron set sail and set a course to the north-northwest by the compass.³

At 8 o'clock we resumed our station in good state. From yesterday noon to today at the same hour the wind had moved from the NNE to the SSW, the sky serene and the sea calm,

the corrected course I figured	NW ¼ W	4' N.
Latitude observed	37.° 49'	
Longitude arrived	77.° 10'	

D, FrPNA, Marine B¹, vol. 147, fol. 55.

1. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

2. British letter of marque ship *Rose*, Capt. James Duncan.

3. This paragraph is written in the margin.

CONDEMNATION OF PRIZE SCHOONER *PACKET*

[Extract]

[Dover, Del., 6 July 1778]

. . . the Libel of Lieutenant Colonel Philip Barratt who prosecutes as well for himself as on behalf of a Party of men consisting of Militia under his Command, humbly setteth forth, That whereas the Honorable the Continental Congress did on the twenty third day of march in the year of our Lord One Thousand seven Hundred and seventy six by a Resolve ordain and enact, that all Vessels with their Tackle, apparel and Furniture and Cargoes belonging to Inhabitants of Great Britain, and all Vessels which may be employed in carrying Supplies to the Ministerial Armies which shall

happen to be taken near the Shores of any of those Colonies by the People of the Country or detachments from the Army shall be deemed lawful Prize and so forth:¹ And whereas your Libellant who as well for himself &c did on the twenty ninth day of April in the Year of our Lord One thousand seven Hundred and seventy-eight in the Creek called S^t Jones's Creek and near the mouth thereof in Kent County on Delaware and within the Jurisdiction of this Court with a Party of men under his Command capture a certain Schooner called the *Packet* whereof a certain Edward Knotts was master, which Schooner then and there did belong to a certain Benjamin Stockley an Inhabitant of this State, and which said Schooner was then and there actually employed in carrying Supplies to the Ministerial Army now laying in the City of Philadelphia in direct Opposition to the true Intent and Meaning of the Resolve aforesaid, your Libellant therefore in behalf of himself as well as &c humbly entreateth that your Honor would take the Premises into Consideration and pass a decree that Condemnation of the Schooner, Tackle, Apparel, Furniture and Cargo may be had &c²

D, DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, no. 52, pp. 1–2.

1. See Journal of the Continental Congress, 23 Mar. 1776, *NDAR* 4:477–80.

2. The claim of Philip Barratt and the militiamen was challenged by Gov. Caesar Rodney who claimed half ownership in *Packet* and asserted that if it had been engaged in carrying supplies to the British in Philadelphia, it was done without his knowledge. After a series of hearings, Judge Thomas Rodney of the Admiralty Court of Delaware decided that Barratt and his militiamen were entitled to Stockley's half share of *Packet*, but upheld Rodney's claim and ordered that his share of the vessel and its equipment be restored to him, including half of any "Profits and Advantages" accrued from use of the vessel from the time of its capture until the judgment date of 1 June 1779. DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, no. 52, pp. 3–28.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Monday 6 July 1778

Ordered That the western shore Treasurer¹ pay to Richard Murrow ninety three pounds eighteen shillings and one penny due to himself and Crew of the Schooner *Plater* per Account passed the Prin^l Cl. to the Aud Gen^l. . .

That the said Treasurer pay to Capt. Thomas Walker one hundred pounds on Account.³

That Capt Maybury⁴ deliver 30 Hammocks & one Compass for the Galley *Independence*—

That the Commissary of Provisions deliver 4 Barrels Beef 3 Barrels Pork, 2 Barrels of flour, 6 Barrels of Bread & 1 Barrel Pease for the Galley *Independence*—

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), p. 248.

1. Thomas Harwood.

2. Zephaniah Turner.

3. Walker commanded the Maryland Navy galley *Baltimore*.

4. Capt. Beriah Maybury served as purchaser for the state.

THOMAS SMITH TO CAPTAIN RICHARD BARRON, VIRGINIA NAVY

Williamsburg [Va.] 6th July 1778

I am informed by Mr. Edward Rude near Hampton that he has in possession an Anchor & Cable belonging to the Brigg *Liberty*, and that her Camboose is on the

Beach near the Fort, with Sundry Spars, all of which Articles I must beg the Favour you will be so kind as to have Collected together, and Secured in a proper manner for my further Order,¹ Notifying the same to me, pray do not suffer this matter to be neglected, as those have been so many losses respecting the Materials of the Brigg that I could with all my heart wish to avoid any Complaint in future I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, p. 86. Addressed before opening: “Capt Richard Baron.” Barron commanded the Virginia Navy pilot boat *Patriot*.

1. On its return voyage from France the Virginia State trading brig *Liberty*, then commanded by Capt. Thomas “Silverfish” Herbert, ran aground near Hampton and had to be rescued by the Virginia Navy galley *Hero*. Stewart, *History of Virginia’s Navy*, p. 48. A caboose or camboose, was a small house on the deck of a ship where the cooking was done. The “Fort” was Fort Nelson, which was situated across the Elizabeth River from Norfolk.

THOMAS SMITH TO MORRIS GAMMONT

Sir

Virginia Williamsburg 6th July 1778

In consequence of a Letter received from a M^r James Anderson dated the 26th May last in Charles Town (who disposed of a parcel of Prize Goods belonging to the State, in the State of Georgia)¹ I must request the favor you’ll be so obliging as to make application to Jn^o Wereat Esq^r Continental Agent for the Amo^u as per Enclosed Account Sales, which please to the Credit of this State giving me notice ~~per~~ Letter of the same with the amount in Virginia Continental Currency Dollars.— In Order to give you a more lively Idea of this matter I take the Liberty of subjoining a Paragraph, of M^r Anderson favour to me. “The Currency of the State of Georgia (the place we arrived at) being but in little repute, has obliged me to lodge the n^t proceeds in the hands of Jn^o Wereat Esq^r Cont^l Agent who has since paid it to the Paymaster on Account of the Troops, and is as soon as possible to procure me a Bill on the Continental Treasury which will answer much better than having Georgia Currency”—² I should have wrote M^r Anderson ꝑ this conveyance but have reasons to suppose he has ere this taken his departure for Martinique— I have not further to observe than should you or any of your Friends think proper to speculate to this part of the Continent I beg leave to make a tender of my services, and from my being engaged in a very Public manner, I flatter myself it gives me advantages which few private individuals possess Be assured the strictest attention and punctuallity shall be observed, and I shall be happy to have an Opportunity of serving you in any thing in my way³ I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, pp. 86–87. Addressed before opening: “Morris Gammont Esq^r.”

1. There is a copy of Anderson’s letter in Smith’s letter book. *Ibid.*, pp. 166–67. In that letter, Anderson lists the “Prize Goods” as 100 barrels of figs and raisins that had been sent to him by Virginia’s agent at Martinique. In a letter to Smith’s predecessor, William Aylett, of 27 Dec. 1777, Richard Harrison, that agent, wrote: “the Brig^t *Idea & Ann*, a prize taken by the *Liberty*, Capⁿ Herbert, has got into a safe port of this Island. This is Loaded with Raisins, Figs, Wines &c^a from Malaga for England.” *Ibid.*, p. 180. Harrison sent part of the cargo to Anderson in hopes that Anderson could sell the perishable figs and raisins and use the proceeds to purchase indigo. However, Anderson found the price of indigo too high to make the transaction profitable. Anderson to Smith, 26 May, *ibid.*, p. 167.

2. The quotation here is identical to that in the copy of Anderson’s letter in Smith’s letter book with a few exceptions: the word “having” is not in the copy; the word “in” is “into” in the copy; Anderson spelled out “Continental” in “Cont^l Agent”; and there are commas after “Agent” and “Treasury” and a period after

"Currency."

3. Gammont's reply has not been found.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Monday 6th July 1778-

The Board Met According to Adjournment

Present Edward Blake Esq^r first Commissioner

Josiah Smith, Geo Abb^t Hall, Edw^d Darrell Esq^{rs}—

The Minutes of Last Meeting were read—

Orders were drawn on the Treasury in fav ^r Of Dan ^l O'Neill for the use of the Rope Walk dated 4 th Ins ^t	£1000 —
Jn ^o Calvert amo ^t of Pay bill for the detachment of Marines on board the Brigg <i>Notre Dame</i> ¹	920. 10—
Blakes & Sawyer for 19500 feet of Inch boards for the State Ship Yard. @ £10 ⌘ 100	1950 --
Gasper Wershing for Beef Supplied the <i>Beaufort Galley</i> — ²	83.. 15—
Will ^m Parker for Schooner hire Assist ^g the <i>Gen^l Moultrie</i> ³	110 --
Cap ^t Jn ^o Drue for wages & disbursement due himself & a Negroe on board the Schooner <i>Rattle Snake</i> ⁴	141 --
Capt ⁿ Philip Sullivan Amo ^t of Disbursements for the Ship <i>Gen^l Moultrie</i>	<u>454 --</u>
	£4659.. 5—

Ordered that Captⁿ Hall do shut up the *Notre Dame*'s Rendezvous this Evening—

Order of the Privy Council respecting the *Rattle Snakes* Cargoe dated 1st Ins^t—

In the Privy Council Wednesday 1st July 1778—

His Excellency⁵ laid before the Board a Letter he had received from the Commissioners of the Navy respecting the *Rattle Snake* now a Third time ready for Sea, having on board a Cargo of Rice—

The Board advised that her present Cargo be unloaded; such part thereof as the Commissary shall want be delivered him, and the rest sold, that she be reloaded with such Articles as are not prohibited by the Embargo & forthwith proceed on her Voyage—⁶

By his Excellency the President—

Ordered Accordingly—

(Copy)—Jn^o Colcock Sec^y P^y C^l.⁷

A Letter to his Excellency the President

The Commissioners of the Navy beg leave to acquaint your Excellency that several of the Seamen & Officers which lately belonged to the State Brigg *Defence* are now in Charles Town and have applied to the Board for payment of their wages till their return—as the Commissioners have never seen any Law respecting the payment of wages to persons as are Captured in the Service of this State, they will be glad of your Excellencys Directions respecting the Crew of that Vessel—⁸

July 6th 1778—

By Order of the Board
Edw^d Blake first Commiss^r

To his Excellency the President—

Adjourned to Next Thursday Evening 4 oClock

South Carolina Commissioners, pp. 163–65.

1. South Carolina Navy brig *Notre Dame*, Capt. William Hall, commanding.
2. South Carolina Navy galley *Beaufort*, Capt. James Mayberry, commanding.
3. South Carolina Navy ship *General Moultrie*, Capt. Philip Sullivan, commanding.
4. South Carolina Navy armed schooner *Rattle Snake*, which had been commanded by Capt. John Drew.

5. President of South Carolina Rawlins Lowndes.

6. In its meeting of 9 July, the Board agreed to replace the rice with “Lumber and a few Hh^{ds}. of Tobacco.” *Ibid.*, p. 165.

7. That is, Secretary of the Privy Council.

8. South Carolina Navy brigantine *Defence* had been captured by H.M.S. *Roebuck* on 2 Apr. 1777. The Board had not received a reply from Lowndes when they repeated their request for directions in a letter of 18 Sept. *Ibid.*, p. 180.

JOHN WEREAT TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

[Extract]

Dear Sir

Savannah 6th: July 1778.

. . . I advised the Marine Committee of Congress of the Capture of three British Vessels and the steps that had been taken in consequence thereof, in two Letters, one on the 18th: May by Richardson¹ who was sent off with dispatches from the House of Assembly, and the other by M^r: Telfair of the first of June requesting instructions how to conduct the business.² Upon a presumption that you are a Member of that Committee I think it unnecessary to recapitulate to you what I wrote them upon this business. I must add however that the Vessels were taken on the 19th: April, that as soon as they were brought to Sunbury every step was taken to prosecute them to effect, in consequence of which they were Condemned and Sold, but to this day I have not received a Shilling of the Money, the Soldiers that were concerned in taking them Murmur at not being paid their share of the prize money, and some of the Officers I understand are not much better satisfied.—³

I understand that General Howe⁴ and Colonel Elbert are like to dispute about the distribution of the prize money, the former claiming his share as commander in chief and the latter disallows the claim, as the General was not present when the Vessels were taken.— As these Vessels were taken by a detachment of the Continental Troops and the Gallies,⁵ I apprehend there is room for endless disputes amongst the Officers unless they will settle the Shares amicably among themselves, which does not seem likely to be the case.—

When I was first appointed Continental Agent here the Marine Committee advised me thereof in a Letter, dated 14th: November 1776 and at the same time told me they should instruct me more fully at some future time;⁶ but I have never been favor'd with their instructions to this day, farther than was conveyed generally in that Letter.— I could wish to be fully instructed with respect to the duties required of me by the public, especially where any of the Officers of the Army or Navy may be concerned; as Colonel Elbert who was concerned in taking these Vessels disputed my having any right to interfere in the Business, notwithstanding what the Marine Committee say in the Letter above mentioned and the concurring testimony of M^r: Walton.⁷ I wish to be fully informed of the method of distribution of the amount Sales of Prizes taken by the Continental Troops, if there is any bounty allowed by the Congress for every

Gun of Board Vessels of War taken from the Enemy and what, the distinction made between Vessels of War and Merchantmen, Transports or Store Ships; if 'tis necessary that prizes (after condemnation) shall be sold by the Sheriff; tho' I should think not from the Letter wrote me by the Marine Committee which says, "if any prizes are sent into Georgia by the Continental Cruisers you are to receive them, Libel and prosecute to Condemnation, then make public Sale of Vessels, Cargoes and all effects that are Condemned." I wou'd be glad to be fully informed upon this head as the Sheriff who sold the prizes before mentioned has not accounted for a Shilling of the Money, and I expect to have a good deal of trouble before I shall be able to bring him to a settlement and get the amount Sales out of his hands.—⁸

The Continental Troops some time past were a good deal distressed for want of necessaries, no Money was to be got out of our Treasury and the Commissary and Quarter-Master were at a loss to procure Provision and necessaries for the[m.]⁹ I have advanced a good deal of Money for the use of the above Officers and purchased Medicines and other necessaries at the request of the General since he has marched with the Army on the Southern Expedition to the amount of about Six thousand pounds Sterling the whole amount that I am in advance is about ten thousand pounds which I shall be glad if you'll please to advise me how I shall be reimbursed as I did it to serve the Troops when they were really in distress; of which I presume General Howe will inform you.—

I hope you'll please to excuse the trouble I give you, as it is upon business of some consequence to the public as well as my self and I have experienced your readiness to communicate necessary information formerly. I am with great esteem [&c.]

John Wereat

L, NN, Emmet Collection. Docketed along left margin of the first page of the letter: "John Wereat Esquire/6th. July 1778 Rece^d 30 August." The recipient of the letter is not given. The editors have deduced that it was sent to Henry Laurens from internal evidence in the letter.

1. Messenger George Richardson. The letter has not been found.

2. Edward Telfair was a delegate to Congress from Georgia; on the contents of Wereat's letter, see Journal of the Continental Congress entry of 29 July, below.

3. The issue concerned the condemnation and sale of H.M. armed brig *Hinchinbrook*, East Florida Provincial armed sloop *Rebecca*, and another unnamed prize. Col. Samuel Elbert and Col. John White had obstructed the sale of the prizes by requesting that the proceeds be delivered to Elbert, the Continental officer commanding the flotilla that captured the vessels.

4. Maj. Gen. Robert Howe, commander of the Southern Department.

5. Georgia Navy armed galleys *Washington*, Capt. John Hardy, *Lee*, Capt. John Braddock, and *Bulloch*, Capt. Archibald Hatcher, commanders.

6. For Wereat's appointment, see Continental Marine Committee to Wereat, 14 Nov. 1776, *NDAR* 7: 156–57.

7. George Walton was a delegate to Congress from Georgia at the time of Wereat's appointment and the person who recommended Wereat for the position. *Ibid*.

8. The Continental Marine Committee had sent Wereat instructions on 24 June, above; on 1 August, below, they sent additional instructions.

9. Col. Francis Huger was deputy quartermaster general of the Southern Department; Col. Peter Taarling was quartermaster general of Georgia. Both were serving in the expedition. Mordecai Sheftall was the assistant deputy commissary general of issues for Georgia.

WILLIAM BINGHAM TO THE CONTINENTAL COMMERCE COMMITTEE

Gent^m

S^t Pierre M/que. July 6th 1778

Herewith I have the honor to inclose you Copies of two Sets of Papers, found on

board an American Brig, bound from Portsmouth in New Hampshire to S^t Eustatia, with a Load of Lumber; likewise the Protest of the Captain & Seamen of Said Vessel on their Arrival here; by which you will please to observe that She was taken by an American Privateer (fitted out of this Place) under the Pretence of her being English Property¹

The only Reason on which this opinion could be founded, arose from her having two Sets of Papers; but upon taking a comparative View of them, it appears, that the American Clearances are of So recent a Date that She must evidently have Sailed from the Port where they were procured; whereas the English Papers were dated four Months previous to the Time She was taken—

It may be asked, whether the latter Papers did not entirely cancel & annul the former, according to the Maxim of the civil Law, *Quod postrionum jussum est, ad jus ratum esto*—²

The Merits of this Affair seem principally to turn upon two Points Whether the Privateer had a Right to take Possession of this Vessel & Send her into Port, as being dubious Property, & if this Right is clearly apparent, at whose Risk She is presumed to be from the Time of being taken possession of; for She happened to be retaken & carried into Antigua, & there condemned as American Property; Perhaps, it may be thought worthy Consideration, whether this Vessel was not equally justifiable in showing English Clearances, as the Privateer in hoisting English Colors & firing under them;— for Supposing an Armed Vessel makes use of false Colors to decoy the Enemy it is a general Practice never to fire under any others than what properly belong to her, & which her Commission entitles her to carry—

As the Owners in America may perhaps apply to Congress for Redress in this Affair,³ I have thought proper to transmit Copies of the respective Papers found on board; but must observe that the Orders given to the Captain dated Halifax Decem^r 24th 1777, & those dated Portsmouth April 1st 1778 are wrote on the Same Kind of Paper, & by the Same Hand; by which it appears, that the Plan of a double Set of Papers was previously concerted by the Owners, which exposes them to all the Penalties that the Law denounces against Such Practices—

I do not imagine that the Owners of the Privateer have given any Bond & Security obliging them, “not to transgress or exceed the Powers & Authorities contained in their Commission”

I have therefore applied to the General⁴ who has promised that he will exact of them a sufficient Security, for the Payment of whatever Damages Congress may think just & equitable—

It was proposed that this Matter should be decided by a Court of Admiralty in this Island, & indeed the Papers had been delivered to the Judge; but I convinced him how inadequate & incompetent his Jurisdiction must be, to the Discussion of a Point of this Nature; which entirely regarded two American Vessels, & which certainly ought to be Settled by those who formed the Law that they are to be governed by & are doubtless the best Interpreters of the Law that they themselves made—altho I have never heard of any Code of maritime Law which have been formed or adopted by Congress to regulate Cases of this Nature—

A French Vessel freighted by, & on Acc^t of Englishmen, with English Merchandize, was taken some time past & brought into this Port; the Captain, who had been permitted to Stay on board the Prize immediately on his arrival claimed the Protection of the French Government, & Sued for Damages that he asserted he had Sustained, by

the Pillage of Goods which he Said was French Property; & claimed the Amount of the Freight as specified by his Charter Party—The Matter was entirely foreign to the Jurisdiction of this Island, however the Court of Admiralty took Cognizance of it;— This happened before the Accounts were received of our Independence being acknowledged by France;— In Politics, as well as in Trade, it is expedient sometimes to lose, & I Suffered this Affair to take its Course thro a Law Process, by which the Owners of the Privateer were condemned to pay much heavier Damages than I thought just;— I shall henceforth be extremely jealous of the Rights of our American Jurisdiction, in Matters purely relating to that Country; I should be happy to know whether the Treaty has any Reference to the Line of Conduct to be observed in parallel Cases—

This Island from its Situation must always have a great Comunion with America, & it often which occasions a considerable Resort of People from that Country;— it often happens that the contending Interests of different Parties amongst them, occasion Small Disputes, which require prompt & immediate Decisions;— Now in all Such Affairs will in future be refer'd to the Agent who may reside here, perhaps it may be thought proper that he Should be vested with Such Powers from Congress, as are necessary for the Support & Maintenance of Some Kind of Authority;— he should likewise be instructed in the Privileges, Regulations, & Restrictions of our Trade both foreign & domestic, as far as depends on our municipal Law or the Sanction of Treaties; as well as in every other Matter that has any Regard to the Business of his Department

I did myself the honor of mentioning to you in a former Letter that I had engaged the Conte Dargout, then General of this Island, to interest himself in procuring S^t Pierre to be a free Port; & when the Intendant took his Departure for France I drew up a small Treatise upon the Subject in which I enumerated the many Advantages that might be reciprocally derived from this Circumstance;—Perhaps it may be owing to the Prevalence of the Reasons I then advanced that this desirable Event will take place in a few Days—

Since the Arrival of the Dutch Admiral⁵ at S^t Eustatia with a Small Squadron to protect the Trade of the Dutch Subjects, he has granted Several Indulgences to the American Vessels, which they never before enjoyed;— he permits them publicly to hoist their Colors in the Road of S^t Eustatia, & has given Orders to his Cruizers, not to Suffer any American Vessel to be molested, within the Limits of the Island—

This Conduct has so exasperated the Governor of Antigua,⁶ that he has carried his Resentments to a very great Length;— he has peremptorily refused to one of the Dutch Frigates an Anchor & Cable that she stood in need of, & the liberty of the Port, to any of the Dutch Vessels to procure Water in—The Dutch Admiral being thus repulsed, applied to the General of this Island, who with great Politeness & Policy Supplied his present Wants, & made him a Tender of his future Services—

Admiral Barrington arrived at Barbados a few Days ago, with Several Frigates & a Fleet of Merchantmen—he has come out to relieve Admiral Young, who will leave the Station in a few Days—⁷

All the Preparations for commencing Hostilities that regard the Troops in this Island, are fully compleated—Nothing is wanted but a Stronger Navy & the Word of Command;— It is expected that we shall receive an Accession of Strength from the Operations of Count Destaing's Fleet in America, & that some of Lord Howes Ships may make their appearance here, under the Command of French Officers & manned by French Seamen—I Have the honor to be [&c.]

W^m Bingham

L, DNA, PCC, item 78, vol. 2 pp. 503–6 (M247, roll 91). Docketed: “Letter from W Bingham/Esq 6 July 1778/Read 26 Aug./Referred to/M^r Hosmer/M^r Drayton/M^r Chase—.”

1. For the enclosures, relating to the brig *Prudence*, see “Protest of Miller Johnston,” 16 May, in *NDAR* 12: 375–77.

2. Roughly, *that which is the most recent is to be reckoned binding*.

3. There is no record of the owners having appealed the case to Congress.

4. François-Claude-Amour, Marquis de Bouillé, Gov. Gen., Martinique and French Windward Is.

5. Vice Adm. Count van Bylandt.

6. William Mathew Burt, Gov., British Leeward Is.

7. Rear Adm. Samuel Barrington had been appointed commander of the Leeward Islands on 30 Jan. 1778, but did not relieve Vice Adm. James Young until July 1778.

July 7

MAJOR GENERAL EYRE MASSEY, BRITISH ARMY, TO LORD GEORGE GERMAIN

[Extract]

My Lord

Halifax 7 July 1778—

. . . I have not been idle one hour, since the Report of the French War, and be assur'd my Lord, the French Fleet dare not attempt to enter this harbour, As I have thrown up and still continue to work, without one moments loss of time, at such Batterey's, as I think cannot be carried, but this I have done upon the strength of a letter, I receiv'd from my good Lord Beauchamp who has assur'd me, of a Reinforcement of three Batalions, to be with me speedily—¹

All my out posts, keep their Ground, and I find Fort Howe, at the Entrance of S^t John River to be of the utmost Consequence, with two small Arm'd Sloops,² which I have constantly cruising in the Bay of Fundy, keep all quiet; I have the Satisfaction to tell your Lordship, that Captain Fielding,³ who Commands the Navy Line, and I got Intellegence of nine Pirates being collected in Beaver Harbour, near Halifax[.] we instantly sent out two Arm'd Vessels, well mann'd with a Detachment of the Troops of this Garrison which burnt four of them, and my two little Cruisers in the Bay, took two more,⁴ so that in the course of three Weeks, we have destroyd Six that had been doing all the Wickedness, that is possible[.] Ever Since, I Commanded here, and never could prevail on any other Officer, but Captain Fielding to join me in so laudable an Exertion for the honor of our Country. I shall not trouble your Lordship further, but refer You to Lieu^t Throlop. I have the Honor to be [&c.]

Eyre Massey Maj^l Gen^l

L, UKLPR, C.O. 217/54, fols. 82–83. Docketed: “Halifax July 7th 1778/Major Gen^l Massey/R, Aug^t. 6/By Lieut: Throlop/Ent^d.”

1. Francis Ingram Seymour Conway, Lord Beauchamp, was Chamberlain of the Royal Household. On the regiments coming as reinforcements, see Viscount Howe to Capt. Charles Feilding, 12 May, in *NDAR* 12: 338–40.

2. Nova Scotia Province armed sloops *General Gage* and *General Howe*.

3. Capt. Charles Feilding, commanding H.M. frigate *Diamond*, and senior officer present at Halifax.

4. The two privateers were sloop *Packet* and schooner *Fox*. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 147.

LIST OF PRISONERS RETURNED FROM HALIFAX IN THE CARTEL SCHOONER GREYHOUND

List of Prisoners, returned from the Port of Halifax, in
Exchange for others as Ⓐ Account following, Ⓐ the
Cartel Schooner *Greyhound*, John Hart Master,
the 7th: of July 1778.

Samuel Storer —	Lieut ^t : Marines of the <i>Portsm^h</i> ¹	Vice. Lieut ^t : Rich ^d : Boorn, Marines
Nath ^l : Richards ² —	<i>Alfred</i>	— Lieut ——— Lundy. of the Highlanders
Jos ^h : Willson —	<i>Washington</i> ³	— Lieut ^t : Belcher of Nova Scotia Militia
Arthur Waterman.	<i>Blake Castle</i> ⁴	— Serjeant Cooling
Sam ^l : Furnell —	<i>Portsm^h</i>	— ——— Hill—
Charles Cavolly.	Marine	— A Soldier Servant to Lieut ^t : Lundy ———
John Brown —	Sailor	— Patrick Larkin, sent in the <i>Greyhound</i>
Ebenezer Stalker—	Super Cargo of the <i>Fly</i>	— M ^r : George Harris, Purser
Merch ^t : Schooner, & sent Ⓐ last Cartel to Boston on Credit		— of His Maj ^{ty} : Ship <i>Albany</i>

Hen: Abbott:
Commissary of Prisoners

DS, Nh-Ar, Meshch Wear Papers, vol. V, fol. 61.

1. New Hampshire privateer ship *Portsmouth*, Capt. Thomas Roach, commander; 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, above.

2. Nathaniel Richards, 2d Lieutenant, Continental Marines, of Continental Navy ship *Alfred*.

3. Perhaps, Massachusetts privateer brigantine *General Washington*, Capt. William Rogers, taken on 18 Jan. by H.M. frigate *Seaford* in the West Indies. See Journal of H.M.S. *Seaford*, 18 Jan. 1778, *NDAR* 11: 157; and Gov. Edward Hay to Lord George Germain, 4 Feb. 1778, *NDAR* 11: 285.

4. Rhode Island privateer ship *Blaze Castle*, Capt. James Munro, taken on 11 June by H.M. frigate *Unicorn* off St. Georges Shoal. See Journal of H.M. frigate *Unicorn*, 11 June, above.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Tuesday July 7th 1778

The Committee to whom was referred the Petition of Walter Hatch¹ late second Lieutenant of the Brigantine *Hazard*² in the service of this State have attended the service & have examined the several Depositions³ taken pro & con relative to the Mutiny which arose on board said Brigantine during her late Cruize & tho' they do not find that they contain any direct proof that the said Walter Hatch was the stirrer up or promoter of said Mutiny, yet, from said Depositions, there are grounds to suspect that he did not do all that a good officer would or ought to have done to discourage it, the Committee therefore report that he be directed to attend the Board & that he be cautioned to behave with more circumspection for the future & as a good officer ought to do to use his influence & Authority to keep up good order & discipline among the Crew of such Vessel as he may be employed in and that the order of this board for detaining his wages & prize money be reversed & repealed—

Thomas Cushing ☞ Order

In Council

Read & accepted & thereupon Ordered that Lieut Walter Hatch be & hereby is directed to attend the Board⁴ & that he be cautioned by the President⁵ of the Board to behave with more circumspection for the future & that he use his influence & authority to keep good order & discipline among the Crew of such Vessel as he may be hereafter employed in & further Ordered that the Order of this Board for retaining his Wages & prize money as second Lieut of the Brig *Hazard* be & hereby is reversed & repealed—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), pp. 306–7. Marginal notations: “Report of Committee/on Petition of Walter/Hatch second lieut./on board the *Hazard*.; Report of Committee/accepted & Walter Hatch/ordered to attend the Board.” There is an autograph draft of this order in M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fols. 401–401a.

1. See Petition of Lieutenant Walter Hatch, Massachusetts Navy, 30 June, above.

2. Massachusetts Navy brigantine *Hazard*.

3. See Declaration of William Spear, 9 June, and Deposition of Samuel Myrick, 17 June, both above.

4. Massachusetts Council.

5. Jeremiah Powell, president of the Council.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Sam^l Ph[']ps Savage Esq^rJohn Browne Esq^rJames Prescott Esq^rJon^a Glover Esq^rBoston July 7th 1778—Eleazer Johnson Esq^rIsaac Phillips Esq^rSam^l Ph[']ps Savage Esq^r President—

Order'd, That Cap^t Hopkins¹ deliver Joseph Balch for the use
of the Brig^t *Hazard*² 95 Yards Osnabrigs—

Order'd, That Robert Lamb deliver Peter Cunningham³ for the
Brig^t *Hazard* 6 Sides Leather . . @ 72/. . . £21..12..—

(no return at this time)

Order'd, That Ziphion Fraser deliver D^r Crocker⁴ for the use
of the Brig^t *Hazard* . . 3 Matrasses⁵— (Ent^d: Aug^t 3^d.)

Order'd, That the Com^r Gen^l⁶ deliver M^r Englesby⁷ 200^{lb} of
Buck-Shott for Brig^t *Hazard*—

Order'd, That M^r Englesby L^t of Marines on board Brig^t
Hazard, have from the Office 1^{lb}. Thread for Cartridges—

Order'd, That Col^o. Crafts⁸ deliver M^r Englesby for the Brig^t
Hazard 3 Small Arms without Bayonets—

Order'd, That 100 Chests of Arms, being part of the Cargo
of the Brig^t *Nantz*,⁹ be deposited in the State Store at Sudbury, M^r Rice to re-
turn a Receipt for them— See Aug^t

Order'd, That M^r Jon^a. Hastings deliver W^m. Harris Clerk to
y^e Com^{mander} of the Brig^t *Hazard*, for the use of the said Brig^t—

4 Sticks Wax @ 5/	£1..-.-
1 Box Wafers . . . . .	.. 6.-
¼ ^{lb} Quills . . . . .	.. 18.-
	£2.. 4.-

Also, That M^r Harris have from the Office 3 Quire
Paper—

Order'd, That M^r Joseph Webb deliver Ephraim Fenno Steward
of the Brig^t *Hazard*, for the use of the said Brig^t—

2 Hand-Pumps—
1 pair small Steel-Yards—
1 Six Quart Iron Pott—
1 Tin 2 Quart Pot—
2 Brass Cocks—
1 do^r Bowls & Platters—

Order'd, That Cap^t Hopkins deliver M^r Ephraim Fenno for the
use of the Brig^t *Hazard*— 1 Iron Ladle—

1 Frying-Pan—
1 pair of Bellows—

Order'd, That M^r Benj^a. Thomson deliver M^r Curthburt Inglesby
50^{lb}. Pistol Ball 26 & 30 to a pound,—for the Brig^t *Hazard*—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 361–63.

1. Capt. Caleb Hopkins.

2. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.

3. Cunningham was 1st lieutenant of *Hazard*.

4. Dr. John Crocker, surgeon of *Hazard*.

5. A “matrass” was a rounded glass flask with a long neck, but it is possible the recorder of the minutes simply misspelled mattress, which were sleeping pads used in officers’ bunks.

6. David Devens.

7. Lt. Cudworth Englesby [Curthbert Inglesby], lieutenant of marines in *Hazard*.

8. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

9. Massachusetts State trading brigantine *Nantes*, Joseph Chapman, master.

COMMODORE WILLIAM HOTHAM, R.N., TO SIR CHARLES HOTHAM THOMPSON

[Extract]

Preston at Sandy Hook [N.J.]

My Dear Sir Cha^s:

July 7th: 1778.

The last Letter which I received from you, and the only One unanswered, is of the 23^d of March, denoting every appearance of War with France, who I devoutly hope will suffer severely for their perfidy during our Contest with America. By the place from whence I date my Letter You will perceive I am somewhat nearer the Main Ocean than what I was. Admiral Gambier has taken my late Station off of the Town,¹ and I have joined My Lord Howe, who met the Army here from Philadelphia which they evacuated, and marched hither through the Jerseys: . . .

From some Intelligence My Lord Howe has had of the probability of Mons^r D'estain being upon the Coast,² He is getting together all his largest Ships with a view of looking for them, and we shall proceed according to the present Plan, immediately upon this Service, which being over, or not taking place, I am then as his Lordship informs me, intended for a different one, which it would at this time be improper not to be very close about³. . . .

I am much obliged to the Ladies⁴ for their Remembrance of One who is as much their humble Servant, as he is My Dear Sir Cha^s: most Affectionately & Sincerely Yours

W Hotham

I am sorry to find that neither you or I have got the Government of Portsmouth, in either of which Cases I should have had a good House; You must therefore now try for Plymouth which will do as well.⁵

L, UKHIHu, William Hotham Collection. Sir Charles Hotham Thompson (1729–94) was William Hotham's elder brother. Shortly after inheriting his maternal uncle's estate in 1771, he added Thompson to his name but reverted to Charles Hotham in 1787. Charles Hotham Thompson had served in the British Army, rising to the rank of major general before retiring in 1775. "Paragon Review: Charles Hotham," www.hull.ac.uk/oldlib/archives/paragon/1996/hotham.html. (accessed 18 June 2007).

1. That is, New York City, New York.

2. Vice-amiral Charles-Henri comte d'Estaing, in command of France's Toulon squadron.

3. In a letter of 25 October, Hotham informed Thompson that he was being sent to join Rear Adm. Samuel Barrington in the Leeward Islands. UKHIHu, William Hotham Collection.

4. Presumably, Thompson's wife, Dorothy Hobart Thompson, and their daughter Henrietta.

5. Presumably, Hotham is referring to the post of Commissioner of the Royal Navy shipyards at Portsmouth and at Plymouth, England. Capt. Sir Samuel Hood had recently been appointed Commissioner at Portsmouth, succeeding Rear Adm. James Gambier. Piers Mackesy, *The War for America, 1775–1783* (Lincoln, Nebraska, and London: University of Nebraska Press, 1993), 219n.

LIEUTENANT ROBERT MARTIN, CONTINENTAL NAVY, TO THE CONTINENTAL CONGRESS

Gentlemen,

Snowhill [N.J.] 7th July 1778.—

Having a Furlow from Cap^t Dunn of the Continental Navy¹ I repaired to this place where I was to stay till called to duty by your Order. This day received Intelligence by a Gentleman dispatched from a French Fleet now lying off here of their being upon the Coast. have therefore presum'd to go on board without your Orders apprehending I may be serviceable there.— I am Gent^l: [&c.]

Robert Martin Lieu^t
in the Continental Navy

L, DNA, PCC, item 78, vol. 15, p. 359 (M247, roll 99). Addressed: "The Honble the Continental/Congress/ York Town." Notation: "Fav^d: by M^r: [Blair] M^r:Clenachan." Docketed: "Letter from Robert Martin/lieut in the Conl: Navy/Snowhill July 7. 1778/informing that being there on/furlow till called upon by Con-/gress, he has presumed without/orders to go on board the french/fleet, apprehending he may be servicable there."

1. Capt. Benjamin Dunn, formerly commander of the Continental Navy sloop *Surprise*, which was

burned in the Delaware River in Nov. 1777 to prevent its capture by the enemy.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

July 1778
Tuesday 7th.

C, Henlopen N24W Dist 23 Lg^s.

AM at ½ p^t 5 saw the French Fleet bearing NWbN, at Noon they
Tackd & stood to the N^oward, bearing SWbS, 18 Sail in sight¹
C, Henlopen lighthouse WBN 5 or 6 Leagues C, May NW½N

D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, 2nd lieutenant of H.M. frigate *Maidstone*.

1. Lt. James Vashon's journal adds: "D^o W^o [Mod & fair] kept Square with the French Fleet." D, UkGrNMM, ADM L/M/27.

MASTER'S JOURNAL OF H.M. ARMED SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

July 1778
Tuesday 7th.

[Horkill Light house¹ W½N 2 Leagues]

at 3 [AM] Saw a fleet to the SE 1 mile dist^{cc} Suppose'd it the
french TK^d. at 4 [saw] the fleet stand^g to the NE ½ Past 6 TK^d.
the fleet stand^g after a Ship to the S^ow^d.¹ ½ Past 8 the *Mermaid*² Stood
out of the delaware part of the fleet Chace'd her She haul'd to
the S^ow^d one of the fleet in Chace of us run into shoal water the
Ship in Chace of us fire'd 3 Guns to bring us too but Coul'd not at
Noon 18 Sail in Sight and Still in Chace of the *Mermaid* Cape Hen-
lopen Light house NW 3 Miles

[Cape Henlopene Light house NW 3 Miles]

D^o. W^o: [Light Breezes and clear] PM at 4 Lost Sight of the french
fleet Cape May
W½N dist^{cc}. 3 Leagues

D, UkLPR, Adm. 52/1789, part 9, fol. 272.

1. That is, Cape Henlopen Lighthouse, Delaware.

2. H.M. frigate *Mermaid*, Capt. James Hawker, commander, which was run on shore by the French fleet.

JOURNAL OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
CAPITAINE DE VAISSEAU HENRI-LOUIS, CHEVALIER DE BOULAINVILLIERS DE CROY

<p>Du Mardi 7. au Mercredi 8 Juillet 1778. A 4. heures trois quarts un des Vais- seaux à signalé Un Batiment Etrangers¹; je lui ai Repondu que j'avois vû son signal, par un Pavillon anglois à queüe blanche,² et un en berne au dessous. A 5. heures j'ai signalé de tenir le vent par un Pavillon blanc au mat de Mizaine. A 5 heures et demi j'ai fait signal a</p>	<p>Mardi 7. Juillet 1778. A 5 heures du matin on a reconnu l'Entrée de la Riviere la Delaware; on a pris les Amures a Babord jusqu'a 8 heures qu'on a reviré au Sud, avec les Vents à l'Ouest-Sud-Ouest. Depuis hier Midi jusqu'a aujourd'hui a la meme heure le vent a été variable du Sud-Sud-Ouest à l'Ouest, petit frais,</p>
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l'*Engageante*³ de Virer de bord, par un Pavillon blanc et bleu au mât de Mizaine, avec ses flammes particulieres.

A 6 heures j'ai signalé au *Cesar*⁴ de virer de bord pour couper chemin à une fregatte qui sortoit de la Riviere de la Delaware.

A 6 heures un quart j'ai fait le meme signal à la *Chimere*.⁵

A 6. heures et demi j'ai signalé de se preparer à virer de bord Vent devant, par un pavillon blanc au Mat d'Artimon, par un Pavillon jaune, au grand Mat, et par un Pavillon rouge au Mat de Mizaine.

A 7 heures la *Chimere* et le *Cesar* ont signalé Deux Batimens Etrangers.

A Midi la fregate angloise ayant Viré de bord à terre j'ai fait signal au *Cesar* de Virer Vent devant, par un Pavillon blanc et bleu au Mât de Mizaine avec ses flammes particulieres.

A Une heure etant fort près de terre j'ai donné Vent devant, et j'en ai trouvé que 7 Brasses d'eau; au meme instant le *Cesar* à echoüé, et il en a fait aussitot le signal; il a fait ensuite Celui de lui Envoyer des Ancres à tous, et il a signalé a la *Chimere* de Lui envoyer une Ancre capable d'amers la tenüs du Vaisseau.

A 3 heures et demi le *Cesar* s'es dechoüé de lui meme, et il en a fait le signal; je lui ai Demandé s'il etoit incommodé, par un Pavillon blanc et rouge au grand mat, et par un Pavillon rouge au Mat de Mizaine: il a Repandu, Non.

Un moment après j'ai signalé a ce Vaisseau qu'il avoit bien Maneuvré, par un Pavillon blanc et bleu au grand mat, et par un Pavillon hollandois au mât de mizaine.

Peu après j'ai fait signal au *Fantasque*⁶ et au *Sagittaire*⁷ de Chasser, par un Pavillon jaune au mat de Mizaine, avec leurs flammes particulieres.

A 4 heures et demi j'ai signalé à l'*Alcmené*⁸ de Se Rallier, par un Pavillon blanc et bleu au grand mât avec ses flammes

le tems clair et la mer belle; La Route corrigée a valu le Nord-¼ Nord-Ouest 2 degres Nord: on a eu 4 minutes de difference plus Sud que l'Estime.

Chemin corrigé—16 lieues $\frac{1}{3}$

Latitude observé—38d 34^{min.}

Longitude arrivée Occ^e. 73d 33^{min.}

Relevement

Le Cap James restoit alors au N. O. ¼ N. 3 d. N.

Et la terre la plus Sud à Vúe au S. O. 4 d O. corrigé, distante de 4 lieues et demi.

Vers les 6 heures du matin on a Vu Sortir de la Delaware un Batiment qu'on a jugé etre une fregate; toute l'Escadre l'a chassée;

A 2 heures le *Cesar* a Echoüé a environ 2 lieues de la Côte; ce qui a obligé de mouiller tout de suite par les 9 Brasses fond de Sable et Vase afin de lui envoyer du secours; Ce Vaisseau n'en a pas eu besoin ayant resté peu de tems Echoüé.

Relevement

De ce Mouillage la Terre la plus Sud restoit au S. O. ¼ S. 4 d S.

Et la tour du Cap James au N. N. O. 5 d N. corrigé, distante de 6 lieües.

A 6 heures du Soir on a Appareillé avec le Vent au Sud-Ouest petit frais, et on a fait route au Nord-Ouest pour entrer dans la Riviere.

Relèvement

Au Soleil couchant la terre la plus Sud de la Côte restoit au S. S. O. 2 d S.

Le Cap May au N. ¼ N. E. Et la tour du Cap James au N. N. O. 5 d O. corrigé, distante de 2 lieues et demi.

A 9 heures du Soir on a Mouillé par les 11 Brasses fond Sable fin.

Relevement

La terre la plus Sud de la Côte au S. S. O.

Le Cap May au N. ¼ N. E.

Et la tour du Cap James au N. O. ¼ O. distante d'un lieue et demi.

En appareillant le Général a donné ordre au *Fantasque*, au *Sagittaire*, à la

<p>particuliers.</p> <p>Un moment après j'ai fait Signal a l'<i>Engageante</i> de Venir me parler, par un Pavillon rouge et bleu au mat d'Artimon, par un Pavillon blanc au grand Mat, et par un Pavillon Bleu au Mat de Mizaine, avec ses flammes particulieres.</p> <p>A 5. heures j'ai fair Signal de Virer a pic. Le <i>Cesar</i> a Signalé que des Batimens à Rames n'étoient point à bord.</p> <p>A 6 heures j'ai Demandé au <i>Cesar</i> s'il pouvoit appareiller, Et dans quel tems, par un Pavillon blanc à croix rouge⁹ au Mat d'artimon, par un pavillon blanc et rouge au grand Mat et par un Pavillon rouge au mat de Mizaine. Ce Vaisseau à Signalé 8 heures du Soir.</p> <p>Un moment après j'ai fait signal au <i>Fantasque</i> et à la <i>Chimere</i> de Continuer la Chasse pendant la Nuit: L'<i>Alcmene</i> et l'<i>Engageante</i> ont aussi chassé. J'ai fait ensuite le Signal d'Appareille.</p> <p>A 7 heures le <i>Cesar</i> etant paré appareillé, et il a fait route sur l'Escadre.</p> <p>A 8 heures on a Mouillé et le <i>Cesar</i> a jetté l'ancre à 9 heures.</p>	<p><i>Chimere</i>, a l'<i>Engageante</i>, et a l'<i>Alcmene</i> de poursuivre la fregate qu'on avoit vû sortir et qui n'avoit pas mis de pavillon.</p>
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[Translation]

<p style="text-align: center;">Signals.</p> <p>From Tuesday 7. to Wednesday 8 July 1778.</p> <p>At 4:45 o'clock one of the ships of the line signaled an unknown ship;¹ I replied to it that I had observed its signal, by an English flag with blue at the tail,² and one at half-mast below it.</p> <p>At 5. o'clock I had signaled to keep the wind by a white flag at the foremast.</p> <p>At 5:30 o'clock I had made the signal to the <i>Engageante</i>³ to put about, by a white and blue flag at the foremast, with its private pennants.</p> <p>At 6 o'clock I signaled the <i>César</i>⁴ to put about to intercept a frigate that was coming out of the Delaware River.</p>	<p style="text-align: center;">Tuesday 7. July 1778.</p> <p>At 5 o'clock in the morning we discovered the entrance to the Delaware River; we kept on the port tack until 8 o'clock when we put about to the South, with the wind from the West-South-West.</p> <p>Since yesterday noon until today at the same time the wind has been variable from South-South-West to West with light breezes, the sky clear and the sea calm; the course corrected is set at North-$\frac{1}{4}$-North-West 2 degrees North: there was only 4 minutes difference farther South than what was estimated.</p> <p>Course corrected—16 leagues $\frac{1}{3}$ Latitude observed—38d 34^{min.} Longitude reached West 73d 33^{min.}</p>
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At 6:15 o'clock I made the same signal to the *Chimère*.⁵

At 6:30 o'clock I signaled it to prepare to tack about before the Wind, by a white flag at the mizzenmast, by a yellow flag, at the mainmast, and by a red flag at the foremast.

At 7 o'clock the *Chimère* and the *César* signaled two unknown ships.

At noon the English frigate having put about toward the land I made the signal to the *César* to tack before the wind, by a white and blue flag at the foremast with its private pennants.

At one being exceedingly close to the land, I yielded before the wind, and I found only 7 fathoms of water; at the same instant the *César* ran aground, and I immediately made the signal; it then sent for some anchors and it signaled the *Chimère* to send it an anchor capable of holding a ship of the line.

At 3:30 o'clock the *César* got itself off, and it made the signal; I asked it if it was in distress, by a white and red flag at the mainmast, and by a red flag at the foremast: it replied, No.

A moment after I signaled this ship of the line whether it maneuvered well, by a white and blue flag at the mainmast, and a Dutch flag at the foremast.

A little later I made the signal to the *Fantasque*⁶ and the *Sagittaire*⁷ to chase, by a yellow flag at the foremast, with their private pennants.

At 4:30 o'clock I signaled to the *Alcmène*⁸ to join forces, by a white and blue flag at the mainmast with its private pennants.

A moment after I had made the signal to the *Engageante* to come to speak with me, by a red and blue flag at the mizzenmast, by a white flag at the mainmast, and by a blue flag, with its private pennants.

At 5 o'clock I had made the signal to

Bearings

Cape James bore at N.W.¼ N. 3d. N. And the land further South in sight at S.W. 4d W. corrected, distance 4½ leagues.

Bearings

About 6 o'clock in the morning we observed a ship sailing out of the Delaware that we believed to be a frigate; the whole squadron chased it;

At 2 o'clock the *César* ran aground about 2 leagues from the coast; this caused it to anchor immediately in 9 fathoms, bottom of sand and ooze, so that it sent for assistance; this ship of the line had no need of assistance having remained a short time aground.

Bearings

From this anchorage the land bore further South at S.W.¼ S. 4d. S.

And the lighthouse at Cape James to the N.N.W. 5d. N. corrected, distance 6 leagues.

Cape May at N.¼ N.E. and the lighthouse at Cape James to the N.N.W. 5 d. W. corrected distance 2½ leagues.

At 9 o'clock in the evening we anchored in 11 fathoms, bottom fine sand.

Bearings

The land further South along the coast to S.S.W.

Cape May to the N.¼ W., distance 1¼ leagues.

On weighing anchor the commandant gave orders to the *Fantasque*, the *Sagittaire*, the *Chimère*, the *Engageante* and the *Alcmène* to chase the frigate which we had seen come out and which was not wearing a flag.

put about to speak. The *César* signaled that her barges were not alongside.

At 6 o'clock I asked the *César* if it could get under way, and in how much time, by a white flag with a red cross⁹ at the mizzenmast, by a white and red flag at the mainmast and by a red flag at the foremast. This ship of the line signaled 8 o'clock in the evening.

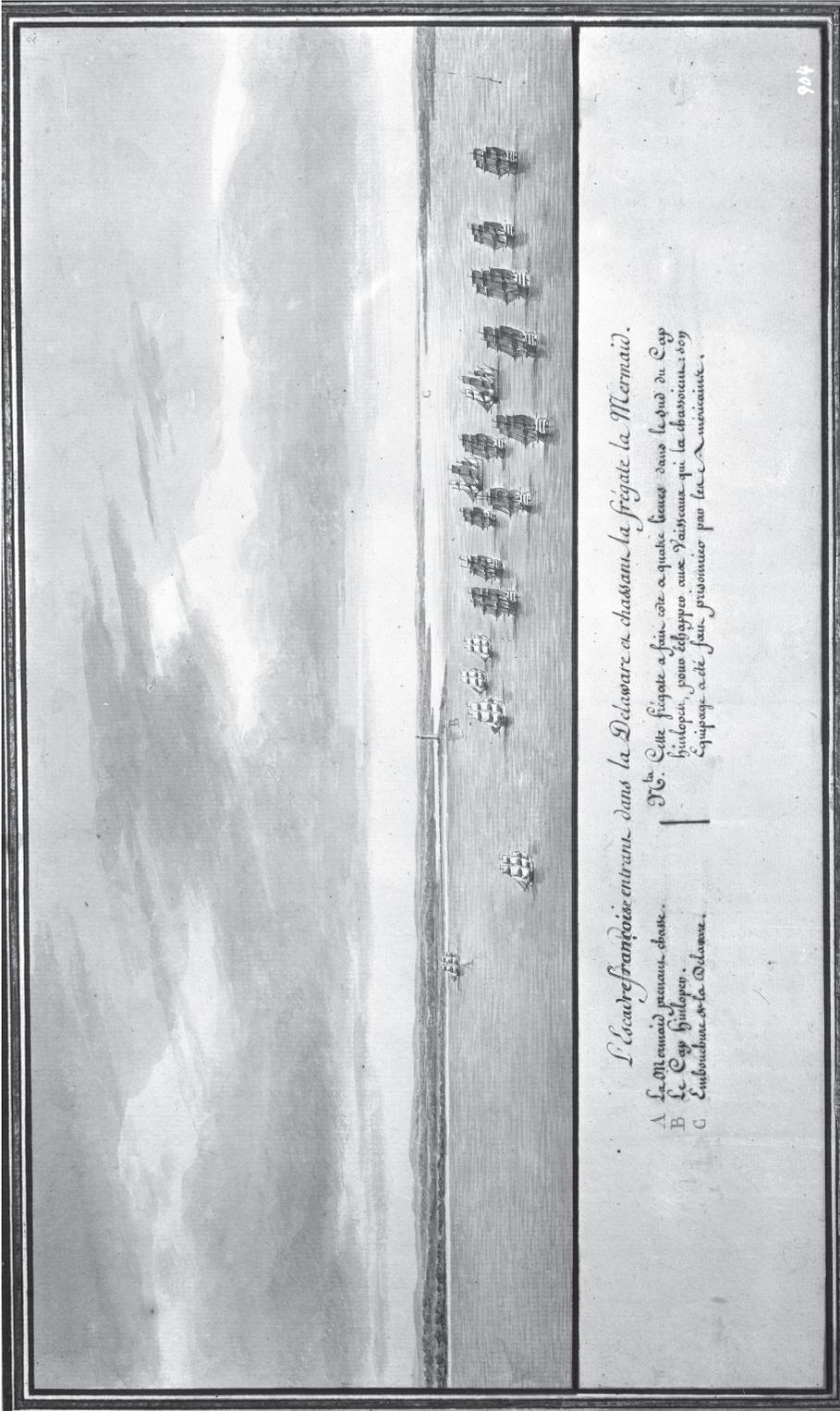
A moment after I had made the signal to the *Fantasque* and the *Chimère* to continue the chase during the night: the *Alcmène* and the *Engageante* were also in chase. I then made the signal to anchor.

At 7 o'clock, the *César* having weighed anchor, and it was on course toward the squadron.

At 8 o'clock we anchored and the *César* cast anchor at 9 o'clock.

D, FrPNA, Marine B¹, vol. 145, fols. 48–49.

1. H.M. frigate *Mermaid*, Capt. James Hawker, commander.
2. That is, the British blue ensign.
3. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Préville.
4. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.
5. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.
6. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.
7. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
8. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.
9. That is, the British St. George's flag.



904

L'Escadre française entrant dans la Delaware et chassant la frigate la Mermaid.
 A La Mermaid prisonier chassé.
 B Le Cap Henlopen.
 C Embouchure de la Delaware.

N^o. Cette frigate a fait voir à quatre heures dans le Sud du Cap Henlopen, sous le drapeau aux Indes, qu'il la chassèrent. Son équipage a été fait prisonnier par les Américains.

The French squadron entering the Delaware and chasing the frigate the Mermaid. A. The Mermaid being chased. B. Cape Henlopen. C. The mouth of the Delaware. Note: This frigate beached itself four leagues south of Cape Henlopen to escape the ships that chased it; its crew was made prisoners by the Americans.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Juillet 1778.

Mardi 7.

[*devant les Caps du Delaware*]

au Lever du Soleil les Vents ont passé à L'o le temps couvert et la mer calme, route au NNo

relevé le Canal qui Se trouve Sur la rive de la rivierre de la Ware à

5'o ¼ So. dist. 3 li.

peu de temps après J'ai Signalé et chassé une fregatte Anglaise¹ qui Sortais de la riviere, j'ai passé une partie de la matinée a courir des bords, pour attendre le bâtiment que je chassais qui serait de bord très Souvent, ce qui fis juger, qu'il y avait des bancs de Sable et des hauts fonds repandus le long de la Côte, ce qui Se trouva juste, car peu de temps après le *Cezar*² S'echoux, mais il ventait assez frais et il Se remit facilement a flot.

L'attitude observée 38.° 31'

Eloigné de la Côte d'environ 8. li.

à 4 h. après midy le Général³ me fis Signal de lui passer a poupe, je mit en panne de L'arriere et Sous le vent à lui; il envoya à mon bord M. De Peuysegur⁴ qui me chargea de la part du Général d'ordonner à M. Le C^{deur} De Suffren⁵ de Commander les 5 Vaisseaux ou fregattes; Savoir *Le fantasque*, *Le Sagitaire*,⁶ *la Chimere*,⁷ *L'Engageante*⁸ et *L'alcmene*,⁹ et de ne rien negliger pour prendre ou détruire de quelque maniere que ce fut la fregatte Anglaise qui était enfermée entre deux bancs et qui ne lonvoyait qu'avec peine, lui recommandant de ne Se Compromettre en rien et de se rallier au plutôt avec Sa division au reste de L'Escadre qui Serait mouillée à L'entrée de la riviere de la Ware.

au Coucher du Soleil relevé le Canal au No ¼ N. dist. [9 li. ?]

J'ai Couru des bords et sondé pendant toute la nuit ne trouvant quelque fois que 5 brasses, alors je virai de bord.

[Translation]

July 1778.

Tuesday 7.

[*off the Delaware Capes*]

At sunrise the winds had passed to the W. The weather was cloudy and the sea calm, course to the NNW

regained the channel which was toward the bank of the Delaware River,

5'W ¼ SW, 3 leagues distant.

A short time afterward, I signaled and chased an English frigate¹ that left from the river. I passed a part of the morning tacking in order to reach the ship that I chased, which was tacking frequently; this made me judge that there were sandbanks and shallow depths extending along the coast, which was found to be true, for in a short time the *Cezar*² ran aground, but the wind blew rather fresh and it was easily refloated.

Latitude observed 38.° 31'

Distance from the coast, about 8 leagues

At 4 o'clock in the afternoon the General³ signaled me to pass under his stern. I came to astern and to the leeward of him; he sent on board my ship M. De Puysegur,⁴ who placed me on behalf of the General under the orders of M. the Commander De Suffren,⁵ commanding 5 Ships of the line or frigates, as follows, the *Fantasque*, the

Sagittaire,⁶ the *Chimère*,⁷ the *Engageante*⁸ and the *Alcmène*,⁹ and to spare nothing to take or destroy in any manner the English frigate that was concealed between two banks and that one could hardly see. He recommended not compromising in anything and to rejoin soon his division with the rest of the squadron, which would remain anchored at the entrance of the Delaware River.

At sunset regained the channel to the NW $\frac{1}{4}$ N. distance [9 leagues?]

I tacked and took soundings throughout the night, finding a few times only 5 fathoms, then I tacked.

D, FrPNA, Marine B¹, vol. 147, fol. 55.

1. H.M. frigate *Mermaid*, Capt. James Hawker, commander.

2. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

3. The fleet's flagship, *Languedoc*.

4. Enseigne de vaisseau Antoine-Hyacinthe-Anne de Chastenot, comte de Puysegur.

5. Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commanding the ship of the line *Fantasque*.

6. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

7. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

8. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Préville.

9. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Tuesday 7 July 1778.

Ordered that the western shore Treasurer¹ pay to Capt Bennett Matthews² one hundred Pounds on Account

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777-1779, S1071-23 (MdHR 3842), p. 248.

1. Thomas Harwood.

2. Commander of Maryland Navy galley *Independence*.

MARYLAND COUNCIL TO COMMODORE THOMAS GRASON, MARYLAND NAVY

Sir.

In Council Annapolis July 7th. 1778.

The Gallies *Johnson*¹ & *Independence*² and the State Boat *Dolphin*³ are to proceed to Alexandria on Patowmack to receive Provisions for the Army which they are to convey to the Head of Elk and deliver to Col^o Henry Hollingsworth. It is expected, Directions will be left at Alexandria, by M^r Thomas Richardson of George Town, if none should be there, an Officer should go up to him immediately. Although we have Reason to think the Enemy's Ships are not, at present in the Bay, it is uncertain how soon they may be and the Officers in these Vessels, cannot be too vigilant and cautious in avoiding any Danger there may be.

LB, MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), p. 179. Addressed at the foot: "Commodore Grason."

1. Maryland Navy armed galley *Johnson*.

2. Maryland Navy armed galley *Independence*, commanded by Capt. Bennett Mathews.

3. Maryland Navy schooner *Dolphin*, commanded by Capt. Richard Bryan.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Mr Travis Mr Archer and Mr Innis.—

Ordered that the keeper of the public store, deliver to Captain Saunders¹ sixty pound of seine twine, five hundred ten penny nails, five hundred twenty nails and six hundred pump nails for the use of the *Manley* Galley.—

Ordered that the Keeper of the public store deliver to Captain Boush² one hundred and twenty yards of Bunting for the use of the Ship *Washington*.—

D, Vi, Navy Board Journal, pp. 422–23.

1. Capt. William Saunders commanded the Virginia Navy galley *Manley*.
2. Capt. Goodrich Boush commanded the Virginia Navy galley *Washington*.

July 8

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern department

Boston July 8th. 1778—

Sir

We received your M^r Parkers Letter of the 6th. Instant in answer we are to Inform you that we have not at present any Hemp or Yarn by us or any Cordage Except large Cables & Shroud Hawsers We are now in Treaty for some Hemp if we Succeed in the purchase shall be able to furnish you if not it must be purchased on the best Terms I am S^r. [&c.]

J Warren

L, Remember When Auctions, Inc., Auction Catalog #44 (18 July 1998), item 200. Addressed below close: "Hon^{ble}. John Langdon Esq^r." Docketed: "Honble Navy Board/Letter 8th. July."

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Wednesday July 8th. 1778

On motion Ordered that 11 o'Clock be assigned for the choice of a Captain to command the Brig *Tyrannicide* in the room of Jonathan Harraden resigned—¹

Agreeable to the Assignment of this Morning the Board proceeded to the choice of a Captain to command the Brig *Tyrannicide* by ballot & ordered that John Pitts Esq^r.² be a Committee to collect, count & sort the Votes who reported that the number of Votes were thirteen and that Allen Hallet had Nine Votes & was accordingly chosen to command said Brig Ordered that the Secretary acquaint him with said Appointment immediately—³

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 310. Marginal notation: "Order assigning a time for/the choice of a Captain of/Brig *Tyrannicide*—; Allen Hallet made/choice of to command/the Brig *Tyrannicide*."

1. On 30 June the Council had appointed Capt. John Clouston to command Massachusetts Navy brigantine *Tyrannicide*, but he declined to serve on 7 July, necessitating this choice of a new captain. LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), pp. 291, 304–5.

2. John Pitts was a member of the Massachusetts Council.

3. On 11 July, Hallet informed the Council that he would “with pleasure” accept command of *Tyrannicide*. *Ibid.*, vol. 168, fol. 441.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,-	Board of War,
Sam ^l Ph ['] ps Savage Esq ^r	Boston July 8 th . 1778—
John Browne Esq ^r	James Prescott Esq ^r
Thomas Walker Esq ^r	Eleazer Johnson Esq ^r
Jon ^a . Glover Esq ^r	Isaac Phillips Esq ^r
Sam ^l Ph ['] ps Savage Esq ^r President.	

Order'd, That Cap^t Chapman¹ be paid on Account . . . £30.—.—

Order'd, That Cap^t Hopkins² deliver Cap^t Williams³ from the Ship *Live Oak* for the use of the Brigantine *Hazard*, two Swivel Guns which Belong'd to said Brig^t

Order'd, That Cap^t Joseph Balch deliver Cap^t M^cCluer⁴ for an Awning for the Guard-Ship *Rising Empire*, one old Main-Sail from the Sloop *Republic*—⁵

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777-1778), 363-64.

1. Capt. Joseph Chapman, master of Massachusetts State trading brigantine *Nantes*.
2. Capt. Caleb Hopkins.
3. Capt. John Foster Williams, commander of Massachusetts Navy brigantine *Hazard*.
4. Capt. William McCluer (or McClure), commander of Massachusetts State prison ship *Rising Empire*.
5. Massachusetts Navy sloop *Republic*, Capt. John Carey, former commander.

CAPTAIN THOMAS THOMPSON, CONTINENTAL NAVY, TO WILLIAM WHIPPLE

De[*a*]r Sir/

Boston 8 July 1778

I am sorry to Inform You that from Intelegence gaind from one of the member of the Court ma[r]tial, I Suspect I am broake. he says the Sentence is for not doing the utmost that day the *alfred* was Taken.¹ altho he says they have undertaken to recomend me to the Navy Board.² and desidr they would do it to Congress, as an able and Experiencd and diligent officer.³ Tis a queer kind of a Sentense. I am Exceedingly unfortunat I Stand now in Need of Your advice what Step to persue I have not recevd the Stentanc from the Navy Board this is an intire secret with You and beg You will not mention the Matter Yet. But I must but must Beg You will write to me by the Next post—and Tell me if You think it worth my while to go or write to Congress. I have no Friend there that I know of.— I do expect to have a Copy of the Sentense Soon from the Board no Charge of Cowardice or any thing is Laid to my Charge but about 10 minuets Errors' Judgement I am Sir [&c.]

Tho^s. Thompson

L, Private Collection, Capt. J. G. M. Stone, Annapolis, Md., 1959. Addressed on cover: “To/Gen^l William Whipple Esq^r/Portsmouth.” Addressed below close: “Gen^l W^m. Whipple Esq^r.” Docketed: “Cap^t Thompson/8th July.”

1. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, was captured on 9 Mar. 1778 by H.M. frigate *Ariadne* and H.M. armed sloop *Ceres*, while returning from France in company with Continental frigate *Raleigh*, Capt. Thomas Thompson, commander. See Journal of H.M.S. *Ariadne*, 9 Mar. 1778, NDAR 11: 575.

2. Continental Navy Board of the Eastern Department.

3. During the first week of August, the following letter of recommendation was printed in several Boston newspapers: “That the Members of the Court Martial, held on Thomas Thompson, late Command-

er of the *Raleigh*, have wrote a Letter to the Navy Board, wherein they have recommended him in strong Terms, as still qualified to be again employ'd in the American Navy, testifying their opinion, that he is an able experienced Officer, and a good Seaman, that his Misconduct on the 9th March last, when in Company with the *Alfred*, appeared to them an Error in Judgment only, and not to proceed from any defect of Heart—They desire that the said Representation may be transmitted to Congress by the Board; and farther say, they hope 'twill have a due Effect with Congress in behalf of a Man whom they consider as a good Officer.—We are informed said Letter is forwarded to Congress accordingly." *Boston-Gazette, and Country Journal*, 3 Aug. 1778; *Independent Ledger* (Boston), 3 Aug. 1778; and *Continental Journal, and Weekly Advertiser* (Boston), 6 Aug. 1778.

LIEUTENANT RICHARD MARVEN AND MIDSHIPMAN SAMUEL SHAW,
CONTINENTAL NAVY, TO THE CONTINENTAL CONGRESS

To the Honorable the Delegates of the United States of America in
Congress assembled most humbly Sheweth

That your Petitioners Subjects of said States and Inhabitants of the States of Massachusetts Bay and Rhode-Island long before and on the 19th day of February AD. 1777 were employed by and in the actual Service of said States as a Lieutenant and Midshipman on board the *Warren* Frigate which then and for a long time before lay in Providence River in the State of Rhode-Island, which Frigate was commanded by John B. Hopkins Esq^r as Captain under the command of his Father Esek Hopkins Esq^r the Commodore.— Your Petitioners having lain on Board Said Ship in a total State of inactivity for Several Months, and being fully Satisfied that therein they could not Serve their Country in its defence were induced to petition the Hon^{ble}. Marine Committee to Inquire into the conduct of Comodore Hopkins, and did for that purpose on the 19th of February 1777 together with Roger Haddock John Truman James Brewer John Grannis John Reed James Sellers George Stillman & Barnabas Lathrop all Officers on board Said Ship *Warren* Sign and transmitt to said Marine Committee the Petition aforesaid with Vouchers therefor, that Congress might know and be truly inform'd of the real Character of an Officer so important to the Interest of said States as well as so dignified by Rank.¹ Your Petitioners humbly beg leave to Suggest that they then thought and Still think it was their bounden duty to make the information aforesaid in the manner they then did— and that it is the duty of every Subject to inform proper Authority of all public Injuries the States Suffer and to petition with freedom for an inquiry their into in order to their being removed; and this without personal danger & hazard Your Petitioners beg leave further to inform Congress that the Said Esek hath Since purchased out of the Clerks Office of the Inferior Court of common pleas for Providence County in the State of Rhode-Island a Writ of Attachment against them with the other Persons before Named merely for Signing and transmitting to your Hon^{rs} Said Marine Committee the Said Petition, whereby your Said Petitioners have been arrested and held to most enormous Bail, to answer to the Said Eseks writ aforesaid and therein hath Alledged himself to be endamaged by the Petitioners Petition aforesaid 10'000.£.² Your Petitioners most humbly Suggest, that altho Congress gave to the Said Esek the fairest and fullest notification of their doings upon Said Petition, with their express declaration that he the Said Esek might appear and answer to the complaint of Said Petitioners upon a certain distant Day if he saw cause, yet from a consciousness of these as well as other & perhaps more weighty causes being Justly Assigned for his removal promised most important command: he never appeared as your Petitioners have been informed & verily beleive—

Your Petitioners, not being Persons of Affluent fourtunes but young Men who have Spent most of their time in the Service of their Country in Arms against its cruel Enemies Since the Commencement of the present war, finding themselves Arrested for doing what they then beleived and Still beleive was nothing but their duty, held to Bail in a State where they were Strangers, without connections that can assist them in defending themselves as well as (in this Instance, they humbly think) the Rights of the Subjects at large in these free States, against a powerfull as well as artfull person, who by the advantages of his Offices and of the present war hath amassed great wealth—do most humbly implore the Interposition of Congress in there behalf in Such way and manner as the wisdom of that most august Body Shall direct and order— that Your Petitioners as well as the Subjects of these happy States may at all times be Secured from fear and dangers in their humble and Just Applications to the Supreme and Sovereign Authority of this Country and as in duty bound Your Petitioners Shall ever pray—³

Richard Marven
Samuel Shaw

Bridgewater [*Mass.*] 8 July 1778—

D, DNA, PCC, item 42, vol. 5, p. 98 (M247, roll 55). Docketed: “The Petition of/Richard Marven/& Samuel Shaw/Read 23 July 1778/Referred to M^r [*Francis*] Dana/M^r [*William Henry*] Drayton/M^r G[*ouveneur*]. Morris/Report within/Rec^d & ordered to lie/the 29 July—.”

1. See *NDAR* 7: 1234–35.

2. Hopkins brought suit for criminal libel against the eleven officers on 13 Jan. 1778, eleven days after his dismissal from Continental service. Marven and Shaw were the only two of these officers still within the jurisdiction of the court. The case was heard at the June term of the Inferior Court of Common Pleas and a trial date set. Field, *Esek Hopkins*, pp. 219–21.

3. For the response of Congress, see *Journal of the Continental Congress*, 30 July, below.

THE CONNECTICUT JOURNAL (NEW HAVEN), WEDNESDAY, JULY 8, 1778

NEW-HAVEN, July 8.

The Privateers *Wooster*¹ and *Fairfield*,² have lately captur'd and brought into an Eastern Port, a Prize Brig³ from England, bound to Newport or New York.

1. Connecticut privateer sloop *Wooster* (10 guns), Capt. Ebenezer Peck, commander, commissioned on 20 Feb. 1778, manned by a crew of 60 and owned by Pierpont Edwards & Co., of New Haven. DNA, PCC, item 196, vol. 16, p. 48.

2. Rhode Island privateer brigantine *Fairfield* (12 or 14 guns), Capt. James Hovey, commander.

3. Brigantine *Mermaid*, Robert Caldwell, master. For more on this capture, see *Libels Filed in the Massachusetts Maritime Court of the Southern District*, 30 July, below.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [*off Staten Island, N.Y.*] 8 July [1778]

Sir/

6 AM

I received intelligence last night, that the Toulon Squadron arrived on the Virginia Coast the 5 Inst^t. It was attended by one of our small Cruizers¹ until the next morning, and I have no doubt arrived in Chesapeake Bay yesterday; tho' further information may be very soon expected from the Cruizers, upon this point.

This Event involves other considerations for the rule of my Conduct, which I shall

mention when I have next the honor of seeing you.² I am with great Esteem & regard
Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "Sir H: Clinton. K B."

1. H.M. frigate *Maidstone*, Capt. Alan Gardner, commander.
2. See Howe to Clinton, 8 July, 10 P.M., immediately below.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [off Staten Island, N.Y.]

Wed^y: [8 July 1778] 10 PM

D^r Sir.

The Intelligence of the French Squadron that Capt Duncan¹ was charged to communicate to you this Evening,² will oblige me to move the *Eagle* tomorrow, down to Sandy Hook. I therefore wish to release you from your Engagem^t, to allow me the honor of seeing you tomorrow, And that the indulgence to me, may be postponed, until it can be granted in a manner much less inconvenient to you: More especially as I must see more of the intentions of the French, before I can determine upon the matter of my public Dispatches which was the object of my wish for that effect of your goodness to D^r Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "His Ex^t S^t H. Clinton K B."

1. See Howe to Clinton, 8 July, 6 AM, immediately above.
2. Capt. Henry Duncan, First Captain of the squadron.

VICE ADMIRAL VISCOUNT HOWE TO VICE ADMIRAL JOHN BYRON

Copy.

Sir,

Eagle New York

July the 8th. 1778.

I have received correct Intelligence of the Arrival of the Toulon Squadron the 5th Instant on the Coasts of Virginia, from whence it has been attended by the Cruizers I had stationed for that Occasion off of the Delaware, Yesterday Morning.

The French Ships were steering to the NNE with the Wind Westerly, until, on discovering one of the Frigates¹ placed off of the Delaware, the French Admiral was induced to haul his Wind to the Southward in Chase. It is thence to be concluded, he means to appear off of this Port. But that he will most probably direct any Attacks he may meditate on these Parts of the American Coast, against Rhode Island.

If he is seen to pass to the Eastward of the Nantucket Shoals, for the more Northern Parts of the Continent, the earliest Intelligence of his Motions will be forwarded to You. But I think it will be advisable to put to Sea with the Squadron under your Command; Keeping down from Cape-Cod, along the New England Coasts, and thence round the Nantucket Shoals, towards Rhode-Island and this Port, for facilitating our Junction with the greater Expedition: Unless You should have Reason to conclude from Information obtained, or Discoveries made on your Passage, You can fall upon any more probable means of crossing upon the French Ships on their Way to Boston. For as they left Toulon the 13th. of April, it is highly probable they must soon make for some Port, to procure Water, before they can engage in any hostile Operation of Length.

Lieutenant Knight,² who is charged with this Dispatch, is a very intelligent and skillfull Officer, having considerable Knowledge of all parts of the Northern Coasts. I have the Honor to be, With great Regard, Sir, [&c.]

(signed.) Howe.

Copy, UKLPR, Adm. 1/488, fols. 299–300. Addressed at foot of first page: “The Honble John Byron/Vice Admiral of the Blue/&c^a &c^a &c^a Halifax.” Docketed: “In Lord Howes Letter/N^o 68–” Enclosed in Howe to Secretary of the Admiralty Philip Stephens, 11 July, below. The Admiralty forwarded a copy of this letter to Lord George Germain on 18 Sept. for the King’s information. UKLPR, C.O. 5/129, fols. 68–69.

1. H.M. frigate *Mermaid*, Capt. James Hawker, commander, which the French squadron forced to run aground off Delaware Bay on 8 July.

2. Lt. John Knight, commanding H.M. armed sloop *Haerlem*.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Wednesday, July 8, 1778

Resolved, That the governors of Maryland and Virginia¹ be severally requested to take proper measures for giving the earliest intelligence to any French fleet or ships of war that may appear off the Bay of Chesapeake, of a fleet of British ships of war being ready to sail for North America, as by the information transmitted from the American commissioners at Paris;² and that they be respectively desired to accommodate any such French fleet or ships of war with good pilots for bringing them safely into the Bay, should they incline to come there:

That a similar request and proper advice be transmitted to each of the governors of North and South Carolina, and Georgia.³

JCC 11: 675-76.

1. Gov. Thomas Johnson of Maryland and Gov. Patrick Henry of Virginia.

2. On this same date, Congress ordered that the letter from the American Commissioners in France “To the Governor, or any Counsellor, or Senator, or Member of any House of Representatives, in any of the Thirteen United States of America,” dated 18 May, be printed. *JCC* 11: 675. For that letter, addressed to “to the Governor or Member of any House of Representatives in any of the 13 United States of North America,” see *NDAR* 12: 706–7.

3. Gov. John Houstoun of Georgia, Gov. Richard Caswell of North Carolina, and Pres. Rawlins Lowndes of South Carolina. As seen in Henry Laurens, President of Congress, to General George Washington, 10 July, below, the French fleet commanded by the comte d’Estaing reached the coast of the United States on 5 July and by 8 July was anchored off Delaware Bay, and was in need of pilots.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Wednesday, July 8, 1778.

Present. Honble George Bryan, Esqr. Vice President. [*blank*] Mackay, Esqr.¹ John Bambricht, Esqr. Jona. Hoge, Esqr. James Read, Esqr. & James Edgar, Esqr.

An Order was drawn on the Treasurer in favor of William Pollard & Company, for the Sum of Two thousand eight hundred and Thirty Seven Pounds & Ten Shillings, balance of an Account, for Spirits seized for the use of the State Fleet, The said Sum to be charged to William Crispin Commissary of the State Fleet.

D, PHarH, RG 27, Minute Book of the Supreme Executive Council, vol. 6: 316.

1. That is, John Mackey/Mackay representing Chester County.

VICE-AMIRAL COMTE D'ESTAING TO HENRY LAURENS

Monsieur

J'ai l'honneur d'informer votre excellence Et De Rendre Compte par elle au Congrès de L'arrivée de L'Escadre du Roy sur les Côtes des États-Unis de L'amerique.

honoré des pleins pouvoirs du Roy pour traiter avec le Congrès, J'ai l'honneur, Monsieur, d'adresser a votre Excellence la Copie de ma Lettre de Creance Concernant Cet objet. L'honneur de la presentes moy même, le desir de faire ma Cour aux respectable Representants d'une nation Libre, l'empressements daller Reverer en eux les hautes qualités de sagesse, et de fermeté qui Les caracterisent; vertu que toute L'Europe admire et que La France Cherit; sont un Bonheur qui ne peut être Retardé que par l'Envie de me Rendre digne des Bontés des Etats unis. En Commancant par Remplir les devoirs que Les Circonstances, et que mes fonctions militaires m'imposent; J'Espere qu'elles me serviront d'Excuse, et que Votre Excellence voudra Bien les faire agreer au Congrès.

J'ai l'honneur d'ecrire a son excellence Monsieur le General Washington,¹ et J'aurai Celui d'envoyer successivement à son quartier General deux officiers pour lui offrir De Combiner mes mouvements avec les siens. La Reputation meritée qu'un aussi grand homme de Guerre s'est si Justement acquise, ne me permet pas de douter qu'il est convaincu mieux que personne du prix des premiers instans. J'espere que l'auttorisation du Congrès luy aura Laissé La liberté d'en profiter, et que nous pourrons des actuellement Et sans aucun Retard agir de Concert pour Le Bien de la Cause Commune: elle me parait Exiger que Les ordres du Congrès Le vent Le plus promptement les difficultés Legales qui peut être n'existent pas.

M^e De Choin² major d'infanterie, Et parent de M^e de Sartine,³ est chargé de presenter Cette Lettre a Votre Excellence, il est un des officiers que J'Envoye à Monsieur Le General Washington.

La promptitude avec laquelle son Excellence M^e Gerard⁴ ministre plenipotentiaire du Roy, vat se háter d'aller Resider auprès du Congrès, et d'y deployer le caractere dont Sa Majesté La Revêtu, previndra toutes Les Lenteurs que mon Eloignement pourrait occasionner au sujet des Conventions militaires. J'ai l'honneur dassurer Votre Excellence que je me farai au devoir Et un plaisir d'executter tout Ce que M^e Gerard aura promis. les paroles qu'il Vous donnera, n'auront Besoin d'autres Ratifications de ma parti, que celles qu'exige le phisique ; et que Les possibilites du metier font nécessairement dependre du militaire ou du marin qui agit.

Un ministre assés heureux pour avoir En la Gloire ineffacable de signer le traité qui unit deux puissances, dont les interets sont si intîmement Liés, est fait pour Conserver la plus grande influence; sur mes vues ulterieures. le cortege qui Le conduit; Celui par lequel le Roy fait Ramener auprès des Etats unis, son Excellence Monsieur Silas Dean,⁵ est sans dout La pompe la plus Brillante qui a Jamais acompagné des ambassadeurs. J'ose Espérer qu'elle deviendra utile a Lintérêt Respectif des deux nations.

Le plus Beau moment de ma Vie, serait Celui dans lequel Je pourrais y contribuer En quelque chose. Je Remplirai En même temps mon devoir, Comme Chargé des ordres de Sa Majesté, et je satisferai mes principes, et mon inclination comme particulier. Jay Lhonneur d'être [&c.]

Estaing

En mer le 8. Juillet 1778

P.S.

Permettés moy de Recommander aux bontés du Congrès Messieurs John Nicholson, Elias Johnson Et Henry Johnson.⁶ M^r Nicholson a fait conserver Le Vaisseau le *Tonnant*,⁷ qui est le Second de L'escadre. Et Mr. Elias Johnson s'est conduit avec le plus grand Zele, et la plus grande bravoure, sur la fregatte *L'Engageante* dans le Combat ou elle a Enlevé le Corsaire La *Rose* sur la Baye de Cheasapeack⁸

[Contemporary Translation]

Sir,

I have the honor to inform your excellence and through you to Acquaint Congress of the arrival of the king's fleet on the coasts of the united states of America

Being vested with full powers by the King to treat with Congress I have the honor sir of transmitting to your excellence a copy of my letter of credence with regard to that object. The honor of presenting these powers in person, to gratify the desire I have to pay my respects to the honorable representatives of a free nation, the inclination I feel to reverence in them those high qualities of wisdom & fortitude which mark their character, virtues which Europe admires and which France cherishes is a happiness, which nothing could have retarded but the earnest desire of rendering myself worthy of the favour of the united states by entering upon the execution of those duties which circumstances and my military command require of me. I hope this will serve for my excuse & that your excellence will make it agreeable to Congress.

I have written to his excellency gen^l Washington¹ and shall dispatch two officers successively to his headquarters with an offer of combining my movements with his. The deserved reputation which that great warrior has so justly acquired admits not a doubt but he is more deeply sensible than any other of the value of the first moments. I hope the Authority of Congress will leave him at liberty to take advantage of them, and that we shall be able immediately without any delay to act in concert for the good of the common cause, & in my Opinion the orders of Congress should with all expedition remove every legal difficulty or restraint if any such exists.

M^r de Chouin² a major of infantry & a near relation of M^r de Sartine³ has the charge of this letter to your Excellence. He is one of the officers I have dispatched to general Washington.

The readiness with which his excellency M^r Gerard⁴ minister plenipotentiary of the king hastens to reside near Congress & there employ the character with which his majesty has invested him will prevent any delays which my distance from you might occasion on the subject of military conventions. I have the honor to assure you[r] excellence that I shall make it my duty & pleasure in executing whatever M^r Gerard shall promise The assurances which he shall give will require no farther ratification on my part than the nature of the thing requires and the possibility of the measure makes necessarily to depend on the military or marine force concerned therein

A minister so happy as to have had the inexpressible glory of signing a treaty which unites two powers whose interests are so closely connected, is fixed upon to give the greatest influence to my farther views. The retinue, which accompanies him and with which the king has sent back his excellence M^r Deane⁵ to the united states is doubtless the most brilliant that ever attended an Ambassador I hope it will conduce to the mutual interest of the two nations

The happiest moment of my life will be that in which I shall be able to contribute there to in any respect. I shall then at the same execute my duty agreeably to the

orders of his Majesty, I shall satisfy my principal and gratify my own particular inclination. I have the honor to be [&c.]

Estaing

At Sea 8 July 1778

P.S.

Permit me to recommend to the favor of Congress Messieurs John Nicholson, Elias Johnson, and Henry Johnson.⁶ Mr. Nicholson guided the *Tonnant*,⁷ which is the second in the squadron. And Mr. Henry Johnson conducted himself with great zeal and the greatest bravery aboard the frigate *Engageante* in the engagement in which she captured the English privateer the *Rose* in Chesapeake Bay⁸

DS, with contemporary translation, DNA, PCC, item 164, fol. 542–49. The translation of the postscript is modern. Addressed at foot of first page: “a Son Excellence son Excellence Monsieur Laurens President du Congrès des Etats unis de L’Amerique, a Philadelphie.” Docketed: “Letter from Count d’Estaing/July 8. 1778.—/1. Entered—.”

1. Immediately below.

2. Major André-Michel-Victor, marquis de Choin, d’Estaing’s aide-de-camp.

3. Antoine-Raymond-Gualbert-Gabriel de Sartine, French minister of marine and the colonies.

4. Conrad-Alexandre Gérard.

5. Silas Deane, American Commissioner to France, and Gérard had taken passage to the United States in d’Estaing’s flagship, *Languedoc*.

6. Captains John Nicholson and Henry Johnson, both of the Continental Navy, and Eleazer Johnson Jr., formerly commander of the Massachusetts privateer brig *Dalton*, all captured and held in Mill Prison, in Plymouth, England, had escaped to France. Because of their knowledge of the North American coast, d’Estaing had engaged them as pilots in his fleet.

7. French ship of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalabre.

8. For the capture of the British letter of marque ship *Rose*, Capt. James Duncan, see Journal of French Navy Ship of the Line *Languedoc*, 5 July, and Journal of French Navy Frigate *Engageante*, 5 July, both above.

VICE-AMIRAL COMTE D’ESTAING TO GENERAL GEORGE WASHINGTON

Monsieur

J’ai l’honneur de faire part a Vôtre Excellence de L’arrivée de LEscadre du Roy, chargé par sa Majesté de L’emploi Glorieux de donner a ses allies les Etats unis de L’amerique des preuves aussi eclatant de son affection, et ne manquera Rien a mon Bonheur, si J’y Reussis, il est augmenté par celui de concerter mes operations avec un Général tel que vôtre Excellence: Les talens et les grandes actions du General Georges Washington, lui ont assuré aux yeux de toute Leurope, le titre vrayment sublime de Libérateur de L’Amerique. Agrées, Monsieur, l’homage que tout homme, que tout militaire vous doit, et trouvés Bon que je sollicite des les premiers instans avec la Franchise militaire et maritime, une amitie aussi Flatteuse que La Vôtre; Je tâcherai de men Rendre digne par mon Respectueuse devouement pour Vôtre patrie: il m’est prescript par mes orders, et mon cœur me Linspire.

J’ai l’honneur de Rendre Comte au Congrès de la letter que J’ai cèlui decrier a votre Excellence.¹ M. de Chouin² major d’infanterie au service du Roi a ordre de vous la presenter. Je vous prie d’acorder la Confiance La plus Etendue a tout Ceque est cet officier vous dira de ma part: il est proebe parent de Monsieur Sartine.³ Ce ministre est connu depuis Longtemps par son attachement pour la cause Commune. C’est moins le desir de plaire a un homme detat honoré de la Confiance du Roy, qui ma décidé a vous envoyer M^e de Chouin, que ses Connaisances militaires, la netteté de

ses idées, et la precision avec laquel il vous Rendra Les miennes. Je vous suple de lui accorder vos Bontés. J'ai l'honneur d'être [&c.]

Estaing

En mer le 8_Juillet 1778

[Contemporary Translation]

Sir,

I have the honor of imparting to Your Excellency the arrival of the King's fleet; charged by his Majesty with the glorious task of giving his allies the United States of America the most striking proofs of his affection. Nothing will be wanting to my happiness if I can succeed in it, it is augmented by the consideration of concerting my operations with a General such as Your Excellency. The talents and great actions of General Washington have ensured him in the eyes of all Europe, the title, truly sublime of deliverer of America. Accept Sir, the homage that every man—that every military man owes you; and be not displeased, that I solicit, even in the first moment of intercourse, with military and maritime frankness, a friendship so flattering as yours. I will try to render myself worthy of it by my respectful devotion for your country; it is prescribed to me by orders, and my heart inspires it.

I have the honor of rendering account to Congress of the letter I wrote to Your Excellency.¹ M^r. D. Chouin,² Major of infantry in the King's service has orders to present you with this—I pray you to grant the most extensive confidence to all this officer shall tell you on my part. He is a near relation to M^r. Sartine.³ This Minister has been long since known for his attachment to the common cause. 'Tis less the desire of pleasing a statesman, honored with the confidence [of the] King which has determined me to send you M^r. Chouin, than an opinion of his military knowledge—the clearness of his ideas and the precision with which he will communicate mine. I beseech you to grant him your kindness. I have the honor to be [&c.]

Estaing

At sea the 8th July 1778

L with Contemporary Translation, DLC, George Washington Papers, Series 4. Addressed at the foot of first page: "À Son Excellence, Son Excellence Monsieur Le General Washington; à Son quartier Général." Translation: "to His Excellency General Washington Head Quarters." Docketed on L: "Count D'Estaing/8 July 78 rec^d 17/ans the 17./a Duplicate Copey/rec^d before." Docketed on Translation: "From Count D'Estaing/At Sea the 8th. July." Washington's response of 17 July is below.

1. See d'Estaing to Henry Laurens, immediately above.

2. Major André-Michel-Victor, marquis de Choin, d'Estaing's aide-de-camp.

3. Antoine-Raymond-Gualbert-Gabriel de Sartine, French minister of marine and the colonies.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

Mercredi 8.

[devant les Caps du Delaware]

Au lever du Soleil le vent au So. bon frais, le temps brumeux, j'ai Continué mes bordées pour joindre la fregatte anglaise¹ qui étais au vent à moi. à 8 h. du matin la fregatte la *Chimere*,² Le Vaisseau Le *Sagittaire*³ ont commencée a Se mettre a poste de point la Combattre, peu après, la frégatte a Echouée et à demâtée de Son mâât d'artimon, qu'on Juge par les Coups de talons redoubler

Elle Coupa ensuite Ses autres mâts pour éviter le danger ou elle Se trouvait de Se

briser. M. Le Commandant de Suffren⁴ S'étant assuré de la perte de cette fregatte fis Signal de ralliement qui se rapprocherent de lui et firent route au NNE de la boussole. Sur les 5. h. du soir nous avons apperçu L'Escadre mouiller à l'entrée de la riviere de la Ware, des que nous avons été aportés d'etre reconnus, le *Fantasque* a fait les Signaux de reconnaissance, aux quel le Général⁵ à repondu.

mouillé dans la Ware après 8. jours de voile depuis toulon et 52 depuis le débouquement du détroit.

A 6 h mouillé avec les Vaisseaux à L'entrée de la Ware par les 25 brasses fond de sable fin, mêlé de Coquillage pouris filé 1/3 de Cable relevé le Canal qui Eclair L'entrée au

La Côte la plus est à
Eloigné de la Côte

S.
L E S E
2 li 1/2

Le Vent au L So assez frais, dans la nuit il a cessé totalement.

nous avons apris depuis que la fregatte Anglaise Perdue sur la Côte, Se nommait la *mermaid*, commandée par le Capⁿ. John Hooker, cette fregatte était mouillée dans la Ware avec une autre fregatte nommée le *Robuck*,⁶ qui deux ou trois jours auparavant avait passés sous le vent et aportée de vu de L'Escadre, la *mermaid* avait été avertie de notre approche, par un petit Sloop qui avait été témoin de notre Combat, elle Coupa ses cables et partit le jour que l'Escadre mouilla dans la Ware mais L'escadre la Serra de Si près qu'elle L'obliger de S'engager entre deux hauts fonds qui n'avaient aucune issue et sur lesquels elle se perdu. l'entrée de la Ware est fort dangereuse, en effet on y trouve une infinité de barres et de hauts fonds, au milieu desquels on ne peut passer Sans pilote et même qu'avec grande Circonspection.

[Translation]

Wednesday 8.

[Off the Delaware Capes]

At Sunrise the wind to the SW, fresh, the weather foggy. I continued my tacks in order to join the English frigate¹ which was to the windward of me. At 8 o'clock in the morning the frigate the *Chimère*,² the ship of the line the *Sagittaire*³ began to engage it, a little later, the frigate ran aground and lost its mizenmast, which one judges was accelerated by the grounding; she then cut the other masts in order to avoid the danger in which she was of breaking up. M. the Commandant de Suffen,⁴ having made sure of the loss of that frigate, signaled to rejoin, which brought them together with him and set course to the NNE by the compass.

At 5 o'clock in the evening we spotted the squadron moored at the entrance of the Delaware river, in order to make ourselves recognized, the *Fantasque* made the recognition signal, to which the General⁵ responded.

Anchored in la Ware [*i.e.*, *Delaware*] after 8 days of sailing from Toulon and 52 since the mouth of the straits.

At 6 o'clock anchored with the ships of the line at the entrance of the Delaware, in 25 fathoms, fine sand bottom, mixed with rotten shells, payed out 1/3 of a cable, took bearings of the channel, which opened the entrance to the

S.
The easternmost coast to the
Distance from the coast

ESE
2 1/2 leagues

The wind to the SSW rather fresh, in the night it totally ceased.

We have learned since that the frigate lost on shore was name the *Mermaid*, commanded by Capt. John Hooker. This frigate was anchored in the Delaware with another frigate called the *Roebuck*,⁶ which two or three days earlier had passed to the leeward

and in sight of the squadron. The *Mermaid* had been alerted to our approach by a small sloop that witnessed our combat. It cut its cables and left the day the squadron anchored in the Delaware, but the squadron pressed so near that it forced it to engage between two shoals that had no exit and on which it was lost. The entrance of the Delaware is very dangerous, in fact one finds there an infinity of bars and shoals, in the midst of which one cannot pass without a pilot and even then only with great circumspection.

D, FrPNA, Marine B¹, vol. 147, fol. 55.

1. H.M. frigate *Mermaid*, Capt. James Hawker, commanding.
2. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.
3. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
4. Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commanding French ship of the line *Fantasque*.
5. Comte d'Estaing's flagship, *Languedoc*.
6. The British had evacuated from Philadelphia in June. Before *Mermaid* relieved it, H.M.S. *Roebuck*, commanded by Capt. Andrew Snape Hamond, had the duty of preventing British ships from sailing into Philadelphia. UKLPR, Adm. 1/5310, fol. 339.

JOURNAL OF AMBROSE SERLE

WEDNESDAY, 8th. [July.]

Early this morning chased & retook¹ a Brig (the *John & Rebecca*)² bound to Boston, laden with medicines, Cremer Tartar, Currans, &c. She had been taken about the middle of June off the Bay of Biscay by the *Boston Rebel Frigate*,* commanded by one [Samuel] Tucker, wch Vessel was chased by the *Apollo*, when she sailed out of Boston, for two Days; but escaped in a Fog.³ The noted John Adams was then on board bound to France. The *Boston* had also taken the *Martha*, another Merchant Vessel.⁴ The Brig we retook was from the Streights for London.⁵

In the afternoon spoke a Dutch Vessel, from Eustatia to Amsterdam.

*This Frigate uses poisoned musket Balls, some of which we took with the Prize-master,⁶ put into this Vessel.

Serle Journal, 315. The starred section is printed at the bottom of the page.

1. Serle was a passenger in H.M. sloop *Porcupine*, Capt. William C. Finch, commanding, bound to Falmouth, England, from Philadelphia.

2. Brig *John and Rebecca*, George Finley, master. For more on the brig and its capture, see Journal of Continental Frigate *Boston*, Capt. Samuel Tucker, commanding, 19 June, below.

3. Continental Navy frigate *Boston* eluded H.M. frigate *Apollo*, Capt. Philemon Pownoll, commanding, by out-sailing it. See Journal of Continental Navy Frigate *Boston*, 19 Feb. 1778, *NDAR* 11: 373–75.

4. On the capture of British letter of marque ship *Martha*, see Captain Samuel Tucker to the Continental Navy Board of the Eastern Dept., 11 Mar. 1778. *NDAR* 11: 1079. *Martha* was recaptured by H.M. frigate *Rainbow* on 11 May. See James Warren to Samuel Adams, 26 June, above.

5. Serle was undoubtedly saying here that the *John and Rebecca*, when captured, was en route from the Straits of Gibraltar to London.

6. Midn. Joshua Goss, Continental Navy.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 8th day of July 1778.

Present

Mr Travis. Mr Archer and Mr Innis.—

Ordered that Lieutenant Jn^o. Sturdivant have leave of absence from the *Manley* Galley¹ till the eight of Aug^t.—

Ordered that the Keeper of the public store, deliver to Captain Saunders two pieces of Bunting, two paint Brushes and twenty gallons of Spirits for the use of the *Manley* Galley.—

Ordered that a Warrant issue to Captain William Saunders for fifty pounds on acco^t for the purpose of furnishing necessaries for the use of the *Manley* Galley.—

Ordered that a Warrant issue to Captain Eliezer Callender for two hundred and fifty pounds on acco^t for the purpose of furnishing necessaries for the use of the ship *Dragon*.—²

Ordered that a Warrant issue to Captain Charles Thomas³ for three thousand pounds on acco^t for the purpose of purchasing hemp for the use of public Rope Walk at Warwick.—

Ordered that the keeper of the public store, deliver to Captain Charles Thomas fifty yards of coarse cloth for the use of the public rope Walk at Warwick.—

Ordered that a Warrant issue to Mr Bernard Webb for the use of Mr Foster Webb⁴ for two thousand pounds on acco^t for the purpose of paying the Officers and sailors wages belonging to the Navy of this State.—

Captain William Saunders received orders to proceed with the galley under his command to Frazier's on Mattapony and have her cleaned, and put in the best order, and then to return to Queen's Creek for further Orders.—

Captain Callender received Orders to proceed with the ship *Dragon* to Fredericksburg and have her cleaned &c in the best and most expeditious manner, after which he is to return to York and wait on the Board for further Orders.—

D, Vi, Navy Board Journal, pp. 423–24.

1. Virginia Navy armed galley *Manley*, commanded by Capt. William Saunders.

2. Virginia Navy ship *Dragon*, commanded by Capt. Eleazar Callender.

3. Virginia Navy Capt. Charles Thomas was superintendent of the Public Rope Walk at Warwick, Virginia.

4. Foster Webb Jr. was Paymaster and Muster Master of the Virginia Navy on the western side of the Chesapeake Bay.

MAJOR JOHN FAUCHERAUD GRIMKÉ'S JOURNAL

[Camp, Fort Tonym, *East Florida*] July 8 [1778]

Col^o. Williamson arrived in the Governors Camp this Morning which was announced to his Camp by the discharge of Seven Pieces of Artillery:¹ it was mistaken in our encampment for an alarm, no information having been sent to Us that such a Salute was intended. We were however agreeably disappointed.—

Col^o: W^mson's men are crossing S^t Illas.²—

A Message having been rec^d by the General inviting him to a Conference with Governor Houston & Col^o: Williamson, the General, having previously consulted his principal Field Officers, Resolved that He would not sacrifice Service to Etiquette, but Condescend to accept their invitation: the General was sensible no good could arise from such a Consultation, as the Governor strenuously asserted his Right to Command, Col^o: W^mson also Claiming an independent & Separate authority, & the General having been in a peculiar Manner instructed by Congress not only to Direct the operations of all troops, but making him accountable for the Consequences, altho' no prospect of success, either that a Coalition of Parties would take place so as to Vest the command Ultimately in One Person, or even should this point be happily got over, that the Sentiments of the Chiefs would Unite in pursuing One Object, Governor Houston pressing to cross S^t Johns River, Col^o: Williamson advising to march as far as S^t Johns & the General & his officers being of Opinion that we should retreat from this post, well convinced that the Enemy intend no opposition to Us on this side of S^t Johns & being equally well assured that it is impossible for us to cross S^t Johns River with safety to the Troops unless the Commodore³ can take possession of that River & maintain it. The Commodore however when called upon declared it as his opinion that the Galleys⁴ should not by any means be trusted out to Sea, the risk they ran in such Operations being much too great for the advantages they will gain thereby, as the Galleys were never intended to go to Sea & consequently they could only engage in smooth Water, but at Sea they would easily fall a Sacrifice to a Ship of much less force & weight of metal than the Galleys; & that this would be the Event at present can never be doubted, as the best information & latest intelligence acquaint us with a 20 Gun Ship fitted & manned, now laying in the Chops of S^t Johns River,⁵ for this especial purpose: that the cutting a passage for the Fleet thro' Amelia Narrows was the only Rational & feasible method that could be pursued, but that the Pioneers we had were so few in number & the task to be performed so long & laborious that the Season would be too far advanced before we could effect any Object in view & that should we retreat after having opened this communication without having succeeded in the proposed object and destroying their fleet that it is only showing them a new & more expeditious way into the State of Georgia attended with less fatigue, danger & Expence & most probably that these Incursions being in the lower settlements of that State they will be enabled to effect more Material & important Mischief, & derive much greater advantages & carry off prizes of more Value than what they gain in the back Country of the different States. but that even supposing the Galleys already passed the Narrows & at liberty to enter into S^t Johns River, the strength of the Enemy we are well assured is greater than Ours; that they have a Brig which carries four 42 Pound: and Six 4 Pound:, besides two flats each mounted with heavy metal & besides this naval power, which alone is superior to our fleet, they have two 42 Pound: & 4 Six Pound: at Hesters bluff, and within point-blank shot of which the fleet must pass & from whence they probably would be much Annoyed; what success therefore can we promise ourselves in engaging an enemy so superior in force, & at such a distance from any place of Security that the defeat of the fleet must Actually include the Conquest of the Troops, who it is certain must surrender Prisoners of War or starve whilst the connection with the fleet is cut off, that should the land forces advance with the fleet to Support them by batteries etc & any accident should befall the Shipping that their Situation would be far more distressing in having a longer Retreat to Make & in

being pursued by an Enemy just at their backs & that should the fleet be defeated and no batteries erected by the land forces to cover their retreat they must inevitably be sacrificed; on the Contrary should the Galleys be successful the Enemys fleet would retire under Cover of the battery at Hester's bluff & the advantages they would reap would be very insufficient to compleat any important Enterprize unless the men lost in an Action which it is natural to suppose would be bloody could be so immediately replaced as to pursue the advantage just gained without giving the Enemy either time to reinforce their troops, repair their losses, or carry off their Vessels without farther injury. That in an Enterprize of this nature it was but Reasonable to Suppose that He should be fully manned; He declared that He was not half manned at present, neither did he know where he could Obtain them from: He had hitherto been supplied with Troops from the Continental Battalions, that he was extremely indebted to the Army for this assistance, but could not reasonably hope for a farther Supply as those troops were now diminished to less than half the Number they set out with by continual Sickness & that the Disorders were not only encreasing daily, but were more fatal & Violent in their Nature. These Reasons urged the Commodore to favour the Retreat.

Several Men in the first Batt: of the Sec^d: Brigade⁶ have claimed their Respective Discharges.

Ten or Twelve Men have deserted from Us lately, supposed to have gone over to the enemy as the Chiefly belonged to the fourth Georgia Continental Battalion.⁷

The Private who was wounded by the wad of one of the Carolina Galley Guns died of a Mortification.⁸

D, ScHi, Grimké Papers, "Journal of the Campaign to the Southward."

1. Col. Andrew Williamson commanded a body of South Carolina militiamen sent to join the expedition against East Florida; Gov. John Houstoun of Georgia commanded a force of Georgia militia. Houstoun's camp was on the north side of St. Marys River; the Continentals commanded by Maj. Gen. Robert Howe were encamped on the south side of the river.

2. That is, the Great Satilla River.

3. Commodore Oliver Bowen of the Georgia Navy.

4. The Georgia Navy had four galleys: *Bulloch*, Capt. Archibald Harcher, commander, *Congress*, Capt. John Newdigate, commander, *Lee*, Capt. John Braddock, commander, and *Washington*, Capt. John Hardy, commander.

5. East Florida Provincial ship *Germain*, Capt. John Mowbray, commanding.

6. The Second brigade was composed of troops from the South Carolina Continental line.

7. The Fourth Battalion was composed chiefly of British deserters. Charles Coatsworth Pinckney to Brig. Gen. William Moultrie, 24 May 1778, Moultrie, *Memoirs* 1: 212–14.

8. On the wounding of the private by a salute fired by South Carolina Navy galley *Beaufort*, Capt. James Mayberry, commanding, see Grimké's journal entry of 2 July, above.

JOURNAL OF GIDEON OLMSTED

[*Aboard privateer Polly*]

Wednesday July 8th at 2 PM of the E end of Jameco fel in with the *Orstreg* man of war¹ of 16 guns before we came up with one another we ware under french cullors² she fired a shot a thote us we hollid down our french cullors we came a long side one a nother the ship halled us and told us to bring two or he wold fyre into us we hist-ed our Contonentol Cullors at our maintopgallant hed and fired a brod side into her Which she amedoityly returned we ex Schanged a fue brodesides the ship borded us upon our larboard quarter by running her bowsprit over our quortor deck our People that wors stasined upon the quarter deck all left it exsept 7 of us who ware

determened to dye before we wold give up the innomy seing our men Leave the quarterdeck ran forward with thar spears and tomehokes but Didnot bring thare Smol arm Nor pistorls which wors very luckely for us that wor on the quarterdeck for they myte killed every one of us had thay brote thare smorl arms we having our guns lod-ed and a number of more that ware on the quarterdeck we Checked them and by the Dexteryti of Mr Proshon the french capten Jumped down upon the main Deck And drove up the men thay ware Grappled to us for a glas and the Action very bluddy for that tyme we both fote with Smorl arms bulderbushes hand grannades fyre flasks Spears & tome hoaks And couhorns oute of our tops then fel of from one another and then plaid with cannon and Smorl arm we had Ingagd a bout 4 glasses she holl-ed Down hor Brittish cullors we left of fying and gave three chears and ordred hor to hist out hor bote and Come on bord we ware both of our botes as well as rigging cut almost to bits and we lay along syde one another lyke 2 hulks we cold not make our bote Swim nor she hors before we cold git a bord hor An 8 gun brig³ came up under British Cullors which the ship spred hor Cullors uppon hor taffel thay both Ingagd us the brig having smorl mettol She wold Not cum a long side so that we cold give hor a brodeside but Played of a Starn and hed which Raked us the Ship & us cep with in Pirstol shot of one another we all morst sillonsed hor guns again and Expected every moment when she wold strike again our Brave Commander Mr Proshone fel that brave man had jest come of the main deck whare he had Bin incurriging his men he came to me as I stud to the wheal upon the quarterdeck and semed to be much pleased that I wors not hort As thare wors not a man a standing Upon the quarterdeck but myself And I had steared hore for 5 glasses thare wors 3 men killed to the wheal Before I tuck it that instant as he Stud by me and semed to be in the hath of his glory a cannon bole struck of the top of his hed as sun as the People on the main deck found out that he wors ded thay all cryed hol Down the cullors and onlaid the haches and one half of them ware In the hole before thay had tyme to hol down the cullors⁴ the hole Ingagement larsted 7 glasses and all the tyme within pirstol shot Wee had 100 men including offessers And Boys when the ingagement begun we had beter then half killed and wounded the Orstreg had 120 men And had all hor Orffessers killed and mortolle wounded and above half of hor men the Brig that came up to the asistance of the ship wors the Lostafs tender Lut Hibs Commander who came a lon Side Nyor than he had bin at the tyme of ingagement after our Cullors ware struck and gave and Chear and fyled a brode Side at us And ordred us to hist out our bote And cum a bord him we told him that our bote wors stove he histed out his bote and came a bord and Colled for the Capt I told him that he wors Ded he asked for the furst Lutennont he is ded he asked for the Seckont Lu^t I told him he wors not ded but mortolly wounded as I thote then said he whot offessor are you you Damd raskorl I told him that I wors a passonger a bord he told me if I did not git the peapors in a moment he wold run me thru with his sword and asked whairs the Cap^t Sword I told him that I beleavd that it twors sum whare upon deck he semed to be in Shuch an aggyony and Stil thretning to put us all to deth I cold not tel whot he wornted I told him that I wold fynd the Clark And git the peapors acordingly I did he cared the Clark and peapors a bord the Ship thay Cared Sum of our wounded a bord the Ship and the Doctor part of the well men men he caryred a bord his brig and ordred the prysemarster to put the Rest Down the hole. I worse Slitely wounded by the fors of a cannon boal one arm and one thy wech swelled much which the prysemarster let me lye upon the deck with some

more wounded John Buckland was slite Wounded on both legs which they caryed him a board the ship to Dressed I sharrnt doe Buckland Justis with out I menchon hars Behavure in tyme of action At the tyme the Ship attempted to bord us he was the furst man of the main deck upon the quarter deck And tuck up a blunderbush and fote with an undanted spearet Notwithstanding he was wounded in one of his legs and while he was a fying upon the quarterdeck a fyer flask fel so nye him that burnt one the other leg very bad he never left his quarters and after the ship fel of from us he went to the gun that he was stashedon whare was 3 more amarcans which was all the amarcans that was a bord exsept my self that gun was fote the best a bord-

D, DLC, Frederick Law Olmsted papers, 1777–1952, Gideon Olmsted Journal. Facsimile, with modernized transcription, published as *The Journal of Gideon Olmsted*.

1. H.M. sloop *Ostrich*, Comdr. Peter Rainier

2. Because *Polly* initially wore French colors, some British sources identified the vessel as a French privateer. For other accounts of the engagement, see Capt. Peter Rainier to Rear Adm. Sir Peter Parker, 11 July, below, and “Extract of a Letter from Montego Bay Jamaica,” 29 July, below.

3. H.M. armed brigantine *Lowestoffe's Prize*, Lt. Robert Hibbs, commanding.

4. Henry Marchand, another passenger aboard *Polly*, later testified that *Lowestoffe's Prize* “killed the Captain and discouraged the People” and that “about six or seven Minutes afterwards the Privateer struck.” UKLPR, Adm. 1/5310, fol. 113.

July 9

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern departm^t
Boston July 9,

1778

My Dear Sir

Inclosed are Copys of a Letter from the President of Congress of the 27th. Ult^o. and of a resolve of Congress of the 25th. of the same month¹ just now received which I forward to you by this Conveyance that no delay may take place. You will please in consequence of them Immediatly to Consult with the Council of War² and General Sullivan³ on the Subject of them and if they Judge the Measure Expedient take measures and give directions for carrying the same into Execution. I presume if they approve the Measure as I suppose they will it will be thought advisable to build the Gallies as I imagine no Suitable Vessells are to be obtained there. however that will be better known after you have advised with them. I dare say your own good Judgment will direct you to Execute this order with Spirit and dispatch and of your own prudence to take the Advice of Council and General Sullivan be it what it may in writing under their hands. We have no news. Cap^t Hopkins⁴ set out for Providence this morning and will give you the State of the Ships here.⁵ I have a hard Task alone here with so much business on hand. I wish to see you here as soon as possible and am Your Friend and hum^{ble} Serv^t

J. Warren

“Papers of William Vernon and the Navy Board,” pp. 250–51. Addressed at foot: “Hon^{ble}. William Vernon.”

1. Henry Laurens’s 27 June letter to Continental Navy Board of the Eastern Department (RNHi, Miscellaneous Vernon Papers) enclosed the resolve of Continental Congress, 25 June, above, concerning the building of three large galleys to guard the Providence, Warren, and Taunton Rivers.

2. Rhode Island Council of War.

3. Maj. Gen. John Sullivan, Continental Army.
4. Capt. John Burroughs Hopkins, Continental Navy.
5. Continental Navy frigates *Queen of France*, Capt. John Green, commander; *Raleigh*, Capt. John Barry, commander; *Warren*, Capt. John Burroughs Hopkins, commander; and brigantine *Resistance*, Capt. William Burke, commander.

PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO MESSRS. CROSS AND GREENLEAF

Gent^l: War-Office, Boston July 9th. 1778–

The Board have determin'd to go forward imediately with the 20 Gun-Ship, order'd to be built by Government,¹– We would therefore desire you would come to Boston as soon as May be convenient, & bring with you the draft of the Frigate *Boston*,²–when no doubt we shall agree with you for building the same.– We are, very respectfully [&c.]

Sam^l. Ph^l'ps Savage Pres^t
P^t Order

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 189. Addressed at top: “Mess^{rs}. Cross & Greenleaf.” Stephen and Ralph Cross and Jonathan Greenleaf were shipbuilders at Newburyport.

1. This ship was authorized by the Massachusetts General Court on 21 April and named *Protector* in 1779. For its authorization, see Acts and Resolves of the Massachusetts General Court, 21 April. *NDAR* 12: 160.

2. Continental Navy frigate *Boston* was built in 1776 by Stephen and Ralph Cross and Jonathan Greenleaf.

MASTER'S JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

July 1778
Thursd^y 9^h. Phillipsborough [*N.Y.*] SBE 1 mile

at 4 AM. weighed & gave chace to a number of Rebell boats, at 6 AM sent the boats manned

& armed after them; at 9 AM the Rebell boats run on Shore, took off one boat,¹ fired 4: 24 P^{ts}: round Shott to Cover the boats at noon Tallors Pt.² N.E. ½

Tallors P^t: NE. ½ miles

Fresh Gales & Cloudy with Showers of rain at times, the first P^t: middle & latter P^{ts}: moderate & fair, at 2 PM. anchored in 6½ f^m: W^t: Terry Town ESE. 2 miles in Co^y the *Crane* Galley,³

D, UKLPR, Adm. 52/1694, part 4, fols. 93–94.

1. In his journal entry for this date, Lt. James Clark reported that his men burned four of the American boats as well. UKLPR, Adm. 51/4159.

2. That is, Tellers Point, New York.

3. H.M. galley *Crane*, Lt. John Consett Peers, commanding.

VICE ADMIRAL VISCOUNT HOWE TO
LIEUTENANT GOVERNOR JOHN GAMBIER OF THE BAHAMAS

Copy
Sir,

Eagle, Sandy Hook [*N.J.*]
July the 9th. 1778.

By a Vessel returning to Providence;¹ I take the opportunity to acknowledge the receipt of your Favours of the 26th. of January, 28th. February and 8th. of May²; Advising me of your Arrival at Providence, and of the Incidents since occurring in the Government, which you have judged requisite to communicate to me.

Deeming the safe delivery of Letters by this Conveyance to be very precarious, I shall now only inform You, that Attention will be had to provide for the Contingencies you have stated, in the most effectual Manner the Nature of the King's Service will admit. I am, Sir, [&c.]

Howe

Copy, UKLPR, Adm. 1/488, fols. 390–91. Addressed below close: "John Gambier Esq^r/Lieu^t Gov^r Providence/Bahama." Docketed: "N^o 5./Copy of a Letter from the Viscount/to Lieutenant Governor Gambier/of the Bahama Islands./Dated 9th: July 1778./In Vice Adm^t: L^d: Howe's Letter/Dated 25 Oct^r: 1778-."

1. New Providence Is., Bahamas.

2. For the letter of 26 Jan., see *NDAR* 11: 210; the latter two letters have not been found.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS,
TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Philadelphia
9th. July 1778-

Sir

My last to Your Excellency was from York under the 20th: Ult^o:-

Inclosed Your Excellency will receive printed Copy of a Letter from the Commissioners at Paris dated the 18th: May the original of which I presented to Congress yesterday-¹ Your Excellency is requested to take such measures as shall appear most effectual, in case of the arrival of a British Squadron in Chesepeak Bay for app[ro]izing any french fleet or squadron which may appear on the Coast of the number strength & station of the enemy & for accomodating any French Fleet whose Commander may be disposed to come within the Bay with good Pilots.- Mons^r Girard² as Plenepotentiary from the Court of Versailles to these United States is on board one of the Ships in the expected french fleet. I have the honor to be [&c.]

Henry Laurens
President of Congress

L, MdAA, Maryland State Papers, Red Books, vol. 7, no. 144, S 989-10-31 (MdHR 4566-30). Addressed below closing: "His Excellency/Gov^r: Johnson/Maryland-." Docketed on separate sheet: "9 July 1778./from/Pres^t of Congress inclosing/Copy of a Letter from the Comm^s/of Congress &^{ca}."

1. See American Commissioners in France to the Governor or Member of any House of Representatives in any of the 13 United States of North America, 18 May, *NDAR* 12:706–7.

2. That is, Conrad-Alexandre Gérard.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Thursday, July 9, 1778. Present. hon^{ble} George Bryan, Esq^r: Vice President. [blank] Mackay¹ Esq^r: John Hambright, Esq^r: Jon^a. Hoge, Esq^r: James Read, Esq^r: & James Edgar, Esq^r:

... Robert Mackey, a Mariner, represented to Council, that he had brought off from the *Vigilant*,² an armed Boat, which now in possession of the State Navy Board;

Ordered That Major Benjamin Eyre, taking one other judicious person to his assistance, do value the said Boat & make return to this Council.³

Mr. Blewer, Mr. Eyre, & Commodore Hazlewood,⁴ attended the Council & informed, that the Armed Boats, belonging to the State are now afloat & getting ready for service. Ordered, that the *Convention* Brig⁵ be fitted out as soon as possible & go down into the Bay; and as many of the Armed Boats as can be manned, be also repaired with all expedition & put into service.

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 316.

1. That is, John Mackey/Mackay representing Chester County.

2. H.M. armed ship *Vigilant*, Comdr. Brabazon Christian, commanding.

3. See Eyre and Joseph Carson to the Council, this date, immediately below.

4. Capt. Joseph Blewer, chairman of the Pennsylvania Navy Board; Maj. Benjamin Eyre, a prominent Philadelphia shipbuilder; Commo. John Hazelwood, commander of the Pennsylvania Navy.

5. The Pennsylvania Navy brig, *Convention*.

MAJOR BENJAMIN EYRE AND JOSEPH CARSON TO PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Dear Sir] agreeable to the within orders¹ the Subscribers have Vealed the Boat and gons.²

1 Gun	[75]
2 Swivels	40
1 Boat	<u>200</u>
	£315

Philad^a - 9 July 1778

Benjamin G. Eyre

Jos Carson

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed: "1778 July 11/appraisement of a boat/taken from the *vigilant*/man of war with her/Tackling guns &c^a." Eyre was a prominent Philadelphia shipbuilder; Joseph Carson was a Philadelphia merchant and ship owner.

1. The enclosure was an extract taken from the Minutes of the Pennsylvania Supreme Executive Council, immediately above.

2. That is, valued the boat and guns.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Juillet 1778, *Languedoc, Delaware Bay*]

Du mecredi 8 au jeudy 9

Après midy ils nous ait Revenue un de nos canost avec plusieurs americain qui nous ont aprit que Les Anglais avoit Evacue filadelphie il y avait quinze jours—et quil avait douze jours que Les vaisseau de Guerre et Les transports En était sortie pour newyorck Ces nouvelles decide Le General a partir Le Lendemain pour les aller attaquer a newyorck a 4 heures de lapres midy nos deux vaisseau et Le fregatte Rentrer ils Rendus Compte au General quil avait fut Echoer a La Coste Cette fregatte, et Couper les mats quelle avait 24 Canons En Batterie,¹ ayant apris que Le Congres était etabli à filadelphie Le General a Expedie par ter Le nommée monsieur Choin major d'infanterie² pour annoncer son arrivée au Congres, et Le General Cest décidé à donner à monsieur Gerard et daene la fregatte La *Chimer*³ pour Les Conduir à filadelphie avec Leurs suite et Baggage avec Les deux prise que nous avons faite⁴—dans la grainte quil ny Eut quelque petite fregatte ou Corsair dans le haut de la Riviere; a 7 h

½ du matin les messieurs ont passé sur un des prise En quittant Le vaisseau ils ont Eté salüe de trois vive Le Roy et de quinze Coup de Canons a 9 h^r fait signal à Lescadre à apareiller à 10 heures petite fraicheur du nno apareiller et Gouvernée au SSE à midy Le Cap may a n E 3d. nord La tour du Cap james au so½o 4^d ouest Latitude observee 38—5' 2^[m]

[Translation]

[July 1778, *Languedoc, Delaware Bay*]

From Wednesday 8 to Thursday 9

After noon there returned to us one of our canoes with several Americans who told us that the English had evacuated Philadelphia two weeks before and it had been twelve days since their warships and transports had sailed for New York. This news decided the General to depart the next day to go attack them at New York. At 4 o'clock in the afternoon our two ships of the line and the frigate returning, they reported to the General that they had caused the frigate to run ashore and cut its masts, that it carried 24 guns in broadside.¹ Having learned that the Congress was established at Philadelphia, the General dispatched by land one named Choin, major of infantry,² to announce his arrival to the Congress, and the General decided to give to Messrs. Gerard and Deane the frigate *La Chimère*,³ to take them to Philadelphia with their suites and baggage, with the two prizes we had made⁴—in the squall there had been a small frigate or privateer in the height of the river; at 7:30 o'clock in the morning these gentlemen passed into one of the prizes; in leaving the ship they were saluted with three shouts of “long live the king” and fifteen canons; at 9 o'clock made signal to the squadron to weigh anchor; at 10 o'clock a small flaw of wind from the NNE, set sail and steered to the SSE; at noon Cape May to the NE 3° North, the tower of Cape James to the SW½W 4° West, Latitude observed 83-5' 2m.

D, FrPNA, Marine B⁴, vol. 147, fol. 134.

1. H.M. frigate *Mermaid*, Capt. James Hawker, commanding. For details, see Hawker to Vice Admiral Viscount Howe, 29 July, below. The French vessels that had pursued it were the ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, the ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, and the frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

2. Major André-Michel-Victor, marquis de Choin, d'Estaing's aide-de-camp.

3. Conrad-Alexandre Gérard, French Minister to the United States, and American diplomat Silas Deane, had been passengers aboard d'Estaing's flagship *Languedoc*, until transferring to the French frigate *Chimère*, commanded by Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

4. The ships *Bonite* (also rendered *Bonette* and *Bonetta*) and *Charlotte*. For details on the *Bonite*, see See Notes Made on Board the French Navy Ship of the Line *Languedoc*, with the undated entries at the beginning of July in the American Theater section, above, esp. note 3. For details on *Charlotte*, see See Notes Made on Board the French Navy Ship of the Line *Languedoc*, with the undated entries at the beginning of June in the European Theater section, below, esp. note 4. Both of these vessels, along with two negroes taken from the captured ship *Lord Howe*, were taken into the Chester River and sold by Robert Morris at the suggestion of French agent Jean Holker. See: “Liste des Prises faites sur les anglais Par l'Escadre du Roy...,” FrPNA, Marine B⁴, vol. 151, fol. 131; “Etat des prises faites par L'Escadre du Roy Commandée par M^r Le Comte D'Estaing,” FrPNA, Marine B⁴, vol. 152, fol. 194; and “Etat et montant des prises faites par l'Escadre du Roy Commandée par M. le Comte D'Estaing...,” FrPNA, Marine B⁴, vol. 152, fol. 178.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

July 1778

Henlopen Light house WbN 5 or 6 Leagues

Wednesday 8 Mod & fair at 1 [AM] Tack'd saw 4 of the French Fleet Anchor off

Cape Henlopen

D^o. [Henlopen Light house] WBN 4 or 5 Leg^sThursd 9 Mod W^r [AM] running along Shore with all sails set at noon Stood in for Sandy Hook & made the Sig^l for a PilotD^o. [Henlopen Light house] WNW 5 Leag^s River Sink^l WSWD, UkGrNMM, ADM L/M/27. Journal kept by Lt. James Vashon, 1st lieutenant of H.M. frigate *Maidstone*.

1. That is, Highlands of Navesink, New Jersey, which is on Raritan Bay into which the Raritan River flows. When standing in for Sandy Hook, of course, Henlopen Lighthouse would no longer be five leagues to the west-northwest.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Present

Mr Whiting, Mr Travis, Mr Archer, Mr Lewis and Mr Innis.—

Ordered that the Keeper of the public store, deliver to Mr Mercer¹ two hundred nails for the *Casewell*.²—

Mr Mercer received Orders to proceed with the Bread and flour he reced from Mr Holts for the use of the ship *Casewell* to Mr William Cowper of Suffolk, and deliver it to him, and then to return as soon as possible to the mouth of Mr Holts Creek and wait on the Board for further Orders.—

Ordered that Captain Markham turn over eight of his hands to Lieut Jones of the *Lewis Galley*.³—

Ordered that the Keeper of the public store, deliver to Starkey Moss two caulking irons and six Gimblets⁴ for the use of the *Henry Galley*.—

Ordered that the Keeper of the public store deliver to Henry Brian three plane and three pinting irons,⁵ seven Gimblets one Rasp, two scrapers two caulking irons and two hundred nails for the use of the Brigantine *Northampton*;⁶ and a hkf⁷ on his paying for the same.—

D, Vi, Navy Board Journal, p. 425.

1. Lt. Isaac Mercer commanded the Virginia Navy armed boat *Nicholson*.2. Virginia Navy galley *Caswell*, Capt. Willis Wilson, commanding.3. Capt. James Markham commanded the Virginia Navy galley *Page*; Lt. Lewis Jones commanded the Virginia Navy galley *Lewis*.

4. "Gimblets" is a variant spelling for gimlets, which were small woodworking tools with screw points, grooved shanks, and cross handles used to bore holes.

5. Undoubtedly a misspelling of pinking irons, which were used to cut cloth or leather.

6. Virginia Navy brigantine *Northampton*, Capt. John Lurty, commanding.

7. That is, handkerchief.

JOURNAL OF GIDEON OLMSTED

I stade a bord very queort until the Next Day [9 July] Capt Hibs the Capt of the Brig^l came a bord Colled me up to him and told me that I wors a Damd villin and said Did

not you say that you wors nothing But a passonger a bord and dru out his sword and said he I will run you thru God Dam you I asked him whether he wors a going to take my lyfe a way in cowl blud I told him that I wors in his power As I wors his prisor Dam you one Cros luck or If you Speak a word I will run you thru I didnot speak nor luck at him he struck me in the jou with his fist which made the blud run into my mouth as fast as I cold Spit it out he told me to git into his bote for he wors a going to cary me a bord to flog me I tuck up sum cloes that I had tyed up in a hand dercheaf he told me if that I caryed any thing a burd he wold put me to deth² he caryed me a bord He spoke to his quartermarster Tye that Damd villing up and give Him 39 and put it on well or I put It on to you the quartermarster got a cord to tye me up the capt loked at me o you D Rebbel whot have you to say for your Self I told him that I told him that I wors his prisnor and cold say nothing els he told the quartermarster to Not flog me then but tye him Up forrod with his hands behind him And drow his hands up torte to that Ringbolt which wors about too feat from the deck It wors two hye for me when I set Doun soe that it dru my up so hye behind me that it gave me as much payn as drowing a twoth he cep me In that condishon about 2 hour. while I wors in that condishon a Sconer wors a standing twowords thay tuck hor to be an amarecan Pryvitteer the Lutnnot came to me And asked me if I wold fyte if he wold ontye me I told him i woldnot then he told me I shold be shot I told him if he had any felings for a man in Destress he wold run me thru the hart to put me out of mysorry for that wors all I Desired of him then the sconer came up with us She proved to be one of their crussers then I lemented my hard fortien that saim bole that Killed Capt Proshon didnot mis him and kil me³ he cep me in that prseshon for two hours then he spoke to the Quartermarster and told him to bring that Damd raskorl to him he came and Losd my hands and tuck me orft to him my arms wors so straind that I cold not git my hand to my hed to pul of my hat when I came up to him he spoke to me you damd villin how dare you to come before me with your hat on I made the sekond attemp to pul of my hat with a grate deal of Diffolkety got it of o you dam rebble whot have you got to say for yourself sase he I told him I kold say nothing put that Dam Scoundrol Into the hole and dont let him Sey Daylyte thay put me into the hole whair wors 20 frenchmen and as hot a Plais as ever I wors in thay Cep the hatches layd over all but a bout A foot the lenght of the hatch way

D, DLC, Frederick Law Olmsted papers, 1777-1952, Gideon Olmsted Journal. Facsimile, with modernized transcription, published as *The Journal of Gideon Olmsted*.

1. Lt. Robert Hibbs, commanding H.M. armed brigantine *Lowestoffe's Prize*.

2. Hibbs treated other prisoners similarly. Henry Marchand, another passenger in *Polly*, recounted that Hibbs told him that he "was a damned Rascal and Lyar" as well as saying "something more I don't recollect now." Likewise, Marchand related that "I have not got my Cloaths, having lost many of my Shirts and wearing Apparell[,] Books and Goods." Adm. 1/5310, fol. 126.

3. Olmsted's account of the death of the *Polly's* captain is above, see Journal of Gideon Olmsted, 8 July.

July 10

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER,
FRIDAY, JULY 10, 1778

For the CONNECTICUT GAZETTE¹

ABOUT three Weeks ago, Mr. Robert Sheffield² of Stonington, made his Escape from New-York, after a short Confinement on board a Prison ship. The Account he gives of those Kinds of Vessels is beyond any Description. I remember to have seen, last War, an Account of a Number of English Prisoners being shut up in a close Room at Calcutta,³ in the East Indies, where the greatest Part of them died in a few Hours: But no sooner did the Nabob hear of the Disaster than the remainder were relieved—notwithstanding the English were the Aggressors who were endeavouring to destroy him and his Subjects for the sake of their Woolens. Those suffered being the Offenders; we suffer being innocent. Those were accidentally thrust into this hot Hole without thought; we deliberately and wilfully. Those were but for a short Time—we left without Hope. The suffering of those soon reached the Ears of an Indian Nabob, who instantly relieved them: But our Cries and Groans, though they reach the Ears of those who call themselves Christians, are not relieved. But alas! the Example of Barbarians hath no Effect on our Enemies. Our unhappy Countrymen may be stifled in their own Filth, and die by Hundreds under the Hands of their cruel, merciless Keepers, and under the immediate Eye of British Officers; and, O unheard-of Barbarism! By their express Commands. After this young Gentleman was taken, he, with his Crew, eighteen in Number, were put into Irons and thrust into the Fore peak; on their Arrival at New-York they were carried on Board a Prison ship, and to the Hatch-ways, the opening of which, talk not of *Pandora's Box*, for that must be, compared to this, an Alabaster Box, in Comparison to the opening of these Hatches. True, there was Gratings but they kept their Boat on them. The Steam of the Hold was enough to scald the Skin and take away the Breath—the stench enough to poison the air all around—On his descending those dreary Mansions of Woe, and beholding numerous Spectacles of Wretchedness and Despair, his Soul fainted within him.—A little Epitome of Hell—About 350 Men confined between Decks, of which about one Half were Frenchmen; and he was informed that there were three more of these Vehicles of Contagion, which contained the like Number of miserable Frenchmen also, who are treated, if possible, worse than Americans. The heat so intense (the hot Sun shining all Day on Deck) that they were all naked, which also served them well to get rid of the Vermin, but the sick were eaten up alive—their sickly Countenances and ghastly Looks were truly horrible; some swearing and blaspheming; some crying, praying and wringing their Hands, and stalking about like Ghosts and Apparitions; others delirious and void of Reason, ranting and storming; some groaning and dying—all panting for Breath; some dead and corrupting. The Air was so foul at Times, that a Lamp could not be kept burning, by Reason of which three Boys were not missed until they had been dead ten Days. One Person only is admitted to Deck at a Time, after Sun-set, which necessarily occasions much Filth to run into the Hold and mingle with the Bilge-Water, which to his certain Knowledge had not been pumped out while he continued on Board, notwithstanding the Decks were leaky and the Prisoners begged for Permission to let in fresh Water and to pump it out again; but all in vain, their Hearts are callous and dead to their Cries, Prayers and Intreaties. Five or Six died every Day Mr. Sheffield was on Board. He was only six Days on Board, and three of his People died in that short time. He was sent for on Shore to attend as Evidence at the Court of Admiralty for Condemnation of his Vessel, and happily made his Escape from the horriblemst of deaths. He was informed in New-York that the fresh meat sent in to the Prisoners by the Commissary, was taken by the Men-of-War for their own Use. This he can say, that he did not see any on Board the ship he was in; but acknowledges that they were well

supplied with soft Bread from our Commissary on Shore. But the Provision (be what it will) is not the Complaint—Fresh Air and fresh Water, God’s free Gifts, is all their cry.

1. Thomas Shaw, a New London merchant, was the author of this essay, as seen at Thomas Shaw to Governor Jonathan Trumbull of Connecticut, 24 June, above.

2. Sheffield was prize master of a prize to Connecticut privateer sloop *American Revenue*, Capt. Samuel Champlin Jr.

3. On 20 June 1756, the East India Company Fort William in Calcutta had been captured by the Nawab of Bengal. Subsequently, many of the British prisoners were placed in an extraordinarily small cell. John Holwell, the senior East India Company employee captured, stated that 123 of the 146 prisoners confined smothered during the night. The infamy of the “Black Hole of Calcutta” spread in the press. *India Tracts by Mr. Holwell, and Friends*, 2nd. Ed. (London: T. Becket and P. A. de Hondt, 1764), pp. 251–76.

JEREMIAH MACKAVOY’S RECEIPT FOR BOUNTY MONEY FOR ENLISTING IN RHODE ISLAND
GUARD SHIP *WESTMORELAND*

Providence [R.I.] July 10 1778

Received of Peter Wright the Sum of thirty pounds as a bounty from North King[s] town for Entering on board the Guard Ship *Westmoreland*^d in the Service of the State of Rhode island Jer^h. Clark Commander

Witness <u>Joseph Jacobs</u> }		his	
	Jer ^h	X	Mackavoy mark

Providence July 10 1778

Re^d. of Peter Wright the Sum of Twenty pounds as a States bounty for Entering on board the Guard Ship *Westmoreland* in the Service of the State of Rhode island Jerh. Clark Commander

Witness <u>Joseph Jacobs</u> }		his	
	Jer ^h	X	Mackavoy mark

R-Ar, Maritime Papers, Revolutionary War, 1776-1781, p. 165.

1. Rhode Island Navy guard ship *Defence*, also known as *Westmoreland*.

VICE ADMIRAL VISCOUNT HOWE TO REAR ADMIRAL JAMES GAMBIER

(Copy)
Sir,

Eagle Off Sandy Hook [N.J.]
July the 10th. 1778.

As it may be necessary that I should put to Sea on the shortest Notice with a Part of the Squadron, And it is intended by the Lords Commissioners of the Admiralty that You should remain with the Chief Command of His Majesty’s Ships employed on the North American Coasts, when I may be [*obliged*] to leave the Station: I have judged fit to transmit under Cover with this Letter, Counterparts of the Instructions relative to their Lordships Intentions for the Conduct of the Ships of War on this Station; Together with Copies of such as have been given by me, or which otherwise relate to the Plan of the several Arrangements subsisting prior to the Receipt of their Lordship’s Orders of the 21st: and 22^d: of March, by which the Services You will be to carry on in my Absence are to be principally regulated.¹ You are therefore to concert with Sir Henry Clinton, or the Commander in Chief of the Land Forces for the Time

being, And to co-operate with and give all the Assistance in your Power to the Troops for facilitating the several Movements directed; By such seasonable Allotments to be hereafter made of the Ships and Armed Vessels left under your Orders, as may best correspond with the Intentions of the Lords Commissioners of the Admiralty in the said Instructions expressed; Or which may prove in the intermediate Time requested to be commenced.

The Arrangement for the Secret Expedition, the Object of which has only been communicated to the King's Commissioners, and Commodore Hotham, in such Parts as relate to his particular Concern therein;² And the Appointment of the Frigates to be sent to England, in the Number and of the Classes directed, must remain for subsequent Consideration when the Circumstances and purpose of the French Squadron have been better ascertained.

The *Amazon*, *Tartar* and *Brune*,³ are three of the Frigates I propose to be first sent to England, when it is necessary or may be convenient to take any conclusive Steps in that part of the General Arrangement. I have the Honor to be Sir, [&c.]

Howe

Copy, UKLPR, Adm. 1/488, fols. 441–42. Addressed at foot of first page: "Rear Admiral Gambier &c. &c. &c." Docketed: "N^o 24./Copy of a Letter from the/Viscount Howe to Rear Admiral/Gambier./Dated 10th July 1778./In V. A. Lord Howe's Letter/Dated 25 Oct^r 1778–."

1. Enclosure not found. However, the orders referenced are almost certainly the Lords Commissioners of Admiralty's secret instructions to Howe and their additions to them. See Lords Commissioners to Howe, 21 Mar. 1778, and 22 Mar. 1778, *NDAR* 11: 1103–7 and 1111–12.

2. Commo. William Hotham had been appointed to command a squadron, which was ordered to escort a detachment of the British Army to capture French St. Lucia in the summer of 1778. These orders are in Lord Commissioners of the Admiralty to Vice Adm. Viscount Howe, 21 Mar. 1778, *NDAR* 11: 1103–7.

3. H.M. frigates *Amazon*, commanded by Capt. Maximilian Jacobs; *Tartar*, commanded by Capt. Cornthwaite Ommanney; and *Brune*, commanded by Capt. James Ferguson. By the middle of Oct. 1778, *Tartar* had returned to England and *Brune* lay off New York, having been judged "nigh Rotten and unserviceable and unmanned in Order to Man the Vice Admirals squadron." UKLPR, Adm. 1/489, fol. 51.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

Vendredy 10 [Juillet 1778.]

[*devant les Caps du Delaware*]

dépuis le rélevement d'hier à 7. h du soir jusqu'aujourd'hui à midy le vent a regné du S. au So. faible. le temps Couvert. la route corrigé m'a vallu le

NNE 1° 2'

Chemin corrigé

8 li 1/4

L'attitude observée

39° 14'

Longitude d'arrivée Estimée

76 47'

Le Vent au SSo, le Cap au NE 1/4 N.

Vers les 5 h du soir, nous avons aperçu de l'avant à nous une fregatte et un Sloop que j'ai jugé anglais,¹ et qui faisait route au NNO. Le Général² a fait Signal à L'Escadre de faire route au NE, il nous a ordonné aussi qu'à L'*Alcmené*³ de Chasser au NO. alors le général à Chassé le Sloop, les deux fregattes⁴ l'ont unité, nous l'avons atteint à 10. h du Soir, le Général a tiré un Coup de Canon pour assurer son pavillon, mais il l'a dépassé, nous lui avons ensuite ordonné d'amener, il a obéi, alors nous avons brassé en panne; le Général m'a ordonné de Mariner ce bâtiment, j'ai envoyé M. De

Pluvinel⁵ qui trouva que C'étais un bati[ment] de 14. Canons de 6 portant 60. hommes d'Equipage, et commandé par le L^t de Vaisseau Welbof.⁶ Il nous apprit que la fregatte qui l'accompagnait S'appellait le *zebre*, quelle avait été envoyée pour nous observer, et qu'en effet la fregatte et le Sloop ne nous avaient pas perdu de vue depuis notre atterrage, il nous a dit aussi qu'il ne douter pas qu'elle n'eut été prevenir le vice amiral Howe qui était mouillé hors de New yorck avec Son Escadre et plusieurs bâtimens merchants[.] Le Général a donné le Commandement du Sloop a un Capt. nommé Rabatau qu'il a aussi honoré du brevet de L^t de frégate.⁷

[Translation]

Friday 10 [July 1778.]

From the taking of bearings yesterday at 7 o'clock in the evening until today at noon the wind reigned from the S. to the SW, weak. The weather cloudy. The corrected course I figured

NNE 1° 2'

Corrected Track

8 1/4 leagues

Latitude observed

39° 14'

Estimated arrived Longitude

76 47'

The Wind to the SSW, the Cape to the NE 1/4 N.

Toward 5 o'clock in the evening, we perceived in front of us a frigate and a sloop that I judged to be English,¹ and that made a course to the NNW. The General² made a signal to the squadron to set a course to the NE, he ordered us as well as the *Alcmène*³ to chase to the NW. Then the general chased the sloop, the two frigates⁴ joined, we reached it at 10 o'clock in the evening, the General fired a canon shot to confirm his flag, but he had passed it, we then ordered it to strike, it obeyed, then we hove to; the General ordered me to sink this vessel. I sent on board M. Pluvinel,⁵ who found that it carried 14 canons, 6 pounders, and a crew of 60, commanded by Lieutenant Welbof.⁶ He told us that the frigate that accompanied him was called the *Zebra*, that she had been sent to observe us, and in fact the frigate and the sloop had not lost us to view since our landfall. He also informed us that they had not been able to alert Vice Admiral Howe, who was outside New York with his squadron and several merchant ships. The General gave the command of the sloop to a captain named Rabatau, whom he also honored with the brevet of Lt. de frégate.⁷

D, FrPNA, Marine B⁴, vol. 147, fols. 55–56.

1. H.M. ship-rigged sloop-of-war *Zebra*, commanded by Comdr. Henry Colins, and H.M. armed sloop *York*, commanded by Lt. Thomas Walbeoff.

2. Comte d'Estaing's flagship, *Languedoc*.

3. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

4. French frigates *Chimère*, commanded by Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire, and *Engageante*, commanded by Capitaine de vaisseau Charles-René, chevalier de Gras-Préville.

5. Enseign de vaisseau Joseph-Antoine-Marie-Bernard, Chevalier de la Baume Pluvinel.

6. That is, Lt. Thomas Walbeoff, and *York*. For Walbeoff's account of his orders, and his capture, see UKLPR, Adm. 1/5310, fols. 409–13.

7. Rabatteau or Rabbateau, was a merchant captain of Marseilles.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO GENERAL
GEORGE WASHINGTON

Philadelphia

Sir,

10th. July 1778.

I had the honor of writing to Your Excellency by Major Putnam¹ the 8th Inst.²

Congress while sitting before Noon received intelligence of the following import.

M^r Blair McLenahan³ said he had seen a Capt. Selby or Selwin off Chincoteague who had fallen in with the French Fleet Eastward of Bermuda⁴—the Admiral had taken him on board & enjoined him to Pilot the fleet to this Coast, the fleet arrived near Chincoteague in the Evening of the 5th. Inst.—there they found the Ship *Lydia* of 26 Guns from New York on a Cruise—she was sunk by a french Frigate of 36 Guns⁵—On Monday Capt. Selby was sent on Shore in order to procure Pilots he engaged six to go on board the French fleet upon Wednesday—the Fleet consisted of the Admiral Count d’Estaing of 90 Guns—2 Ships of 80—8 of 74—1 of 64.—4 of 36. & said to have 12000 Men—they had taken a Ship of 18 Guns from Providence⁶ before they had made the Land.

War was to be declared against England by France & Spain on the 19th. May—they had originally intended for Delaware but hearing that the Enemy was gone to New York they required Pilots to conduct them to Sandy Hook, they had then six Months provision on board.

Your Excellency will perceive by the inclosed Printed Paper⁷ that a Fleet had been prepared at Portsmouth in order to intercept or annoy this Fleet of which ’tis possible the Count d’Estaing may be ignorant as he sailed from Toulon the 15th. of April ’tis possible also that a Check may have been put upon that by a Fleet from Brest, be that as it may, Count d’Estaing should be apprized of this important circumstance & also of the strength of the British Marine power in New York, which from the best accounts we have been able to collect is made up of the following Ships—

<i>Boyne</i>	70 Guns	<i>Centurion</i>	50.	<i>Roebuck</i> 44
<i>Eagle</i>	64.	<i>Experiment</i>	50.	<i>Phœnix</i> 44.
<i>S^t. Alban</i>	64.	<i>Renoun</i>	50.	& many Frigates
<i>Ardent</i>	64.	<i>Chatham</i>	50.	
<i>Sommerset</i>	64.	<i>Isis</i>	50.	
<i>Trident</i>	64.	<i>Vigilant</i> formerly	64.	

I shall endeavor to reach Count d’Estaing with the necessary advices on the Coast of New Jersey or off the Capes of Delaware—Your Excellency will, if he shall have proceeded nearer Sandy Hook endeavor to meet him with a Letter where it may reach him, & you will also concert measures for improving the force under Your Excellency’s immediate Command & that under the direction of Major General Gates, in the present critical conjuncture.

Your Excellency will also if you have a more exact Account of the British Fleet at New York make proper corrections upon the list above enumerated. I have the honor to be [&c.]

Henry Laurens
President
of Congress

It is almost unnecessary to intimate to Your Excellency the propriety of opening & keeping up a correspondence with the Admiral Count d’Estaing—

L, DLC, George Washington Papers, Series 4. Addressed below the close: "His Excellency/General Washington." Docketed: "Congress 10th July 78/ansd. 14—/Advising of the Arrival/of Count D'Estaing."

1. Maj. Daniel Putnam, Continental Army.
2. Laurens to Washington, *GW Papers, Rev. War Series*, 16: 39–40.
3. Blair McClenachan, a Philadelphia merchant, shipowner, and banker. *Ibid.*, 11:599.
4. Perhaps William Selby, of Pitts Landing, Virginia. Selby had fallen in with the French fleet on 23 June. See Notes Made on Board the French Navy Ship of the Line *Languedoc*, with the undated entries at the beginning of June in the European Theater section, below.
5. For the capture of the British letter of marque ship *Rose* by French Navy frigate *Engageante*, see Journal of French Navy Ship of the Line *Languedoc* and Journal of French Navy Frigate *Engageante*, for 5 July, above.
6. Ship *Charlotte*, Thomas Towson, master. See Notes Made on Board the French Navy Ship of the Line *Languedoc*, with the undated entries at the beginning of June in the European Theater section, below.
7. For the enclosure, the American Commissioners in France's letter of 18 May 1778 addressed to "the Governor or Member of any House of Representatives in any of the 13 United States of America," read in Congress on 8 July and printed in the 9 July issue of the *Pennsylvania Packet or the General Advertiser* (Philadelphia), see *NDAR* 12: 706–7.

SILAS DEANE TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir

Delaware Bay 10th. July 1778

I have now the pleasure of acquainting your Excellency of my Arrival here yesterday on board the *Languedoc* commanded by his Excellency Count D'Estaing, with a fleet of twelve Sail of the Line and four Frigates. We sailed from Toulon the 10th of April last, presume therefore that I have no intelligence from Europe so late as what you must be possessed of already. Finding that the Enemy had escaped the Admiral resolved instantly to pursue them to New York and will sail this morning for that Port, but he has no pilot; If therefore pilots can be sent to meet him on his arrival, it will be of the utmost service to the expedition. I shall embark this afternoon in company with his Excellency Mons^r Gerard for Philadelphia,¹ and hope soon to have the honor of paying my respects to your Excellency and the honorable Congress in person, and to congratulate you on the late glorious events. I have sent Comm^r Nicholson² express who can inform you of our situation; permit me to recommend him as an active, spirited Officer, to whom the Admiral has been much obliged by his service during our passage. I have the Honor to be &c.

(signed) Silas Deane

P.S. His Excellency the Admiral desires, that on the arrival of the pilots at the hook where they will find his Fleet, that they would make a Signal with a white Flag, either onboard their Boat, if they have one, or from the Shore, formed in a triangle. Mons^r Chouen³ who will wait on you with a Letter from the Admiral sets out suddenly and may want money to bear his expences on his further Journey, mons^r Gerard desires he may be supplied on his Account, with any sum to the Amount of twenty thousand Livres.

Transcript, DNA, PCC, item 103, pp. 109–10 (M247, roll 129). Notation in the left margin at the top of both pp. 109 and 110: "To his Excellency the Pre-/sident of Congress."

1. Conrad-Alexandre Gérard, French Minister to the United States.
2. Continental Navy Capt. John Nicholson.
3. D'Estaing's aide, Major André-Michel-Victor, Marquis de Choin.

CAPTAIN GEORGE ROSS TO ANTOINE MARMAJOU

Baltimore July 10th 1778—

S^r these is to Aquant you that I Saild from fals Pint¹ the 2 of July Bound Down the Bay Sunday 5th I got in to newpint Comford² in Company With Capt giddis & Capt Hartwell the Wind at NE at Tuesday 7th the Wind got at SW Capt Berry Hartwell & my Self got under Way in the morning & Stood Down the Bay at 7 am Being in Sight of the Capes & Capt Hartwell 4 Miles a Starn I Setting on the Quarter Dack of the Boat *St Lewis* the Mate M^r francis Roggers³ Came behind me & got me By the 2 Arms & told me I was a Prisonar & Cold the Rest of the men⁴ to Assist thear was 5 of the men Came & Lashed my Hands behind me I Asked weathar thear was All Agin me they Tould me yes they Intended to go to New york with the Boat than the Mait told me that he wood give me & Daniel Spencer the Boat they got the boat out & poot 2 oars in hir & hove my Self & Danil Spencer in the Boat I Asked M^r Rogers if he wood give me my Close⁵ & Quarthar & Books he wood not But turned me a drift With out Bread or watter⁶ he made Sail & stood out the Capes in a Half a nour Capt Berry Hartwell Came up with me & took me on Board & Returned to Newpint Comford thear I got Sum Meet & Bread of the Wessils & I purseadded up the Bay the 10 of July I got to Baltimore Nothing More but I Remain your Most Obedant Humble Servant

Geo Ross

L, FrPNA Marine B⁴ vol. 143 fol. 137. Ross captured the schooner *St. Louis*, a vessel of 50 tons burden, bound from Baltimore to France with a cargo of tobacco.

1. That is, Fell's Point, Baltimore, Maryland.

2. That is, New Point Comfort, Virginia.

3. Mate Francis Rogers. Rogers was "about five feet five inches high, well set" with "black hair," "a dark complexion," and was "about twenty-nine years of age." He spoke "English and French very well" and had "formerly sailed out of Boston in an armed Brig, and being taken, was a prisoner at New York for some time, from whence he made his escape." When Rogers was tying Ross up, Ross "called aloud 'Are ye all against me?—Have I no Friend amongst?' To which one of the Frenchmen, with great Vivacity, replied, 'No, Monsieur Capitaine, all Tory, all Tory by G-d!'" DLC, Broadside Collection, "Five Hundred Pounds Reward," 16 July 1778 (Philadelphia: John Dunlap).

4. The other crew members were Joshua (or James) Berry, an Irishman; Andrew Averty and Andrew Gladermerid, both Frenchmen, one born in Nantes, the other in Provence; Robert Freeman, an Englishman; and Joshua Hozier (or Hoser), born on the Eastern Shore of Maryland, who stood five feet three inches and had curled hair. "Five Hundred Pounds Reward" and *The Maryland Journal, and Baltimore Advertiser*, 14 July 1778.

5. That is, clothes.

6. An article in *The Maryland Journal, and Baltimore Advertiser* of 14 July reported that Ross and the boy set adrift with him were "destitute of both Clothes and Provisions."

ADVERTISEMENT OF A DESERTER FROM VIRGINIA NAVY GALLEY *SAFEGUARD*

DESERTED from the *Safeguard* galley,¹ *Tichelnick Vestial*, a native of *Minorca*, talks English pretty well, and is about five feet one or two inches high. It is supposed he is gone to *South Quay*, therefore all masters of vessels are forewarned from carrying him away, or employing him. Whoever secures him, so that I get him again, shall have thirty dollars reward.

GEORGE ELLIOTT, Captain

Purdie's *Virginia Gazette* (Williamsburg), 10 July 1778.

1. Virginia Navy armed Galley *Safeguard* commanded by Capt. George Elliott.

PURDIE'S *VIRGINIA GAZETTE* (WILLIAMSBURG), 10 JULY 1778

WILLIAMSBURG, JULY 10.

WE hear from the Eastern Shore, that on the 29 ult. two privateers, of ten and twelve guns, took a brig at the mouth of Sinepuxent loaded with tobacco, belonging to Blair M'Clanaghan, merchant in Philadelphia. That on the day following one of the privateers came to Matompkin inlet, and took from a small island eight or ten white men and four negroes, who were endeavouring to get off a brig. They carried off a white man and all the negroes, permitting the rest to go ashore, on their promise to send them a small present of fresh provisions. That they then sent them their barge into Metompkin river, and took possession of two vessels loaded with tobacco, one of which they carried off. The other was pursued by Capt. Watson¹ and about 25 of the Accomack militia, with a few sailors, in row-boats, who about 12 o'clock at night came up with her; upon which a smart engagement ensued, for near half an hour, when the enemy, finding themselves overmatched, made their escape in their barge, leaving one swivel behind. Capt. Watson then brought the vessel save back into harbour. The men who were released say, that the privateers belong to the infamous Goodriches.²

1. Probably Johannes Watson, Captain, Virginia Navy, commanding the *Diligence* galley, who would be appointed captain of the Accomack militia in 1780; or possibly Zerrobabel Watson, appointed lieutenant of militia for Accomack County in 1777.

2. On the Goodriches, see note 1 to Journal of the Council of the State of Virginia, 30 July, below.

July 11

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA

At a Council holden at Halifax on the 11th day of July 1778-

Present

The Honorable The Lieutenant Governor¹

The Honorable Bryan Finucane

Charles Morris

Richard Bulkeley

Jonathan Binney

John Creighton

Arthur Goold

John Butler

Counsellors

In Order to provide men for the better Service of the Batteries Erected for the defence of this Harbour. It was Resolved for the present; that no Trading Vessels should be permitted to depart this Harbour

D, CaNSHP, Nova Scotia Minutes of the Executive Council, 2 Jan. 1775–6 Oct. 1783.

1. Rear Adm. Mariot Arbutnot.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department
Boston July 11th: 1778—

Dear Sir

I wrote you Yesterday & Inclosed a Resolve of Congress¹ which you mention in yours of 7th. instant now come to hand if it is determined that there is no necessity for the Gallies it will save us some Trouble should be obliged to you for the determination when taken—You have been informed of the Safe arrival of the *Boston*² I have not a line from M^r Adams,³ can tell you nothing particularly about your son⁴ No doubt he is well, will give you the first Information in my power I forgot Yesterday to desire you to Send down immediatly Eight of the *Columbus*'s⁵ best 6 pound Cannon for the *Alliance*⁶ quarter deck & Forecastle they are now wanted you will Send with them the Carriages & other Apparatus belonging to them.—I am Your Friend & hum^{ble} Serv^t

J Warren

L, RNHi, William Vernon Papers. Addressed at foot: "Hon^{ble}: William Vernon Esq^r."

1. See Resolve of Congress, 25 June, above, concerning the building of three large galleys to guard the Providence, Warren, and Taunton rivers.

2. Continental Navy frigate, Capt. Samuel Tucker, commander, which sailed for France on 16 Feb. and anchored on 30 Mar. in Gironde River.

3. John Adams, American Commissioner in France.

4. William Vernon Jr., who accompanied John Adams on frigate *Boston* to France.

5. Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander, which ran aground and was lost on Narragansett Beach on 30 Mar. See *NDAR* 11: 812–18.

6. Continental Navy frigate building at Salisbury, Massachusetts.

MINUTES OF MASSACHUSETTS BOARD OF WAR

Present,—

Board of War, Boston July 11th. 1778—

Sam^l Ph[']ps Savage Esq^r

John Browne Esq^r

Jon^a. Glover Esq^r

Sam^l Ph[']ps Savage Esq^r President—

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Order'd, That Thomas Lewis be paid on Account of Work done for the Brig^t *Tyrannicide*¹ £20.—.—

Order'd, That William Shattuck be paid for Nich^s. Bartlett J^{rs}. Bill of Exchange (dated Fredericksburg, Virginia May 4th. 1778—) in Favor of Eleazer Callendar or Order, (on Account of his & his Seamen's Wages on board the Brig^t *Favorite*)² for 200 Dollars £60.—.—

Order'd, That D^r [*blank*] Crocker³ for an amputating Knife, for the use of the Brig^t *Hazard* . . . be paid. . £4..16.—

Order'd, That Edward Blanchard for Trucking Sundrys from the Brig^t *Nantz*⁴ . . . be paid £11.. 6.—

Also, for trucking Flaxseed, &c. on Acc^t of the Cargo on Board said Brig^t . . . }
56..13.—

£67..19.—

Order'd, That Cap^t Hopkins⁵ deliver Cap^t John Foster Williams One Loaf Sugar
 @ 9/.

(not deliv^d at this time)

Order'd, That the Com^y Gen^l 6 deliver Cap^t John Foster Williams Six Bushels
 Corn for his Stock on board the Brig^t *Hazard* . . . @ 30/.

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 367–68.

1. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander.
2. Massachusetts State trading brigantine *Favorite*, Nicholas Bartlett Jr., master. Capt. Eleazer Callender commanded the Virginia Navy ship *Dragon*.
3. Dr. John Crocker, surgeon of Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams.
4. Massachusetts State trading brigantine *Nantes*, Joseph Chapman, master.
5. Capt. Caleb Hopkins.
6. David Devens.

PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO WILLIAM AND GODFREY HUTCHINSON

Gentlemen.

War Office, Boston July 11. 1778.

This, by the Leave of Providence, will be delivered You by Cap^t John Forster Williams, Com^r of the armed Brig^t *Hazard* of this State.

Should Cap^t Williams be so unfortunate as to be taken and apply, we beg leave to recommend him to your friendly Assistance, to the Amount of One thousand Livres; which shall be gratefully xcented¹ and duely reimbursed by this Board.

If the Brig^t should, thro Stress of Weather or unavoidable Casualty be forced into your or any neighbouring Port, we request your supplying Cap^t Williams with such moneys as may be necessary to refit his Vessell; which will be esteemed an Additional Obligation.

We have ordered Cap^t Williams to send to your Address all such prizes as he may take loaded with Cargoes proper for your market, which you will please to dispose of to the best Advantage and forward the Accts to us as soon as may be.—

We are very Respectfully [&c.]

Sam Phps Savage Pres^t

P Order.—

L, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777–1780), pp. 80–81. Addressed on cover: “To/Messrs. W^m. & Godfry Hutchinson/Merch^{ts}. in/Martinique.—” Addressed below close: “Mess^{rs} William & Godfry Hutchinson.” Above this address appears the following in a different hand: “Mess^{rs} Penet, Decosta Freres & C^o—/Mess^{rs} Joseph Gardoqui & Sons.—” Notation at bottom of second page: “The last Paragraph omitted in the Letter to Penet, Decosta & C^o”

1. That is, “accepted.”

CAPTAIN ALLEN HALLET TO MASSACHUSETTS COUNCIL

To the Hon^{ble}. Council—
 Gentlemen,

Being informed that your Honnors have been pleased to place Confidence in & appointed me to the Command of the Brig *Tyrannicide*,¹ fitted out as a Privateer by this State, I would beg leave humbly to inform your Honnours that I am fully sensible of the Honnor conferr'd upon me, & assure your Honnors that every thing in my Power, shall be contributed with chearfulness to the support of the common cause, & that I

accept of said Appointment with pleasure—I am Yr Honnors [&c.]

Allen Hallet²

Boston July 11. 1778—

In Council July 10^h. Read & Ordered that Cap^t Allen Hallet be Commissiond to the Command of the Brig^t *Tyrannicide* agreeable to his Rank—

Jn^o. Avery D^y. Se^y.

L, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 441. Addressed on cover: “To/The Hon^{ble}: Council—/Boston.” Docketed: “Letter from Allen Hallet/ respecting his being appointed/to Command the Arm’d Brig/*Tyrannicide*—/July 11th. 1778; 314/ Allen Hallet’s acceptance/of the Appointment made him/as Cap^t of the *Tyrannicide*/July 10th. 1778.”

1. Massachusetts Navy brigantine *Tyrannicide*, formerly commanded by Capt. Jonathan Haraden. On 9 July the Council voted to appoint Hallet the new captain. He was the choice on nine of thirteen ballots. Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 310.

2. Hallet had commanded Massachusetts Navy sloop *Republic* from Jan. 1777 until Apr. 1777. See Massachusetts Board of War to Hallet, 18 Jan. 1777, *NDAR* 7: 988–89, and Minutes of the Selectmen of Boston, 21 Apr. 1777, *NDAR* 8: 391–92.

LIBEL FILED IN CONNECTICUT MARITIME COURT FOR HARTFORD COUNTY

Hartford county, July 11, 1778.

PUBLICK notice is hereby given to all to whom it doth, or may concern that a libel is filed before Jabez Hamlin Esq: judge of the county court in the county of Hartford, against the sloop *Jenny*,¹ burthen about ten tons Philip Milligan late master, her tacklin apparel and cargo in favor of Ebenezer Egleston² commander of the armed schooner called the *Hawk*, and his associates who took her upon the high seas and sent her into the county of Hartford and for the tryal of the justice of said capture the maritime court for the county of Hartford, will be held at the Court House in Hartford on Tuesday the eighteenth day of August, 1778 at which time all persons claiming property may appear and shew reason if any they have why the said sloop with her apparel and cargo should not be adjudged as lawful prize to the captors and setters forth agreeable to the prayer of the libellant.³

By order of the judge,

GEORGE WYLLYS, Register of said Court.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 28 July 1778.

1. Sloop *Jenny* (or *Jenney*) was captured on 9 July near Montauk Point, Long Island, N.Y. Middlebrook, *Maritime Connecticut* 2: 115.

2. That is, Ebenezer Eaglestone, commander of Connecticut privateer schooner *Hawk*. *Ibid.*

3. Because it was proven that *Jenny* was bound for New London on a peaceful mission and was assisting two American prisoners to get home from New York, the sloop was not found to be a lawful prize and was restored to its captain. *Ibid.*

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

[New York, N.Y.]

11th July.—At 2 o’clock p.m., the French fleet, consisting of twelve two-decked ships and three frigates, anchored at the back of the Hook.¹ At this time we had only the *Preston*, *Somerset*, *Nonsuch*, *St. Albans*, *Phaenix*, *Roebuck*. The *Eagle*, *Trident*, *Ardent*, *Isis*, and *Richmond* were anchored a little below the Narrows. At five, the *Eagle* and the ships with her joined those at Sandy Hook; the whole force then collected consisted of six

64-gun ships, two fifties, and the *Experiment*,² two forty-fours, and two or three frigates. These were drawn up in order at the Hook to receive the French fleet. Our ships in general were but very indifferently manned, owing to sickness and their being short of complement.

"Journals of Henry Duncan," 159–60.

1. By "back of the Hook," Duncan means the southern end of Sandy Hook, New Jersey.

2. H.M.S. *Experiment* was a 50-gun ship; it is not known why Duncan differentiated it from H.M. frigate *Isis* and H.M.S. *Preston*, the other 50-guns ships.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 68.
Sir,

Eagle At Sandy Hook [N.J.]
July the 11th. 1778.

The Day after the Date of my Letter N^o. 67¹ sent by this Conveyance, I received Advice, forwarded from the Cruizers stationed to the Southward, that the Toulon Squadron arrived on the Coast of Virginia the 5th. Instant: Appearing by it's Motions then and upon the 6th;² to be designed for Chesapeake Bay. The French Ships were however attended by the *maidstone*,² on their Course to the Northward; And in the Morning of the 8th; they anchored at the Entrance of the Delaware.

The³ further Instructions herewith enclosed were dispatched for Vice Admiral Byron to Halifax,⁴ upon the first Knowledge that the French Squadron was advanced to the Delaware. And I shall soon have the Ships here in Readiness to take Advantage of any Opportunity favorable for the purpose of the Vice Admiral's Appointment; But I have not yet heard of his Arrival on the American Coast.

Receiving Notice this Morning that the French Squadron was advancing towards this Port, I deferred closing my Letter, to advise the Lords Commissioners that the Squadron, consisting of fifteen Sail, anchored this Evening without the Hook; Seeming to meditate an Attack on this Port. I have the Satisfaction to think, if prosecuted, that it will not prove to the Discredit of His Majesty's Arms.

The *Grantham* Packet attempts putting to Sea with this Dispatch through the Sound, by Rhode-Island, whilst the Attention of the Enemy may be engaged off of this Port. I am, with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 298–301. Addressed: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o. 68/Sandy Hook/L^d. Visc^t Howe/R, 22 Aug/(1 Inclosure)." The Admiralty forwarded a duplicate copy of this letter on 18 Sept. to Lord Germain for the King's information. UKLPR, C.O. 5/129, fols. 66–67.

1. There is a marginal note: "of the 6th instant." The letter is printed above, at July 6.

2. H.M. frigate *Maidstone*, Capt. Alan Gardner, commander.

3. Stephens inserted an emphasis mark here in the margin.

4. See Howe to Vice Adm. John Byron, 8 July, above.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [at Sandy Hook, N.J.] Sat^r Night
July the 11th. [1778]

D^r. Sir.

Your goodness I am assured will pardon my neglect to write by Cap^t Sutherland.¹ The Com^r of the Packet² waits upon you with this, to receive your Dispatches, with

Coll. Patterson.³ But the Fore-Door being for the present shut, the only way the Packet can get off will be through the Sound,⁴ as I have recommended.

If your information is good that Washington is crossing the North-River,⁵ attention I conceive will be necessary to send such ~~provisions~~ as as may be wanting for Rhode Island, before the Enemy get possession of the Chester Shores,⁶ and with Artillery bar the passage for Ships in the Daytime. These people⁷ seem to affect an attempt to enter the Port. The time they may be engaged in that consideration will I hope, secure the Arrival of the Reinforcement at Rhode Island; And if they really shall prosecute such an attack here, I think it a most fortunate circumstance, in our State. We should succeed at no time, if we can fail on such an occasion. I am ever D^r Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "S^r Henry Clinton K.B." Docketed: "L^d. Howe/1778."

1. Capt. Alexander Sutherland, Corps of Engineers.

2. H.M. Post Office packet boat *Grantham*, John Bull, commander.

3. Lt. Col. James Paterson, Adjutant General, British Army.

4. Long Island Sound.

5. That is, Hudson River. This intelligence was premature. Washington's army did not cross the Hudson River in force until 18 July. Washington's General Orders of 18 July and 19 July, *GW Papers, Rev. War Series* 16: 94 and 103.

6. East Chester, now Port Chester, New York.

7. By "These people," Howe refers to comte d'Estaing's fleet.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Saturday, July 11, 1778

A letter, of 7, from Robert Martin, lieutenant in the continental navy, at Snow Hill, was read, informing "that being there on furlough till called to duty, and hearing of a French fleet on the coast, he has presumed to go on board the said fleet without orders, apprehending he may be serviceable there."¹

A letter, of 10 July, from S. Deane, Esqr. Delaware Bay, was read, informing Congress of his arrival on board the *Languedoc*, commanded by his excellency the Count d'Estaing, with a fleet of 12 sail of the line, and four frigates, that sailed from Toulon 10 April:²

Ordered, That it be referred to a committee of three, and that they be directed to take the speediest measures for furnishing the Count d'Estaing with a sufficient number of skilful pilots:

The members chosen, Mr.[William] Duer, Mr. J[onathan] B[ayard] Smith, and Mr. [Elias] Boudinot.³

A letter, of the 8, from Count d'Estaing, commander of the French fleet, was read;⁴ Whereupon,

Resolved, That General Washington be informed by Mr. President, that it is the desire of Congress that he co-operate with his excellency Count d'Estaing, commander of a French squadron now on the coast of North America, and proceeding to New York, in the execution of such offensive operations against the enemy as they shall mutually approve.

His most Christian Majesty the King of France, having thought proper to send on the coasts a powerful fleet, in order to co-operate with the forces of these states, in the reduction of the British army and navy:

Resolved, That General Washington be empowered to call on the states of New

Hampshire, Massachusetts bay, Connecticut, Rhode Island, New York, New Jersey, or such of them as he shall judge proper, for such aids of their militia as he shall think requisite for carrying on his operations in concert with Count d'Estaing, commander of the French fleet; and that it be earnestly recommended to the states above mentioned, to exert themselves in forwarding the force which may be required from them with the utmost despatch.⁵

Resolved, That the Marine Committee be directed to order the commissioners of the navy to the eastward, to fit out as many continental frigates and armed vessels as possible, with the utmost despatch, to join the French squadron in their operations against the enemy.⁶

JCC 11: 681–85.

1. Martin's letter is above.
2. Silas Deane's letter is above.
3. For the actions of this committee, see William Livingston to Henry Laurens, 17 July, below.
4. See Vice-amiral comte d'Estaing to Henry Laurens, 8 July, above.
5. See Henry Laurens to George Washington, this date, immediately below.
6. See Continental Marine Committee to Continental Navy Board of the Eastern Dept., 11 July, below.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO GENERAL
GEORGE WASHINGTON

Sir,

Philadelphia 11th. July 1778.

I beg leave to refer Your Excellency to the contents of a letter which I had the honor of writing to you last Evening by Barry.¹

The present Cover will convey to Your Excellency two Acts of Congress of this date.

1. Empowering Your Excellency to call in the Aid of such Militia as shall appear to be necessary from the four Eastern States, from New York & New Jersey for carrying on operations in concert with Count d'Estaing.

2. Intimating the desire of Congress that Your Excellency Co-operate with Vice Admiral Count d'Estaing in the Execution of such offensive operations as against the Enemy as shall appear to be necessary.²

Congress have directed me to propose for Your Excellencys consideration an attack by Vice Admiral Count d'Estaing upon the British Ships of War & Transports in the harbor of Rhode Island, by which possession of a safe Port may be gained & the retreat of British forces on that Island be cut off, as an alternative to a hazardous or ineligible attempt upon the British Squadron within Sandy Hook. I have the honor to be [&c.]

Henry Laurens,

President of Congress

Sometime ago I informed Your Excellency that Congress had adopted the Stile of "North America" to these States—this day that Resolution was reconsidered & reduced to the former mode of "America."³

Congress Resolved on the 9th. Inst that the Committee appointed to arrange the Army do repair without delay to Head Quarters for that purpose as Your Excellency will perceive by the Inclosed Certified Order.⁴

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/General Washington." Notation below Laurens's signature: "Congress." Docketed: "Congress 11 July 1778/ans^d 22./=/Enterprize against/Rhode Island, suggested=/Power to call in/Militia/=/Committee of Arrangem^t/ordered to Camp/="

Enclosures: three resolutions of Congress, which are discussed in note 2.

1. The letter of 10 July from Laurens to Washington, is above. "Barry" was Levellin Barry, a Pennsylvania inn-keeper who sometimes carried letters for the Continental Congress. See *GW Papers Rev. War Series* 12: 446*n*1 and 16: 46*n*.

2. For these resolutions, copies of which were enclosed in this letter, see Journal of the Continental Congress, immediately above. The four "Eastern States" were New Hampshire, Massachusetts, Connecticut, and Rhode Island.

3. See *JCC* 11: 683.

4. For the order, a copy of which was enclosed in this letter, see *JCC* 11: 676.

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

Navy Board of the Eastern Department Philad^a July 11th 1778
Gentlemen

Your Several Letters lately received have not been considered because of the obstructions created by a removal of Congress from York Town to this place where as yet the committee have not been able to get themselves properly fixed for business.— The sense entertained of the increasing importance of your Department will secure a close attention to it from this Committee and every care shall be taken to furnish you with the money requisite for the proper Accomplishment of the ends proposed by your appointment. The immediate design of this Letter is to inform you of the arrival on the Coast near the Capes of Delaware of a french squadron consisting of 12 ships of the Line and four frigates under the command of the Count D Estaing Vice Admiral of France who is proceeding immediately to New York there to act in conjunction with the Army of the United States for destroying the fleet & army of the common enemy in that Harbour. Congress being determine to give every possible aid to the execution of so Salutary a purpose has directed us to order all the Continental frigates and armed Vessels within your Department to be immediately made ready for Sea and dispatched one after An Other as soon as each can be prepared, to join the Squadron of france and to act in such manner as the Count DEstaing shall judge most proper for distressing and destroying the enemys force upon the Coast of North America. Congress trust to the bravery and good disposition of the American Seamen that they will on the great occasion step forth with alacrity and exert themselves in Supporting our freinds who have come so far to assist us to vanquish an enemy too long triumphant upon the Sea. The expence attending this business no doubt will be considerable, altho we are well assured your CEconomical wisdom will lead you to abridge it as far as may be possible. We shall without delay forward you as large A Sum of Money as can now be spared, and in the mean time desire you will on the credit of the States push the business forward with all possible vigor.

We are to observe to you that the french fleet is more than fully manned, so that some small aid in way of seamen may be expected, and we mention this that you may not wait for the most compleat manning of every Vessel altho we wish you to procure as many Seamen as you can consistant with the great object we have in view viz a speedy junction of our force with that of france. We are Gentlemen [&c.]

CONTINENTAL MARINE COMMITTEE TO GOVERNOR PATRICK HENRY OF VIRGINIA

His Excellency Governor Henry of Virginia

Sir

Philad^a July 11th 1778

A french Fleet of 12 Sail of the Line and 4 frigates being on the Coast near the Capes of Delaware under command of Count D'Estaing vice Admiral of France which is proceeding to Newyork in order to co-operate with the American Army in destroying the Sea and Land force of our enemy in that Harbor and it being understood here that some of the French Ships now in Virginia were desirous of joining the Admiral when he came here;¹ the Marine Committee request of you Sir, that you will be pleased to give immediate Notice to Such french Vessels that they may if they choose proceed to assist in the accomplishment of the great work meditated against the common enemy. As this is an affair that requires dispatch so the Committee hope your Excellency will loose no time in giving the necessary information I have the Honor to be [&c.]

Rich^d Henry Lee Chairman

LB, DNA, PCC, Marine Committee Letter Book, fol. 162 (M332, roll 6).

1. Probably referring to the armed ships *Lyon*, Jean Michel, master, and *Fier Roderique*, Pierre-François Chevallié, master.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Saturday, July 11, 1778

Present. hon^{ble}. George Bryan, Esq^f Vice President. [*John*] Mackay, Esq^f John Hambricht, Esq^f Jonathan Boge Esq^f & James Read, Esq^f

Capt Hugh Montgomery recommended Catherine Murphy, Mary Roan, & Lydia Leonard, Wives of Privates on board the Gallies,¹ as being in great distress for want of Provisions; thereupon Ordered, That it be recommended the Navy board to give the said three Women such temporary relief as their immediate necessity may require, until some regulations can be adopted respecting them—

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 317.

1. The privates were probably John Murphy, James Rowan, and Patrick Leonard. *Pennsylvania Archives*, 2d ser. 1: 265, 268, 264.

LIEUTENANT JOSEPH DASHIELL TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Snow Hill [*Md.*] July 11th 1778

May it Plese your Excellency:

I have the Pleashure to Cangratulate You on the arival of a French fleet of Twelve ships of the Lein & four frigates on our Carse & I have likewise the pleashure to Inform you that they have Taken Two Lettores of Mark. one of Eighten Guns & One Twentysix-¹ and Drove the *Mermade* of Twenty eight Guns on Shore- on our Beach² yesterday the Cap^t & his Whole Crew Deliverd them Selves to Col^o Handy³ Yesterday Prisonars of Ware and We have A hundred & Ten of them here Under guard. The Remander I expect here to morer, We are Indevoring to Save what we Can out of the

Ship: I have not yet Ben on bord But Understand that they Threw over bord all their guns but Sevin and Cut their Mast away, as Soon as I can git on bord Shall Wright you more fully Agreeable to your Instructions formerly Shall Send the Presonars Immediately to Cambridge, and as I find they are Very Lisensious, Submit wheather the gallies had not Be sent for them a bought the middle of Next week, as they are not fit to be any whare but under a Very Stron guard, their is One hundr[ed] & Sixty Private the number of officars I have not Yet ascertained—I have the Honor to be with Grate Esteem [&c.]

Joseph Dashiell Lieut.

A list of the french fleet

1 Ship of 90—
 2 — 80
 8 — 74
 1 — 60
 4 frig^t— 36⁴

L, MdAA, Maryland State Papers, Red Books, vol. 19, no. 74, S989-25 (MdHR 4581-36).

1. Letter of marque ship *Rose*, Capt. James Duncan, commanding, was the ship with twenty-six guns; the other vessel may have been the Royal Navy 12-gun sloop-of-war *York*, commanded by Lt. Thomas Walbeoff. For more on the capture of the *York*, see the Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, immediatey below.

2. H.M. frigate *Mermaid*, Capt. James Hawker, commanding.

3. Maryland militia lieutenant colonel Samuel Handy.

4. On the composition of the fleet commanded by Vice-amiral comte d'Estaing, see d'Estaing to Gabriel de Sartine, 18 May 1778, in NDAR 12: 717–20.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Juillet 1778, *Languedoc, en mer*]

Du vendredy 10 au samedy 11

Petite vent du So Gouvernée a nnE. a 5 heures du soir vue un Batiment de Lavant et un Batteau a Lest fait signal à Lescadre de chasser à toute voile au coucher du soleil voyant ne pourvoir pas joindre Le navir quoyque nous Lassion bien aprocher nous avons porté à Lest pour Couper Le Bateau qui faisait Route au nE. A 9 heures du soiree En Estant tous pres nous Lui avait tiré un Coup de Canon à Boulet il a amenée Ces Voile, ont à Envoye Lamirinné il Ce nomait Le *York* Armee de douze Canons, 60 hommes Comandé par un Lieutenant de vaisseau¹ il avait ordres d'observer nostre Escadre le temp que nous avons passé à amarinee Ce Bateau Lescadre a fait Route à minuit fait signal de Raliment ne voyant plus Lescadre qui avait Continué sa Routte et etant hors de vue nous avons tirée de distance En distance de Coup de Canon Le Reste de la nuit au jour Lescadre nous Restait à L EnE disance de 3 à 4 Li nous nous somme Ralliee et fait Routte à midy La Routte à Eté Le nnE, 24
 Latitude observée 40n17
 Longitude 75° 46

[Translation]

[July 1778, *Languedoc, at sea*]

From Friday 10 to Saturday 11

Light wind from the SW, steered to the NNE. At 5 o'clock in the evening saw a vessel ahead and a boat to the east. Made signal to the squadron to chase. With all sail set, at sunset seeing ourselves unable to catch the ship, although we had gotten close, we carried to the East to cut off the boat, which headed to the NE. At 9 o'clock in the evening, being very near, we fired a loaded canon at it, he lowered his sails, we sent over a prize crew, it was named the *York*, armed with twelve guns and 60 men, commanded by a lieutenant.¹ He had orders to observe our squadron. During the time we had used in catching this boat, the squadron had kept sailing and, no longer seeing the squadron, which had continued sailing, and being out of sight we fired canons from time to time throughout the night. At daybreak the squadron lay to the ENE of us, at from 3 to 4 leagues distance. We rejoined and resumed our passage. At noon, the route was to the NNE, 24.

Latitude observed 40N17
Longitude 75'W046

D, FrPNA, Marine B¹, vol. 147, fol. 135.

1. H.M. armed sloop *York*, under the command of Lt. Thomas Walbeoff. *Languedoc* had been in pursuit of H.M. ship-rigged sloop-of-war *Zebra*, Capt. Henry Colins. Both *York* and *Zebra* had set out to identify the French fleet. *Zebra* had been the "boat ahead"; Walbeoff testified during his court-martial for the loss of *York* that during its chase of *Zebra*, *Languedoc* had "got in shore of me." UkLPR, Adm. 1/5310, fols. 409–13. See also: Journal of the French Navy Frigate *Engageante*, 10 July, above.

JOURNAL OF THE VIRGINIA NAVY BOARD

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

Present

Mr Whiting, Mr Travis, Mr Archer, Mr Lewis and Mr Innis.—

Ordered that the keeper of the public magazine, deliver to L^t Jones¹ one hundred and fifty weight powder thirty w^t musket Ball, two feet square of lead and two muskets for the use of the *Lewis* Galley.—

Ordered that the Keeper of the public store, deliver to L^t Jones six fishing Lines, two dozen hooks, one brush, twenty gallons of spirits and one Bag for the use of the *Lewis* Galley.—

D, Vi, Navy Board Journal, p. 427.

1. Lt. Lewis Jones commanded the Virginia Navy armed galley *Lewis*.

PROCEEDINGS OF A COUNCIL OF WAR OF FIELD GRADE CONTINENTAL OFFICERS SERVING IN THE EXPEDITION INTO EAST FLORIDA

At a Council of War held in Camp at Fort Tonym¹ this 11th. May 1778.

Present

Major General Howe President.

Col: Elbert—

L^t Col: Roberts

Major Romand

Col: White.

L^t Col: Henderson

Major Pinckney.

Col: Pinckeny

L^t Col: Scott.

Major Lane—

Col: Eveleigh
 Col: Taarling
 Col: Stirk.
 Col: Rae.

L^t Col: M'Intosh
 Major Brown.
 Major Wise
 Major Habersham.—²

Major Lowe.—

His Excellency Major General Howe open'd the Business upon which the Council was summon'd, by laying before them the following informations: that the motions of the Enemy from East Florida, the posts they occupied & were endeavour^s to Occupy—the stations their Men of War & Armd Vessels took possession of—the number of Insurgents in S^o. Carolina & Georgia rising in Arms & forming a Junction with the Enemy—the information given by Deserters & creditable Prisoners escap'd from Augustine, & also of Spies sent there to make Discoveries upon Oath, all uniting to prove that an immediate Invasion was intended against Georgia; in all appearance too formidable to be repel'd by their Force alone,—induced the calling to the Assistance of Georgia, a part of the Continental Troops of S^o. Carolina; & that State with a Conduct conformable to it's usual Generosity of Spirit, had sent with the utmost Readiness, even more than of Right could be demanded of them—these, in Concert with the Continentals of Georgia having Chas'd the Enemy out of the Country, & having oblig'd them to Evacuate Fort Tonym, from whence they had continually made inroads into Georgia; dangerous to the persons & property of it's Inhabitants—have, in the Generals Opinion answer'd every purpose for which they were call'd, but willing to have with him, the Opinion of his Field Officers upon every Occasion where they ought to be Consulted, & ready to Relinquish his own should they offer any Reasons which can Authorize his doing so: he Wishes to propose to them Several Questions, but previously to this, he thinks it necessary to give them the following additional informations.—that tho' driving the Enemy out of Georgia, & dislodging them from Fort Tonym, were the principle things he aim'd at—Yet had the Enemy, in defence of that Post or any other thought proper to oppose him with Regulars & he had been happy enough to have Defeated them in Detail—he should have been ready to have avail'd himself of every Advantage which might have Resulted from it.—

That, by information rec^d from Cap^{ts}. More, Hyrne, and Taylor,³ the Roads naturally bad have been render'd much Worse by the Enemy's having broken them up, destroy'd the Bridges, & by other methods, so that neither Artillery nor Ammunition Waggons can pass without great Loss of time & Labour; & that from appearances they conceive, & from other Informations the General learns that the Enemy have abandon'd all thoughts of Opposition on this Side of S^t. Johns River. That the D'Q'M'G⁴ has reported that the long march and hard service had destroy'd many Horses, & renders so many others unfit for Use, that there is a deficiency of at least 40, even for the absolute necessities of Service.—

That the Physician Gen^l.⁵ & all the Surgeons of the Army Report that at least one half the Number of Men we set out with are already sick[,] many of them Dangerously so, & that by the increasing Inclemency of the Climate[,] the greatest part of the Army now will, either by Continuing here or Advancing most probably be Destroy'd—that by information from the Commodore,⁶ the Gallies can't get into S^t. Johns River, without great time & Labour spent to cut a passage thro' Amelia Narrows: & if even that pasage was Effectuated, the Accounts he had receiv'd, all concurr'd to make it probable that the Enemy were ready to oppose his Operations when in that

River; with a Force Superior to his.—The Gen^l therefore thinks proper to propose the following Questions.—

Qⁿ. 1st. That as driving the Enemy out of Georgia, & demolishing Fort Tonyn, were the Objects principally aim'd at: have not these purposes been effected.—

Resolv'd unanimously in the affirm^{ve}.

Qⁿ. 2^d. As it appears from information above recited that the Enemy do not mean to oppose us in Force on this Side of S^t Johns, is there any other object important enough, in our present Situation, to Warrant our proceeding?

Resolv'd unanimously in the Negative.

Qⁿ. 3rd. Is the Army in a Situation to cross S^t Johns, attack the Enemy, & Secure a Retreat in Case of Accident, though they should be Aided by the militia now embodied, under Gov^r. Houston & Col. Williamson?⁷—

“Resolv'd unanimously in the negative.”

Qⁿ. 4th.— Does not the Sickness which so fatally prevails in the Army render a Retreat immediately necessary.—

Resolv'd unanimously in the affirm^{ve}.

The Gen^l then proceeded to inform the Council that the Governor had denied the Gen^l right to Command the Militia, even if a Junction had been form'd between them & the Continental Troops—Notwithstanding the Resolution of Congress declaring that “as to the Propriety of undertaking distant Expeditions & enterprises, or other Military Operations, & the Mode of Conducting them—the Gen^l or Commanding Officer must finally judge & Determine at his Peril.”⁸ The Gen^l therefore thinks proper to Propose the following Questions.—

1st. Can he, with Propriety, Honor & Safety to himself, or, Consistently with service—relinquish the Command to the Governor—

“Resolv'd unanimously in the Negative.”

2nd. Can the Army, while the Command is divided, Act with Security, Vigour,—Decision or Benefit to the Common Cause.—

“Resolv'd unanimously in the Negative.—

Sign'd

S: Elbert. C: C: 1st. Brigade.

C. C. Pinckney—C: C: 2d. Brigade.

&^c. &^c. &^c.

D, DLC, Robert Howe Orderly Book (microfilm). The date is given in the orderly book as “11 May 1778,” but interlined in another hand after “Fort Tonyn” is “On The ST. Mary's July 11.” This later date is correct, as the Continental forces did not take control of Fort Tonyn until after May.

1. Fort Tonyn was located twenty-five miles upstream from the mouth of the St. Marys River near the King's Road Ferry.

2. Maj. Gen. Robert Howe; Col. Samuel Elbert; Col. John White; Col. Charles Cotesworth Pinckney; Col. Nicholas Eveleigh; Col. Peter Taarling; Col. John Stirk; Col. Robert Rae; Lt. Col. Daniel Roberts; Lt. Col. William Henderson; Lt. Col. William Scott; Lt. Col. John McIntosh; Maj. Brown, not further identified; Maj. Samuel Wise; Maj. John Habersham; Maj. Claude Noël François Romand de L'Isle; Maj. Thomas Pinckney; Maj. Joseph Lane; and Maj. Philip Lowe.

3. Capt. Francis Moore of the Second Georgia Continental Regiment; Capt. Edmund Hyrne of the Second South Carolina Continental Regiment; and possibly Capt. James Taylor of the First Georgia Continental Regiment.

4. Col. Francis Huger was deputy quartermaster general of the Southern Department; Col. Peter Taarling was quartermaster general of Georgia. Both were serving in this expedition.

5. Probably, Dr. Peter Fayssoux.

6. Commodo. Oliver Bowen of the Georgia Navy.

7. Georgia Gov. John Houstoun and Col. Andrew Williamson of the South Carolina militia. Their combined militia force numbered some 1,400 men.

8. The full text of the congressional resolution, of 29 May 1778, adopted in response to letters from Gov. Houstoun and Maj. Gen. Howe, reads: "*Resolved*, That all military officers and soldiers in the service of the United States are, and of right ought to be, amenable to the laws of the State in which they reside in common with other citizens; but as to the propriety of undertaking distant expeditions or enterprizes, or other military operations, and the mode of conducting them, the general or commanding officer must finally judge and determine at his peril." *JCC* 11: 553–54.

BRIGADIER GENERAL AUGUSTINE PREVOST TO MAJOR GENERAL SIR HENRY CLINTON

[Extract]

Sir

Cowford S^t Johns River 11th July [1]778

By the Honorable Cap^t Elphinstone of his Majesty's Ship *Perseus*¹ I had the honor to receive on the 9th instant your Excellency's dispatches of 12th May 3rd and 4th June Ult^o. . . .

I cannot take upon me to say with certainty whether the Rebels will advance or not—if they do I think now that the *Perseus* and *Otter*² are arrived to our assistance in guarding the coast I may venture to assure your Excellency that we shall preserve the Province until reinforcement's arrive when I hope we shall be able to attempt some thing further The Rebel land forces do not exceed from 2500 to 3000 Men—their Naval now near the mouth of S^t Marys consists of five Gallies two Flatts and two pet-tiaugers carrying about 30 pieces of Canon of from 18 to 4 pounders besides boats carrying Swivels some Small craft with Provisions and Stores, and Man'd in all with 350 Men. . . .

I have the honor to be [&c.]

A Prevost.

L, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, 1262; microfilm copy, ViW, British Headquarters Papers, vol. 8, 1262. Addressed at foot of first page: "His Excellency/Sir Henry Clinton K^t B./&a &a &a."

1. Capt. George Keith Elphinstone commanded H.M. frigate *Perseus*.
2. H.M. ship-rigged sloop-of-war *Otter*, Lt. John Wright, acting commander.

CAPTAIN PETER RAINIER, R.N., TO REAR ADMIRAL SIR PETER PARKER

Sir

I beg leave to inform you that on Wednesday the 8th Ins^t His Majesty's Arm'd brigg *Lowestoffe's prize*¹ being in sight, tho' far astern, streching in with the Land off Savannah point² I saw an arm'd brig who proved to be a french Privateer³ of 16 Carriage Guns 6 & 9 pounders 23 Swivels & 8 Cohorns in the Tops, as we have not been able to find her Rôle d'Equipege's, the accounts of her Complement are as irregular as from 110 to 170 Men, her killed & wounded are consequently as uncertain⁴ but the Midshipman that went from this to take charge of her threw 23 overboard & several were seen to be thrown overboard in the course of the Action which began about 3 & ended at 6, M^r OBryen⁵ and myself were wounded nearly the same time, & the Master killed, my loss of blood & excessive pain disabled me from any further Services but I did not suffer myself to be carried any lower than the Cabin, the Action continued with great Spirit, on an explosion of some Cartridges upon Deck I heard the Cry of haul down the Colours, I beckoned to the people that were at their Quarters near me to run upon Deck & let them know 'twas my orders if the Colours had been struck purposely to hoist them again, or if that was impracticable to spread them on the Quarter which was immediately complied with⁶ about ½ an hour before she struck

the *Lowestoffe's prize* come up & began to engage which no doubt hasten^d. the Stripes down, as it infused fresh Spirits into our people & depress'd those of the Enemy; as it was but a light breeze it prevented the brig from coming up before.— We had 4 killed on the Spot 28 Wounded 2 of which are since dead & we have now 65 Men & boys out of the List.— I am going a Shore as also M^r. OBryen for the more speedy recovery of our health by the Surgeon's advice, my wound is a Musket ball thro'⁷ & thro' the left Breast fortunately has not touch'd any bone, but it continues still to deprave me of use; M^r. OBryan's is in the throat I had given him orders to board but on account of the narrowness of the fore-castle fore & Aft wise we could not mount Men sufficient to support them, here we suffer'd most & what was still more unfortunate the prime of our Men—Her Name is the [*Polly*] under an American Commission, but I find the property has been changed to french so that I suppose them to be no better than Pyrates, the Commander of her was killed & I have but a very confused account of the Number & Nation of her Officers. She is from Port a Prince for Boston with a Quantity of Molasses on board, the Supercargo Paul de Verge is now before me & gives a strange account of his total ignorance of the Captain's Commission.⁸— I am afraid it will be a fortnight or three weeks before either M^r. OBryen or myself shall be fit to get on board again⁹ and our Masts & [sails?] are too much damaged to go a Cruize with.— I intend to send the Prize round to Port Royal under the Care of the *Lowestoffe's prize* as soon as she can be got ready which I hope will meet with your approbation,¹⁰ & have landed the People that are badly wounded. I am Sir [&c.]

Peter Rainier

Ostrich Montego bay
11 July 1778—

L, UKLPR, Adm. 1/241, fol. 72–73. Addressed below closing: “To/S^r. Peter Parker Kn^t/Rear Admiral of the Red &c^a. &c^a.”

1. H.M. armed brig *Lowestoffe's Prize*, Lt. Robert Hibbs, commanding. According to testimony in a later court-martial, *Lowestoffe's Prize* was “four Leagues” from H.M. ship-rigged sloop-of-war *Ostrich* when the engagement began. UKLPR, Adm. 1/1530, fol. 100.

2. Parker's prize list gives the location of this engagement as “Off Port Antonio,” Jamaica. UKLPR, 1/241, fol. 230.

3. As seen below, there was confusion as to the nationality of the privateer *Polly*. In court-martial proceedings held in September 1778, it was consistently called a “Rebel,” meaning American, privateer. UKLPR, Adm. 1/1530, fols. 98, 101, 104, 107, and 111.

4. The surgeon of *Polly* was asked in court-martial proceedings how many of the crew of the privateer were killed and wounded during the action. He replied that he could not give the exact number “but when we struck the Colours we had no more than thirty Men able with good will to do the Duty of the Ship.” He also testified that the privateer's captain was the “last Man killed” in the engagement. *Ibid.*, fol. 126.

5. Lt. Edward O'Bryen. According to his later testimony, he was wounded while trying to board the privateer when “a Pike passed thro' my Throat.” *Ibid.*, fol. 100. For an account of this engagement by O'Bryen, see “Extract of a Letter from Montego Bay Jamaica,” at 29 July, below.

6. This incident became the focal point of a controversy that resulted in a later court-martial. Lt. Robert Hibbs, commander of *Lowestoffe's Prize*, contended that *Ostrich* had “struck her Colours” and ceased fighting and that it was only the arrival of *Lowestoffe's Prize* that caused the crew of *Ostrich* to re-engage the enemy. He further contended that *Lowestoffe's Prize* caused the privateer to give up the fight and as a result “that the Rebel Privateer the *Polly* is not only a Prize to the *Lowestoffes Prize* but that the *Ostrich* herself is a retaken Ship.” Hibbs to Parker, 23 Aug. 1778, UKLPR, 1/1530, fols. 131–33. A court-martial convened to hear the matter decided that Hibbs' claim was specious and relieved him from command.

7. Rainier was wounded in the leg as well as the breast. He must have unintentionally omitted the words “the leg” from this sentence. *Ibid.*, fol. 100.

8. In an account of this action dated 11 July and published in Rivington's *Royal Gazette* (New York), of 23 Sept. 1778, Rainier writes, “The expedition this privateer was intended for, was to cut out of the different

harbours as many vessels as they could man, and to take all the Negroes they could lay hold of, for which purpose they were furnished with a number of small boats.”

9. Neither Rainier nor O'Bryen was able to return to duty and both were sent home to England to recover their health. Appointments made by Rear Adm. Sir Peter Parker, 24 Oct. 1778, UKLPR, Adm. 1/241, fol. 187.

10. Parker later purchased *Polly* and commissioned it as a sloop in the Royal Navy. Parker to Philip Stephens, 23 Sep. 1778, UKLPR, Adm. 1/241.

July 12 (Sunday)

LIEUTENANT HOWELL LLOYD, R.N., TO CAPTAIN SAMUEL WARREN, R.N.

Penguin St Peters¹ 12th July—1778

Sir—I Beg Leave to acquaint you that on Friday- the 3^d instant—the Island bearing NE—7 or 8 Leagues—I discover^d an America Privateer- to which I immediately gave chace, During the Continuance of the [*chase*] find we came up with him fast—but it falling Calm—about Six in the Evening about two Leagues—from the Land—the Privateer got away—and took refuge, here Under the Protection of the french Flag—haveing paid Due attention to the Eleventh Article of the Code of Rules, to be observed—Respecting the Inhabitants of St Peters²—I thought it incumbent on me not to take any Step that might Give cause of Umbrage, to the French—I gave up the chace, & Cruized as near to the land—as was Convenient—untill Yesterday—when finding by—a very good information—that Several Privateers has made the Island of St Peters their General Rendevouz—& Countenanced—by the French to the very Great Annoyance, of the Brittish Fishery—Contiguous to this Coast, and as was well aware—that shou'd I have Quitted this Place—the Brittish Vessels & Inhabitants wou'd fall a Prey—to the Privateers Rebel Crew—I with The Joint Consent, & Opinion of my officers thought it indisputably—my Duty—to the Utmost of my Power—to take the Privateer or otherwise prevent her—from doing any Depredation—or Escaping from us—if Possible to prevent it—I therefore this Morning—wrote to his Excellency the Governour—desiring that he would not—give Give Contenance, to his Majesty's Rebellious Subjects, and as I had chaced him into the Harbour—I Solemnly requested that he wou'd be pleased to turn him out to which he was pleased to Answer that he Wou'd not turn him out—And that he was determined to observe a Strict Neutrality—to Support the dignity of the French Flag at the Hazard of his life—this Laid me likewise to inform you Sir—that the French have Erected a ~~Bat~~ Platform, facing the NE—where is Six Great Guns Mounted—which I have always Understood to be Contrary—to Law—Subsisting between the Powers,³ the Reasons assigned for dispatching M^r Morey—with this letter will I hope—be Approved of—& am Sir, [&c.]

How^l Lloyd⁴

M^r Morey, Sir will be able to give—information Respecting—the Sloop—

L, UKLPR, Adm. 1/471, fols. 223–24. Docketed: “12 July 1778/from L^t Lloyd/E/In Adm^l Montagu's/Letter 27 July 1779 [1778].” Notation: “E^d,” meaning “Enclosed.” The letter was enclosed in Vice Admiral John Montagu to Philip Stephens, Secretary of the Admiralty, 27 July 1778. The addressee is determined by Lloyd's previous letter of 21 June to Warren, the senior naval officer present at St. Johns, Newfoundland.

1. Saint-Pierre I., St-Pierre and Miquelon Is., French North America.

2. See Lords Commissioners, Admiralty, to Vice Admiral John Montagu, 23 March 1776, in *NDAR* 4: 991–92, containing instructions for Montagu's Newfoundland Squadron. Number 11 of the instructions enjoins Montagu to prevent trade between St-Pierre and Miquelon Is. and the British dominions in North America, as well as to prevent the American rebels from obtaining supplies via French fishing vessels, con-

cluding with the injunction, “avoiding at the same time the taking any step that may be injurious to the Subjects of the French King or have a tendency to disturb that Harmony which now so happily subsists between the two nations.”

3. By the sixth article of the Treaty of Paris ending the French and Indian War, Great Britain ceded the islands of St. Pierre and Miquelon to France, “to serve as a shelter to the French fishermen; and his said Most Christian Majesty engages not to fortify the said islands; to erect no buildings upon them but merely for the conveniency of the fishery; and to keep upon them a guard of fifty men only for the police.” “The definitive Treaty of Peace and Friendship between his Britannick Majesty, the Most Christian King, and the King of Spain. Concluded at Paris the 10th day of February, 1763. To which the King of Portugal acceded on the same day.” The Avalon Project, Yale University, Lillian Goldman Law Library, http://avalon.law.yale.edu/18th_century/paris763.asp.

4. Lloyd commanded H.M. armed schooner *Penguin*, which carried 10 guns.

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

My Dear Sir/

Potsmouth [N.H.] 12th July 1778

Your much Esteemd favor of the 20th Ulti^o.¹ is now before me, . . .

As I am happy in agreeing with you in opinion in general I should be exceeding Glad if there was a coincidence in our sentiments respecting Privateering. I agree with you that the privateers have much distressed the trade of our Enemies, but had there been no privateers, is it not probable there wo^d have been a much larger number of Public ships, then has been fitted out?² which might have distressed the Enemy nearly as much & furnished these states with necessaries on much better terms then they have been supplied by Privateers,— however I will not contend with you about the advantages or disadvantages that have been the consequence of that business, all I wish to convince you of is, that it is now attended with the most pernicious Consequences, which there wo^d be no need of my undertaking, if you were only to pass three months in this, or any other town where the spirit for Privateering rages with such violence as it does here,— no kind of Business can so effectually introduce Luxury, Extravagance, & every kind of Dissipation, that tend to the destruction of the Morals of people, those who are actually engaged in it soon loose every Idea of right, & wrong, & for want of an opportunity of gratifying their insatiable avarice with the property of the Enemies of their Country will without the least compunction seize that of her Friends, thus far I am sure you wo^d agree with me had you the opportunity before mentio^d of making your observations but perhaps you may say, these are evils attendant on this business, to society in General. I will allow that to be the case, but then it must be allowed they will operate with more violence in this Country in its present unsettled state then in a Country where all the Powers of Government can be vigorously exercised.— but besides these there are many other mischiefs that attend this business peculiar to these states in our present circumstances.— Some of the towns in this state have been obliged to give 400 Doll^s: Bounty (⌘ Man) to men to serve 3 or 4 months at Road Island² exclusive of whats allowed by the state[.] this is wholly owing to privateering.— The Farmers cannot hire a laborer for less than 30 or 40 Dol^s: P^r month and in the Neighbourhood of this town 3 or 4 Dol^s: ⌘ day & very difficult to be had at that, this naturally rises the price of Provision Indian Corn is not to be purcused under 6 Doll^s: p^r Bushel.— there is at this time 5 Privateers fitting out here which I suppose will take 400 men these must be by far the Greater part Country men, for the seamen are chiefly gone & most of them in Hallifax Goal.—³ besides all this You may depend, no public ship will ever be maned while there is a privateer fitting out,— the reason is plain,— those people who

have the most influence with seamen think it their interest to discourage the Public service because by that, they promote their own interst, viz. Privateering, in order to do this effectually, every Officer in the public service (I mean in the navy) is treated with general contempt a man of any feeling cannot bear this, he therefore to avoid those indigneties quits the service & is immediately Courted to go a Privateering & highly caressed, by this means all the Officers that are worth imploying will quit the service, and You'll have the navy (if you think it worth while to keep up that show) Officered by Tinkers, Shoemakers & Horse-Jockeys,— and no Gent^m: worth employing will except a Commission—this you may depend will soon be the case unless Privateering is discouraged and the Business of the Marine in this department more attended too & conducted with more regularity, in short it would be much better to set fire to the ships now in port then pretend to fit them for sea, for as matters now are (if I am rightly informed & my author[*i*]ty is very good;) the public are at an amaizing Expence to procure men for privateers, for if they (the public Ships) get two men, one day, they are sure to loose four, the next, who take care to carry off with them the advanced pay &c—I think I have given you a long Chapter on Privateering, much longer then I intended when I began; I have said the more on the subject as it is the last time I shall trouble you with my sentiments of that business.— and as I have got to the end of the sheet shall conclude this long scrawl with my best wishes for Your Health & Happiness & with the fullest assurance that I am Your very affec^{te}: Friend &c

W W

DfS, NN, Emmet Autograph Collection, no. 486. The addressee is established by the content of Bartlett's letter to Whipple, 20 June, above.

1. Bartlett to Whipple, 20 June, above.
2. That is, Rhode Island.
3. That is, they are being held prisoners of war at Halifax, Nova Scotia.

JOURNAL OF MAJOR JOHN ANDRÉ, BRITISH ARMY

[New York City]

12th [July] The 44th and 15th Regiments were added to these, and Colonel O'Hara¹ took the command and marched from Bedford to be embarked for Sandy Hook. They were here employed in throwing up a battery of two 8-inch howitzers and three 32-pounders. Eight Companies from the Light Infantry and Grenadiers were distributed on board the ships of war. The Companies were chosen by lot and the whole drew at their own request. The ardor to serve and the confidence in Lord Howe were as conspicuous in the seamen of the transports, who almost to a man were Volunteers to go on board the King's Ships. Those at the Hook at this time were:

The <i>Eagle</i> 64	<i>Preston</i> 50	<i>Amazon</i> 32
<i>Somerset</i> 64	<i>Experiment</i> 50	<i>Pearl</i> 32
<i>St. Albans</i> 64	<i>Isis</i> 50	<i>Richmond</i> 32
<i>Nonsuch</i> 64	<i>Roebuck</i> 44	<i>Brune</i> 32
<i>Trident</i> 64	<i>Phoenix</i> 44	<i>Venus</i> 36
	<i>Apollo</i> 32	<i>Delaware</i> 26

with three sloops, three fire-ships, two bombs and three galleys. The flank Companies came ashore again and the 23rd Regiment (Welsh Fusilers) took that duty.

Major André's Journal: Operations of the British Army Under Lieutenant Generals Sir William Howe and Sir Henry Clinton June 1777 to November, 1778 [Tarrytown, N.Y.: William Abbatt, 1930], 82.

1. Col. Charles O'Hara of the Coldstream Guards. In a loose note for his history of the American Revolution, Sir Henry Clinton wrote that he had given O'Hara the command because he was a good engineer and well known to Viscount Lord Richard Howe. Clinton added: "But I soon found he was the last man I should have sent with a detached corps—plans upon plans of defense; never easy, satisfied, or safe; a great, nay plausible, talker." Clinton, *The American Rebellion*, 100*n*.

GENERAL GEORGE WASHINGTON TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

[Extract]

Sir Camp at Pyramus [*Paramus, N.J.*] July 12th 1778

. . . We have had it reported for two or three days, through several channels from New-York, that there is a french fleet on the Coast; and it is added, that the Enemy have been manning with the utmost dispatch several of their Ships of war which were there, and have pushed them out to sea. How far these facts are true, I cannot determine but I should think it of infinite importance to ascertain the first if possible, by sending out swift sailing Cruizers. The most interesting advantages might follow the information. I will try by every practicable means, that I can devise, to obtain an accurate account of the Enemy's fleet at New York. I have the Honor to be [&c.]

G^o: Washington

L, DNA, PCC, item 152, vol. 6: 167 (M247, reel 168). Addressed below close: "Hon^{ble}/Henry Laurens, Esq//&c." Docketed: "Entered & Ex^d/Letter from Gen^l Washington/Camp at Pyramus. 12 July 1778/Read 18. 1778."

RICHARD WESCOTT TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir Forks Egg-harbour [*N.J.*] July 12th 1778

I had the honor of Receiving your favour of the 10th Instant with the dispatches for his Excellency Count de Estaing¹ and have dispatch'd the *Lexington*, Privateer Schooner Cap^t Cook² with them who saw the Fleet of [f] Barnagat Inlett last Saturday³ Should any misfortune attend the *Lexingtons* going in Quest of His Excellency with them I have Engaged Congress will make him every Reasonable Compensation—I doubt not he will deliver them Safe And have the Honor to be [&c.]

Rich^d. Wescott

L, DNA, PCC, item 78, vol. 23, p. 509 (M247, roll 104). Addressed at bottom of page: "Hon^{ble}. Henry Laurens Esq^t." Addressed on separate sheet: "On public Service/The Hon^{ble} Henry Laurens Esq^t/President of Congress/in/Philadelphia." Docketed: "Letter from R Wescot/Forks little Egg harbour/July 12- 1778/Read 15."

1. Laurens' letter to Westcott is printed in *Laurens Papers* 14: 16. Unsure where comte d'Estaing would be, Laurens also sent a packet intended for the French Admiral to Henry Fisher at Lewistown, Delaware. DNA, PCC, item 13, vol. 2, p. 26 (M247, roll 23).

2. Massachusetts privateer schooner *Lexington*, Joseph Cook, commmander, mounting 16 swivel guns, carrying a crew of 25 men, and owned by a group headed by Elias Hasket Derby of Salem, Massachusetts. Allen, *Massachusetts Privateers of the Revolution*, p. 204.

3. That is, 11 July.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

dimanche 12. [Juillet 1778.]

[*devant Sandy Hook, N.J.*]

à 6. h. du matin nous eumes les vents à la terre au N asséz foible, le Ciel très Serein les Canots du Général qui Venaient de Sonder, prirent le Chemin faisant un Senaut qui venait de Londres chargé pour le Compte du Roy, de munitions de Guerre de toute espèce confiés a une Compagnie de bombardiers qui se trouverent abord de ce bâtiment,¹ le Canot du *protecteur*² s'empara aussi d'un bateau.

à huit heures du soir je mis Sous Voile par ordre du général pour venir mouiller en queue de L'*Alcmène*,³ qui jetta L'ancre, dès qu'elle put relever, l'escadre au S. à 9 h. ½ nous mouillames sur 18. brasses fond de Sable mêlé de Coquillages, à 3. Cables de L'arriere de L'*alcmène* ; L'*aimable*⁴ observe la même distance à mon Egard moi a la portée du Canon de L'ennemi qui ne fit aucune mouvement.

[Translation]

Sunday 12. [July 1778.]

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

At 6 o'clock in the morning we had the winds at the land to the N, rather weak, the sky very serene. The boats of the General that had just sounded, took the road making for a snow that came from London, laden on the account of the king with munitions of war of all kinds, confided to a company of bombadiers who were on board this ship.¹ The boat of the *Protecteur*² also stopped a boat.

At eight o'clock in the evening I got under sail by order of the general to come anchor in queue with the *Alcmène*,³ which dropped anchor where it could raise it again, the squadron to the S. At 9:30 o'clock we anchored in 18 fathoms, bottom of sand mixed with shells, 3 cable-lengths abaft the *Alcmène*; the *Aimable*⁴ observed the same distance in my regard in range of the enemy canon, which made no movement.

D, FrPNA, Marine B⁴, vol. 147, fol. 57.

1. The snow *Carcasse*, master J. Marshal. See Notes Made on Board of the French Navy Ship of the Line *Languedoc*, above, note 13.

2. French ship of the line *Protecteur*, commanded by Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

3. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

4. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Juillet 1778, *Languedoc, en mer*]

Du samedi 11 au dimanche 12

Les vents au so petit frais Gouvernée au nne pour Raprocher La terre nous faisant pres de newyorck a 1 heure vue La tour de Lentre place sur La party du sud de La passe vue aussi plusieurs petit Batiment sous voile qui faisait Routte pour Entrer a Sandiwouck a 3 h^r ½ nous avons mouillé a Lentrer de La passe par Le 9 Brasse fond de petit Gravier a La distans d'une Lieue et demy La tour du fanal La terre La plus au sud au sso 5^d sud les terre La plus à Lest au nE 5^d nord Le tour du fanal au no Vue Baucoup de Batiment Guerre et transport d En dedans le la pointe de la tour—il y a

une Espèce de Bar—ou fort Ressaut Le long de Cette Coste et voyant une Riviere que nous Restait au so½s Le General ait descendat Lui Meme Le matin dans Cette Riviere avec deux Canost armé pour Reconnoistre Le paye qui nous paraisait Bien-habité Comme nous manquions de vivre frais de toute Especies et meme d'eau ayant trois mois Revolue de mer—il Revint à Bord La *provence*¹ y il Eut faillut monter fort haut dans Cette Riviere pour y faire de Leau et meme nos chaloupe était trop grand. mais chaque habitation y avait un puis joint à un petit Ruisceau Coulant Le Lendemain matin Le General menvoyit avec un detachement pour Employer Les moyent dy faire de Leau, à puits avons nous par y faire Le journallier nous y avions un detachement de 250 hommes 4 Canons et des perriere monte sur affuts les habitans estant americain mais dans le nombre plusieurs trouvées qui sont des Royalistes nous avions à Craindre que quelques detachement Anglais ne vinssint nous attaquer je Returné a Bord Le lendemain dans La nuits il y Eut du vents de no assé fort qui fit sortir du post un senault chargé de poudre et Bombe a jour Etant En dehors de La passe et ne lui voyant point de Canons Le General fit armer deux Canost qui sen Emparer et La mener à Lescadre nous avons aussi le jour matin arrive aresté six Bateau paicheur qui allait porter du poisson a Lescadre Anglais qui était En dedans nous avions tous Le jours des fregates sous voile—Le General attendait des pilottes qui Lui était annoncé du Congrès pour Entrer et Combatre Lescadre Englaise ont Lui² [*illeg.*] assuree En Europe quil y avait de Leau pour son Escadre pour y Entrer Le pilotte Etant arrive, quil ny avait pas assée deau pour Les Gros vaisseau et meme pour Les 74 Canons que En Conséquence il ne se chargerait pas de Lescadre chaque jour nous donnait quelque prise de Batiments marchands qui se presentait pour Entrer Linpossibilité de faire le journalier deau ; et d'avoir des Rafrachissement sufisament

[Translation]

[July 1778, *Languedoc, at sea*]

From Saturday 11 to Sunday 12

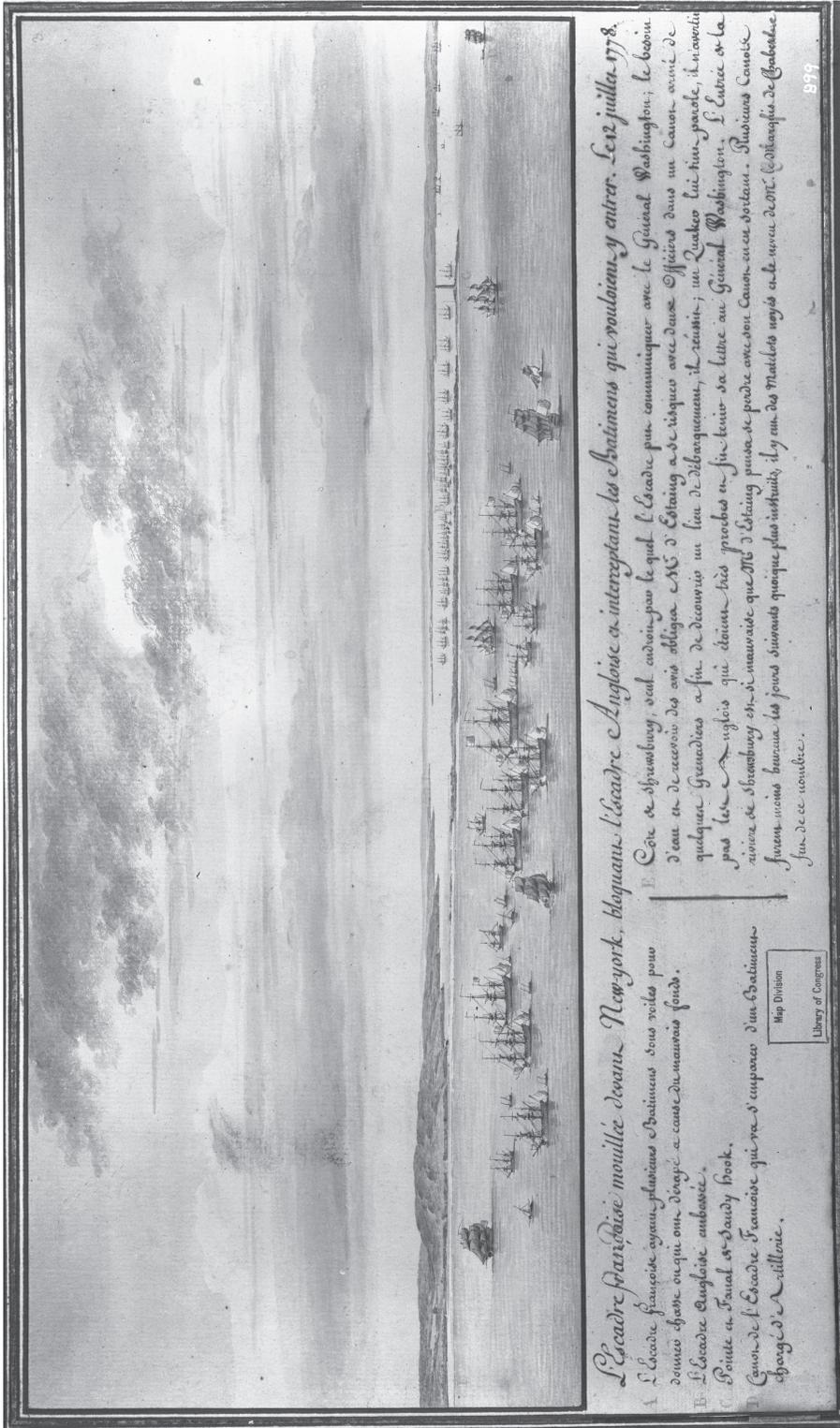
The wind in the SW, a little brisk, steered to the NNE in order to reach the land, making for New York. At 1 o'clock saw the tower of the entrance, located south of the pass; saw also several small ships under sail that headed for the entrance at Sandy Hook. At 3:30 o'clock we anchored at the entrance of the pass in 9 fathoms, bottom of small gravel, at the distance of a league and a half from the lighthouse, the land the farthest south at SSW 5° south, the land the farthest east at NE 5° N, the lighthouse to the NW. Saw many warships and transports within the point of the lighthouse. There is a kind of bar or strong projection along this coast and seeing a river that lay to SW½S of us, the General himself went down in the morning into this river with two boats fit out to reconnoiter the country, which appeared to us well peopled, as we lacked fresh victuals of every kind, and even water, having passed three months at sea. He returned on board the *Provence*,¹ he had failed to mount very high up the river to water there and even our ship's boat was too large. But each habitation there had a well joined to a small flowing brook. The next morning the General sent me with a detachment to employ the means of watering there by wells, to accomplish this daily we had a detachment of 250 men, 4 cannons, and some swivel guns mounted on carriages, the inhabitants being American but in the number several to be found who are Royalists, we feared that some English detachments might come to attack us. I returned on board the next day in the night. There had been winds from the NW, rather strong, that drove from its post a snow laden with powder and bombs, at daybreak being outside

the pass and seeing no guns aboard her, the General manned two boats which seized it and brought it to the squadron. In the morning we also stopped six fishing boats that were bringing fish to the English squadron. Every day we had frigates under sail, the General expected pilots that the Congress had announced in order to enter and fight the English squadron that was within,² they having assured him in Europe that there was enough water there for his squadron to enter there. The pilot having arrived, that there was not enough water for the large ships of the line and even for those of 74 guns, that in consequence, he would not take charge of the squadron. Each day gave us a few prizes of merchantmen that came to go in. The impossibility of obtaining the daily supply of water and of having sufficient refreshment.

D, FrPNA, Marine B¹, vol. 147, fols. 135–36.

1. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

2. See Journal of the Continental Congress, 8 July, above.



L'Escadre Française moullée devant New-york, bloquant l'Escadre Angloise & interceptant les Bâtimens qui voulaient y entrer. Le 22 juillet 1778.

L'Escadre Française cy devant plusieurs Bâtimens sous voiles pour donner chase ou qui ont devoyé à cause du mauvais fond.

L'Escadre Angloise embarcée.

Pointe de Faial et Sandy Hook.

Cannon de l'Escadre Française qui ont empesché d'un Bâtimens chargé d'Artillerie.

Le Cor & Spretzburg, seul corsaire qui est à l'Escadre pour communiquer avec le General Washington; le bonum d'eau en de recevoir des ordres obligés MS d'Esting a de rigues avec deux Officiers dans un canon armé de quelques grenades a feu de diamant un peu de débauchement, il ramène; un Quaker lui fait grande, il ne peut pas les Anglois qui étaient très proches de son Bâtimens. L'Escadre & la ville de Spretzburg est si mauvaise que MS d'Esting pensa de perdre avec son Canon en ce docteur. Plusieurs Canons furent vains barrière les jours suivants quoique plus instruits, il y en a des Matelots morts et le reste de l'Escadre de Spretzburg fut de ce monde.

Map Division
Library of Congress

The French squadron before New York, blockading the English squadron and intercepting ships attempting to enter. 12 July 1778.

- A. *The French squadron having several ships under sails to give chase or which have tripped anchor owing to the poor ground.*
- B. *The English squadron broadside on.*
- C. *Sandy Hook Point and Lighthouse.*
- D. *Boats of the French squadron going to secure a ship laden with artillery.*
- E. *Shore of Shrewsbury, the only location by which the squadron can communicate with General Washington; the need of water and the receipt of advice obliged M. d'Estaing to risk himself with two officers in a boat manned by a few grenadiers in order to discover a landing spot; he succeeded; a Quaker gave him his word he would not alert the English who were very near and would have his letter delivered to General Washington. The entrance to the Shrewsbury River was so bad that M. d'Estaing thought he would lose his own boat in going out from it. Several boats were less happy on the days following although better informed; some seamen drowned and the nephew of M. the Marquis de Chabert was of this number.*

CONTINENTAL MARINE COMMITTEE TO VICE-AMIRAL COMTE D'ESTAING

Sir

Philadelphia July 16th [12] 1778¹

The marine Committee of Congress have received information that the Squadron under your Excellencies command has occasion for a supply of water and fresh provisions, and they have taken proper measures to furnish both with all possible expedition. The frigate *Chimere*,² and the two Vessels with her, will be dispatched immediately with as much water as we can find Casks for; the enemy lately here having destroyed every thing of this kind that they could discover. The same vessels will bring your Excellency some hundred barrels of bread and flour, with a small supply of fresh provisions. A Commissary has orders quickly to collect near Shrewsbury and the Hook 50 Bullocks, 700 Sheep, with a quantity of vegetables and a number of poultry; and he will wait on your Excellency to know your pleasure concerning the particular place on the water where he must bring them to be shipped.³

The same Commissary has general orders to furnish your Excellency which such further supplies as you may please to direct.

The accidents of wind and weather may possibly prevent the *Chimere* from arriving with water so soon as it shall be wanted, and therefore I am to inform your Excellency that in little Egg harbor or Thoms river, neither of them far from the Hook, fresh water be conveniently obtained. The Pilots on board the Fleet will conduct Vessels sent for the purpose to either of these places.

Your Excellency may be assured that Congress is disposed to supply your Excellency, and the Squadron under your command with every thing in their power that may conduce to the accomplishment of the valuable ends you have in view against the common enemy. I have the honor to be [&c.]

Richard Henry Lee
Chairman of the Marine Committee

L, FrPNA, Marine B¹, vol. 146, fol. 211.

1. Although the letter is clearly given the date 16 July, it is dated 12 July in the letter book of the Continental Marine Committee. The 12 July date is confirmed by what the Continental Marine Committee wrote comte d'Estaing on 17 July, below.

2. French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp, Chevalier de Saint-Cézaire, commanding.

3. The commissary was Jeremiah Wadsworth. Shrewsbury and Sandy Hook were both in northern New Jersey.

July 13

TRIAL AND VERDICT IN VICE ADMIRALTY COURT OF NOVA SCOTIA IN CASE OF
CONNECTICUT PRIVATEER SHIP *GENERAL McDUGALL*

[Halifax, Nova Scotia]

Cause

Charles Feilding & Thomas Fitzherbert Esq^{rs} Commanders of His Majesty's Ships the *Diamond*, & *Raisonable*, VS. the Ship called the *General McDugal*,¹ & her Cargo, a Recapture.

20th June
1778

Libel filed & Entered and Order made thereon as on file

Registers Office 22^d. June 1778.

Thomas Leuwilling a Mariner on Board His Majesty's Ship the *Diamond* being duly Sworne Deposeth, that being on a Cruise in said Ship the latter end of May last they fell in with a Ship near Georges Banks that they Chaced her 7 or 8 Hours when they came up with her, she Hoisted American Colours & Hauled them down again immediately, that Cap^t. Feilding Sent an Officer on Board her, & found she was from Boston, four days out, that she had only 2 or 3 Casks of Sugar on Board, that she was Bound to South Carolina, that the People on Board her told the Deponant, she was a Ship that Belonged to Liverpool in Great Britain that she had been taken by the Americans three or four Months before & fitted out by them, that she had 8 four pounders, 6 Swivels & 2 Cohorns & 24 Men & is between three or 400 Tons Burthen, that they called her the *General McDugal* that the said Ship is now in this Harbour.

His
Thos + Leuwilling
mark

Sworne before Charles Charles Morris Jun^r. Reg^r.

Richard Mendus being duly Sworne & Examined, Confirms the above Deposition of Thomas Leuwilling.

Sworne before Cha. Morris Jun^r. Register.Rich^d. + Mendus.

Isaac Taylor late Seaman on Board the Ship now called the *General McDugal* being duly Sworne deposeth that he was Born in Warrington in Great Britain, that he was an Apprentice to Jonathan Blundle of Liverpool in Great Britain who was the Owner of said Ship, that he Sailed in said Ship from Liverpool Bound to New York Loaded with Coals in November last, that the Ships name was the *Jonathan*,² that on his Passage they had two Engagements one was with an American Schooner, the other with the Brig *Gen^t Washington*³ who took them being then near the Island of Bermuda, that they took out all the Hands except the Captain (James Townsend) William Sampson & the Deponant who were Wounded, that they carried the Ship into Boston N E. where they Stripp'd her & Discharged the Cargo.

Isaac + Taylor

Sworne & Examin'd before Charles Morris Jun^r. Reg^r.

11 July }
1778 }

Court opened by making Proclamation as usual, The Libel Order and Return thereon read, the Evidence taken before the Register read, Warrant & return thereon read, the Judge Ordered Proclamation to be made for all Persons Claiming property in the Ship *General McDugal* to Appear and Assert their Claims & Defend their Rights to the same, None Appeared, The Advocate General then moved the Court that as there was no Claimer, or any Cargo to pay Salvage the Ship might be Sold. Court Adjourned to Monday the 13th. July Instant at 12 °Clock.

Monday }
13 July }

Court opened by making Proclamation as usual. The Advoc^e General moved for a Decree which was pronounced as on file whereby the Ship *General McDugal* was Ordered to be Sold & the Salvage and Charges paid out of such Sales, & the remainder of the Money to remain in the Custody of the Reg^r. for the Owners.

Court Adjourned without Day.

Amount of Sales of Ship *General McDugal*
8th. & Charges to be deducted.

£600..--

One 8 th to the Captors	£75..-.-
Marshalls Com ^s . 2 pC ^t . Bill of Sale, Advertising &c ^a .	13..-.-
Judges fees &c ^a . £15 sterling	16..13.. 4
Advocate Generals fees	5..-.-
Warrant Appraisement	1.. 1.-
5 Appraisers at 23/4 ea.	5..16.. 8
light House dues	5..10.-
Labourers Overhaling Rigging	..15.-
M ^r . [blank] Bill Pilotage & attend ^{ncc} taking Care of the Ship with 4 Seamen till she was sold.	} 9.. 5.-
Poundage 5 pC ^t	30..-.-
Copy of the Case & sundry Papers Judges Seal &c ^a .	<u>2.. 6.. 8</u>
	<u>164.. 7.. 8</u>
	£435..12.. 4

Remains for the Owners or Insurers four hundred thirty five pounds, twelve shillings, & four pence Currency.

Halifax July [13] 1778. Examined & Allowed.⁴

Rich^d: Bulkeley

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 145.

1. “Letter of Marque ship *Gen. M^r Dougall*,” from Boston bound to South Carolina with 5 hogsheads of sugar and 2 boxes of wool cards, taken on 28 May, sent into Halifax as a prize of H.M. frigate *Diamond* and H.M.S. *Raisable*. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88. Connecticut privateer ship *General McDougall*, Capt. Joseph Jauncey, commander, mounting 10 guns, a crew of 30 seamen, was commissioned on 6 Apr. 1778 and was owned by Paschal Nelson Smith and Isaac Sears, of Boston; Benedict Arnold and Christopher Leffingwell, of Norwich, Connecticut; and Samuel Broome, John Broome, and Jeremiah Platt, of Hartford, Connecticut. DNA, PCC, item 196, vol. 6, p. 28 (M247, roll 203).

2. Ship *Jonathan*, James Townsend, master, 200 tons burthen, built in Liverpool, England, in 1774, mounted ten 4-pounders and four 6-pounders, owned by Blundle & Co., of Liverpool. *Lloyd’s Register of Ships, 1777–1778*.

3. Massachusetts privateer brigantine *General Washington*, Capt. William Rogers, commander. For more on the capture of ship *Jonathan*, see Libels Filed in the Massachusetts Maritime Court of the Middle District, 1 Jan. 1778, *NDAR* 11: 11–12.

4. At the bottom of the page is the following note: “12th August 1779. The above Balance of £435..12.. 4 Paid to John Butler Esq^r: Attorney to the Owners as P^r: Powers & Receipt on his Petition on file with Case.”

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,-

Board of War,

Sam^l Ph[’]ps Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Sam^l Ph[’]ps Savage Esq^r President-

|| Boston July, 13th. 1778—

|| Eleazer Johnson Esq^r

|| Isaac Phillips Esq^r

Order’d, That W^m. Penniman’s Account for pulling down the Copper & Chimney of the Brig^t *Hazard*,¹ and for white-washing her Hole² . . . be paid
£14..18.— Also,

That he be paid for laying a
Hearth for Bricks &c. for the

Brig^t. *Tyrannicide*,³—as p^r Bill . . . £ 1.10
£16.. 8..—

Order'd, That Cap^t Harris⁴ deliver Cap^t Hopkins⁵ from the Snow *Penet* nineteen half Barrels Powder, to be sent to the Castle—(Ent^d. with Inv^o 34)

Order'd, That Joseph Hall deliver Cap^t Phillips⁶ for the use of the Brig^t *Hazard* 695 G^ll New-England Rum in Consequence of former Order given him, & now mislaid—Enter'd before June 29th.

D, M-Ar, Mass. Archives Collections, vol. 149 (Board of War Minutes, 1777–1778), 369–70.

1. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.
2. That is, hold.
3. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander.
4. Capt. John Harris, commander of Massachusetts State trading snow *Penet*.
5. Caleb Hopkins.
6. Isaac Phillips.

NATHANIEL SHAW, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

New London [*Conn.*] July 13.
1778—

I Received yours 8th Ins^t ꝓ the Gentlemen Passengers who Came in the Packitt,¹ and I have procur'd a Small Sloop Cal'd the *Bradford* Samuel Wardwell Master, who will take them on Board and Proceede to Carolina the first Wind, the barer M^r Plumb waits on you for the flagg for that Purpose, you'l Please to give such directions as you think Nessesary,² the Command^r of the Sloop is a Person who belongs to Rhode Island State and is in a Sloop that belongs to Col^o. Nathan Millir³ an Acquaintence of Mine and who Recomend the Master as a very Capable Person for the Purpose—Their is now Sixteen Sail of Topsail Vessells between this Port & Long Island mostly Ships, and Imagine they are bound to New Port, the boats that have been near them Report that they Appear to have troops on Board and Yesterday Several Ships and ab^t Twenty Sail of small Vessells pass'd by steering up the Sound—

—Yesterday a Prize Sloop from Halifax Laden with Sea Coal for New Port⁴ was Bro^t in by a Small Privateear⁵ belonging to Boston, has on Board Eight Persons who I should have sent to New Port to Redeem our Friends, but in your letter of y^e 2 Ins^t to Br^o Tho^s.⁶ you desire that their might no more be sent without letting you know of it,⁷ there is Several Persons their who belong to Norwich & have been their Sum time—Observe you'l let me know what Goods you may have Occasion for—

—if any News from the Southward must Request you'l favour me with it as we are Anxious to hear how matters go on I am Sir [&c.] Nath^l Shaw Jun^r

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 160a–d. Addressed on cover: “To/His Excellenc^y Govenor Trumbull/att/Lebanon.” Docketed: “July 13th 1778/Nath^l Shaw jun^r/de Flagg for the Passengers/taken in the Falmouth/Packet—has procured a/Sloop to carry them to/Carolina—/Ships in the Sound.”

1. H.M. Post Office packet snow *Le Despencer*, Capt. William Pond, commander.

2. Trumbull penned a short reply, dated 14 July, on the second sheet of Shaw's letter directly below Shaw's signature. In it, he said he was sending “the Comission for Flagg” and asked Shaw to fill in the needed information concerning the “Pilot & Men's Names.” The letter appears below.

3. Nathan Miller, a merchant and militia officer from Warren, Rhode Island.

4. Sloop *Success*, John Fish, master. See *The Providence Gazette; and Country Journal*, 18 July, below.

5. *Success* was captured by the Rhode Island privateer sloop *Industrious Bee*, Capt. George Allen, commander, and the Connecticut privateer armed boat *Revenge*, Capt. Elijah Champlin Jr., commander. *Ibid.*

6. That is, Thomas Shaw.

7. Trumbull in his reply of 14 July approved an exchange of prisoners at Newport for men held there from Connecticut.

DIARY OF CORPORAL JOHANN CHRISTOPH DOEHLEMANN, ANSPACH REGIMENT

[10 July to 13 July 1778]

... On the 10th we were embarked¹ early on the same transport ships that brought us from Schody Island² and in the afternoon we sailed toward the good Rhode Island.

Already in the previous year Rhode Island was considered one of the austere places in America and now we were in position to probe the island's characteristics of austerity. After a short time we arrived in the Sound.³ On the 13th in the afternoon two ships loaded with our troops ran on a sandbank. The Rebels saw this and immediately came out with a row-galley on which they had some swivel guns (cats heads) and fired on the ship that held half Ansbachers and half Bayreuthers, mostly privates. This ship had no cannons which the Rebels probably saw. The other grounded ship on which I was, lay not far off with six cannons. One was brought up on the quarterdeck and fired two shots toward them and they withdrew and departed. New London lay just before us where at the harbor we could see a strong Rebel fort and several schooners. To get off the sandbank we raised a distress flag and fired a shot so that the rest of the convoy anchored and sent boats and sailors to help us. The other ship that was attacked came loose immediately, ours was fast and required more effort.

At 10 PM all soldiers were loaded in the boats. 50 men and I in a boat were tied up at the front of the ship. The tide came in with such fury that water was entering the boat, we yelled for help but nobody heard us. All the soldiers from the other boats had returned to the ship. At last the soldiers threw us lines so we could pull ourselves forward and we cut the rear line. Now everyone wanted to be the first off the boat. Through this the boat was brought in danger of capsizing. Once the ship came loose we dropped anchor here.

"Diary of Johann Christoph Doehlemann, Grenadier Company, Ansbach Regiment March 1777 to September 1778," transcribed by Karl Walther, translated by Henry J. Retzer, in *The Hessians: Journal of the Johannes Schwalm Historical Association*, vol. 11 (2008), p. 16. Ansbach-Bayreuth was a German principality ruled by Margrave Karl Alexander. Most of its troops serving in America were divided into two regiments, the First and Second Ansbach-Bayreuth Regiments, though Doehlemann consistently refers to them as the Ansbach Regiment and the Bayreuth Regiment. This reflects the fact that the First Regiment was made up primarily of men from Ansbach and the Second Regiment with men from Bayreuth. Col. F. A. V. Voit von Salzburg commanded the 1st Ansbach-Bayreuth Regiment, while Col. F. J. H. W. Christian von Seybothern commanded the 2nd Ansbach-Bayreuth Regiment.

1. Both Ansbach regiments had been bivouacked at Hallet's Cove, on Long Island.

2. Reedy Island in the Delaware river, where the Ansbach regiments were transferred from smaller vessels to the five transports *Fidelity*, *Houston*, *John and Bella*, *Nancy*, and *Spring*.

3. That is, Long Island Sound.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [off *Sandy Hook*, N.J.]
Monday 13 [July 1778] 11 AM

D^r Sir

I shall be obliged to you to furnish me with a couple of 8 Inc^h Howitz, with Artillery Men Ammunition &ca., to place on the point of the Hook.¹ Your Engineer is not

yet (that I have heard of) arrived.² The Wind being Easterly, furnishes our Adversaries with a favorable opportunity to make their attempt; But they have not yet taken the steps preparatory to that operation. They may do the needful in the Night. and the present Wind compelling us to change the Disposition of my Ships (which I must do as often as the Wind changes from the NE to the SSW) the Howitz will be, I think, particularly useful in our present Circumstances. Some tools will be necessary amongst the other requisites for making a bed & Breast Work for the Howitz. But a skillfull Engineer to direct our undertakings will be a Treasure to your most faithful Ser^t

Howe

PS.

We wish to borrow a few Light Infantry of which Duncan³ writes No time should be lost in the dispatch of the Howitz &c., if our request is consistent—

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "S^r H: Clinton." Addressed on cover: "His Excellency/The Comm^{dr} in Chief/&c &c &c/With dispatch/Howe."

1. Sandy Hook.
2. Clinton sent Lt. Col. Charles O'Hara, Coldstream Guards, to supervise the detachment sent to build and man the battery at Sandy Hook.
3. Capt. Henry Duncan, First Captain of the squadron.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW SNAPE HAMOND

July 1778 Light Hous^l EbN Distant 1 Mile
 Monday 13th Fresh breezes & Hazy wea^r Hove up and stood to our Station
 Came to Anchor in 5 Fathom water L^t House bearing EbN dis^t 1
 Mile at 4 am Employd about Barracading the Ship for Action got
 a Stream anchor over our Stern and Bent the Messenger to it got
 Springs forward from Each Gunroom port,² The Adm^{l,3} made a Sig-
 nal for a petty Officer sent the Cutter on Board—

D, UKLPR, Adm. 52/1964, fols. 36–37.

1. The lighthouse at Sandy Hook, New Jersey.
2. A messenger was a length of rope secured to a cable, hawser, etc. as a means of hauling or heaving a ship into a desired position. The springs on the cable allowed *Roebuck* and the five other ships of the line and H.M. armed storeship *Leviathan* (formerly H.M.S. *Northumberland*), which Vice Adm. Viscount Howe had arranged in a line extending from Sandy Hook across the main channel into New York harbor, to fire a broadside at comte d'Estaing's fleet as it sailed into the harbor, and then, if the French vessels survived that first broadside, to swing and fire again as the French ships passed. James, *British Navy in Adversity*, p. 100; see also, Journal of H.M.S. *Nonsuch*, 16 July, below.

3. The "Admiral" was Vice Adm. Viscount Howe's flagship, H.M.S. *Eagle*.

make a debarkation upon the Coast of Jersey in a village which according to the Map is to the Northward of the River Shrewsbury.—If our common enemy are in possession and can be drawn from it, I shall fulfil the object of my descent—An instant of liberty will suffice for a good patriot to dare to show himself—Every citizen will be eager to convey my homage to the deliverer of his country. The first moments are so pretious, above all upon Sea, that it may be of the greatest importance for me to be informed four and twenty hours sooner or later of the projects of Your Excellency. I have orders to second them; I dare assure you, that I will do it to the utmost of my power. To act in concert with a great man is the first of blessings—this one of those which flatter me the most in the commission with which I am honored. An apprehension that the letter, of which I have now the honor to send a duplicate,¹ may not come to hand 'till late, makes me hazard a step, the motive for which must be the excuse. I have the honor to be &c.

Estaing

L with Contemporary Translation, DLC, George Washington Papers, Series 4. Docketed on L: "Count D'Estaing/July 13. 1778 Rec^d 17/ans^d 17." Docketed on the Translation: "The Count DEstaing/July 13. 1778."

1. D'Estaing to Washington, 8 July, above.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Lundi 13. [Juillet 1778.] à 5. h. du matin le Général fit Signal à L' *alcmenel*¹ d'apareiller cette fregatte fut mouiller au S. de L'Escadre pour proteger le rembarquement du Général qui avait été à terre à la tête de 100 hommes avec le projet de Chercher une aiguade pour L'Escadre, mais ce Voyage fut infructueux, à 9 h. on nous fit Signal d'apareiller pour Chasser une frégate qui paroissait vouloir Sortir de Newyorck apeine nous vit elle Sous voile qu'elle rentra dans la riviere après quoi nous Courunnes quelques bords, nous approchâmes même à ½ lieue de L'entrée de la baye, nous reconnumes aussi bien qu'il était possible à cette distance, l'ordre qu'observait L'Escadre Anglaise qui était mouillée en Fer à Cheval, le Commandant au Centre, après que nous eumes compté les Vaisseaux, nous forçames de Voiles pour Courir après un bâtiment Anglais que nous Joignimes, à 5. h. du soir nous assurames notre pavillon d'un Coup de Canon à poudre, nos lui entérames un Second à boulets, alors il amena ses perroquets, mais a un troisieme il amena son pavillon et brassa en panne. Le Cap^{ne}. M'envoya pour L'amernier [*illeg.*] ordre [?] d'arriver au plustôt sur L'Escadre; en même temps les Anglais détacherent sur nous toutes leurs Chaloupes et leurs Canots Armés que Se joignirent à deux demigaleres et à une goelette qui forcerent de Voiles et de rames pour nous faire lacher notre prise mais dès qu'ils urent vû qu'au lieu de forcer de voiles pour les fuir nous en diminuions pour les attendre, ils prirent le parti de rentrer dans la riviere; notre prise était un Senaut marchand nommé le *lord howe*,² portant 8. Canons de trois, il venait de Labordage, il était chargé de Sucre, de Sirop, de Rhum, de Cacao, d'indigo et de Cotton, il S'était battée pendant 2 h. contre un Sloop Americain auquel il avait echappé. à 8 h. du soir il mouilla au Centre de L'Escadre, pour nous nous lenvoyames toute la nuit pour regagner notre poste, mais a peu de vent qu'il faisait rendit la Chose impossible.

[Translation]

Monday 13. [July 1778.] At 5 o'clock in the morning the General signaled to the *Alcmène*¹ to sail. This frigate was anchored to the south of the squadron to protect the re-embarkation of the General, who had been ashore at the head of 100 men with the project of searching for a source of water for the squadron, but this voyage was fruitless. At 9 o'clock we were signaled to sail in order to chase a frigate that appeared to want to go out from New York. No sooner than we saw it under sail than it returned into the river, after which we ran several tacks, we approached to ½ a league of the entrance of the bay, we recognized rather well that it was possible at that distance to fulfill the order to observe the English squadron, which was anchored in the form of a horse-shoe, the commandant in the center. After we had counted the ships, we crowded on sail to run after an English vessel that we caught up with. At 5 o'clock in the evening we confirmed our flag with a canon loaded with powder, we reconfirmed it with a second loaded with ball, then it hauled down its topgallant sails, but at a third it hauled down its flag and braced up to bring to. The captain sent me to man the prize in order to arrive as soon as possible among the squadron; at the same time, the English detached all their ships' boats, manned, along with two half-galleys and a schooner, which crowded on sail and with oars, to force us to release our prize, but when they saw that instead of crowding on sail to flee from them we diminished them to wait for them, they chose to return into the river. Our prize was a merchant snow called the *Lord Howe*,² carrying 8 guns, 3 pounders; it had just arrived, it was laden with sugar, syrup, rum, cacao, indigo, and cotton. It had fought for 2 hours against an American sloop from which it had escaped. We strove through the night to regain our post, but the little wind that blew rendered the thing impossible.

D, FrPNA, Marine B¹, vol. 147, fol. 57.

1. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

2. The brig *Lord Howe*, master Antoine Moll. See See Notes Made on Board of the French Navy Ship of the Line *Languedoc*, above, note 15.

LIEUTENANT COLONEL JOHN LAURENS TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

Head Quarters [*Paramus, N.J.*], 13th July 1778.

I have barely time my dearest friend and Father to say that my heart overflows with gratitude at the repeated proofs of your tender love—and must defer answering your kind letters of the 6th and 10th 'till my return from Count D'Estaing's Fleet, where the General² has thought proper to send me with dispatches—I must immediately prepare for my Journey and Voyage—I could wish that Mons^r Le Comte were furnished with a proper number of intelligent Coast pilots—that as many pilot boats Schooners and other small swift sailing Vessels were employed under the conduct of judicious Semean to reconnoitre the Enemys fleet whenever it appears at Sea—and give the french Admiral the earliest account of their Strength, &ca—as well as keep him constantly advised afterwards of all their motions—

The movement of our Army across the North River, to make demonstration near N. York, may have a happy effect in preventing the English Admiral³ from making his Fleet so strong as he otherwise would—God protect you my dear Father

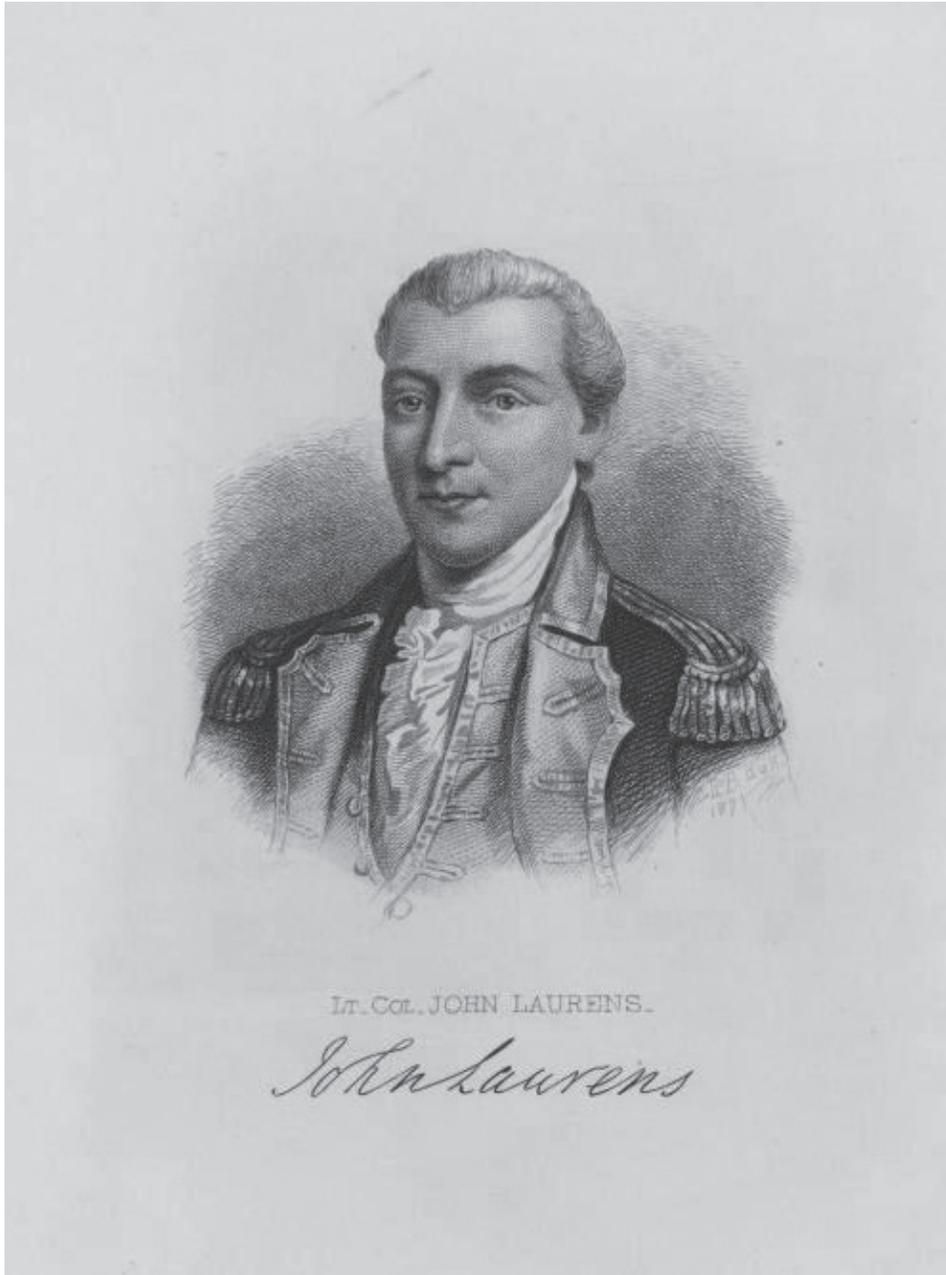
John Laurens

L, ScU, South Caroliniana Library. Addressed: "(Private)/The honble/Henry Laurens Esq'/President of Congress/Philadelphia." Docketed: "John Laurens/13 July 1778/Recd. 15th." Laurens was an aide-de-camp to Gen. George Washington.

1. The letter of 10 July has not been found; the letter of 6 July 1778 can be found in the *Laurens Papers* 13: 548-52.

2. That is, George Washington.

3. Vice Adm. Viscount Howe.



John Laurens

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Monday, July 13, 1778

Resolved, That the commissary general¹ be directed to furnish the French squadron, under Mons. le Compte d'Estaing, vice admiral of France, with such provisions, from time to time, as shall be directed by the Marine Committee, and to make return of his proceedings and expenditures on this occasion to that committee.²

An application being made by John Nicholson, late captain of the *Hornet*, and also an application from Henry Johnson, late captain of brig *Lexington*, in the service of the United States, which vessels they have respectively lost, desiring to know which way they are to proceed, in order to have their conduct enquired into:

Ordered, That the said applications be referred to the Marine Committee, and that they be directed to take order thereon.³

JCC 11: 687.

1. Jeremiah Wadsworth was commissary general.

2. It is clear from the letter of the Continental Marine Committee to Wadsworth of 14 Sept. that they had sent him orders for supplying the French fleet, though those orders have not been found. DNA, PCC, fol. 196 (M332, roll 6).

3. On a court of inquiry for Johnson, see Continental Marine Committee to the Continental Board of the Eastern Dept., 24 July, below. There is no record of a court of inquiry for Nicholson.

JOSIAH BARTLETT TO JOHN LANGDON

[Extract]

Philadelphia [*Pa.*] July 13th 1778

Dear Sir

I this day rec'd your favor of the 20th ulto.¹ The account of the money you rec'd of the Marine Committee I procured and was enclosed in Mr Wentworth's² letter to you of the 20th ult which I hope you have rec'd.³ Your letter to the Marine Committee of the 20th ulto came by today's post and will be considered as soon as opportunity permits:⁴ the removal of Congress to this City has greatly retarded business. We have not yet procured proper offices for our Several Boards and Committees—hope in a few days we shall be better accomodated and attend with more alacrity to business. . . .

Josiah Bartlett

Transcript, DLC, Peter Force Transcripts, Alfred Langdon Elwyn Collection, 513–16. Addressed at top: "Josiah Bartlett to John Langdon."

1. See John Langdon to Josiah Bartlett, 20 June, above.

2. John Wentworth Jr., New Hampshire delegate to the Continental Congress.

3. Letter not found.

4. Letter not found.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Monday the 13th day of July 1778.—Present

Mr Travis, Mr Archer, and Mr Innis.—

Ordered that the Keeper of the public store deliver to Mr Slaughter, Reubin Triplet, Jn^o Pierce and Benja: Trother two handkerchiefs each on their paying for the same; and three quires of paper for the use of the ship *Tempest*.¹—

Ordered that the Keeper of the public store deliver to Cap^t Markham² one pound of Brimstone six pounds of twine a bottle of Oil one doz. hooks, six Lines, 80 yds Bunting & two quire paper for use of y^c *Page*.

Ordered that Mr Holt, deliver to Cap^t Markham four coil two and half inch cordage for the *diligence*.³

D, Vi, Navy Board Journal, p. 427.

1. Virginia Navy ship *Tempest*, Capt. Celey Saunders.
2. Capt. James Markham commanded Virginia Navy galley *Page*.
3. Virginia Navy galley *Diligence*, Capt. Johannes Watson, commander.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO PRESIDENT RAWLINS
LOWNDES OF SOUTH CAROLINA

Navy Board [*Charleston*] 13th July 1778.

The Commissioners of the Navy beg leave to inform your Excellency that the Brigg *Notre Dame* is near Ready to Proceed on a Cruize, and will be Obligated to your Excellency for Commissions for the First and Second Lieutenants and Warrants for the Master, Gunner, Carpenter, Boatswain, and Surgeon, Agreeable to the Inclosed list,¹ and if any particular Instructions are to be given to Captⁿ Hall, the Board will be glad to be advised as Early as Possible.²

His Excellency
the President

By Order of the Board
Edw^d Blake first Commiss^r

South Carolina Commissioners, p. 166.

1. The list has not been found.
2. The instructions of the Privy Council are annexed to the Board's letter to Capt. William Hall of 20 July, below.

BRIGADIER GENERAL AUGUSTINE PREVOST TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir,-

Cowford [*East Florida*] 13th July 1778.-

I had the honour to receive yours of the 11th instant on Saturday last.¹ The arrival of any of his Majesty's Ships on this Coast at the present juncture was to me matter of the greatest pleasure, as by that I flatter myself the Province is secured against any further insult from our Rebel Invaders, or at least that they will not be able to do us any very essential mischief—and give me leave to assure you Sir, that my pleasure was by no means diminished but much increased on finding that his Majesty's Ships employed on this Coast was by His Excellency the Lord Howe put under your direction,² as I well know the active zeal with which you are animated for his Majesty's Service, and have the highest opinion of your abilities to carry it on with Propriety.

I shall with the highest good will and confidence cooperate with you in every possible measure for forwarding the Service—and most happy shall I reckon myself if by our mutual endeavours in conjunction with his Excellency the Governor,³ we can render any essential service to our Sovereign.—I wish much to deliberate with you on such measures as the present situation of affairs may point out to us, that we may forthwith

endeavour to carry into execution such as may be deem'd practible or possible with the present force in this Province. I have [&c.]

A Prevost

L, UkGrNMM, Adm. Viscount Keith Papers. Addressed at bottom of first page: "To/The Honb^{le}/Cap^t Geo: Keith Elphinston,." Docketed: "*Perseus*/Gene^t Prevosts' Letter/13th July 1778/ E^d: N Swiney." Edward Noel Swiney was presumably serving as Elphinstone's clerk.

1. "Saturday last" was 11 July. Elphinstone's letter informed Prevost that Vice Admiral Viscount Howe had ordered "ships to be employed on this coast under my directions." See Elphinstone to Prevost, 11 July 1778, in *Keith Papers* 1: 103.

2. See Vice Admiral Viscount Howe to Capt. George Keith Elphinstone, 3 June, above.

3. Governor Patrick Tonyn of British East Florida.

July 14

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,

Board of War,

John Browne Esq^r

|| Boston July, 14th. 1778—

Thomas Walker Esq^r

|| Eleazer Johnson Esq^r

Jonathan Glover Esq^r

|| Isaac Phillips Esq^r

John Browne Esq^r Pres^t P. T.¹—

Order'd, That Cap^t Hopkins² receive from the Snow *Penet*³ 10 Chests of Arms—
(Ent^d. with Inv^o. 34)

Order'd, That the Com^y Gen^l⁴ deliver Cap^t Harris for the Snow *Penet* 14^{Ct} Pork—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 370–71.

1. That is, President pro tem.

2. Caleb Hopkins.

3. Massachusetts State trading snow *Penet*, John Harris, master.

4. David Devens.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO NATHANIEL SHAW, JR.

Sir—
1778

Lebanon [*Conn.*] 14th July

Your Letter of the 13th ins^t is received— I have Sent the Commission for Flagg¹— you'l fill the Blank left for Pilot & Men's Names—Would have you Exchange the Men bro't in Prisoners—to redeem our Friends at Newport—

Col^o. Jos. Trumbull is at my House, very weak, low & dangerous—prevents writing more particulars—

pray my Compliments to the Gentleⁿ.—bid them a good Voyage—Nothing new from Southward, Some days past Except the great Mischief done by Torreys and Indians on our Settlements at Susquehanna—have nothing by Letter or Writing concerning that—I am [&c.]

J T—l

[Enclosure]

Mess^{rs}. John Murray, Thomas Young and Alexander Wright three Gentlemen passengers captured in the Snow *De Le Spencer*² From Falmouth in the Kingdom of Great

Brittain, To New York and bro't into the Port of New London a Prize to the *Nancy* commanded by Cap^t Malally³—Sollicite[*d*] and have leave granted to each of them to proceed by the first fair Wind and Weather from the Port at New London for the Port of S^t Augustine in the Sloop *Bradford*—Samuel Wardwell Master, for the purpose of transporting themselves, and their Baggage from hence to Said Port

Pilot
 belonging to the Sloop
 with Sutable Stores on board for the passage & return—

}

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 160b-c. Addressed below close: "Nath^l Shaw junr Esq^r—." This letter is appended to Nathaniel Shaw's letter to Governor Jonathan Trumbull of Connecticut, 13 July, above.

1. See enclosure below.
2. H.M. Post Office packet snow *Le Despencer*, Capt. William Pond, commander.
3. Capt. Michael Mellaly, commander of the Connecticut privateer sloop *Nancy*.

GENERAL GEORGE WASHINGTON TO HENRY LAURENS, PRESIDENT OF THE
 CONTINENTAL CONGRESS

Sir

Camp Paramus [*N.J.*] 14 July 1778.

I had the honor yesterday evening of receiving your very important favor of the 10th instant.¹

Colonel Laurens, one of my aids, will set out this morning with a letter to the French Admiral the Count d'Estaing inclosing a copy of yours, and such other information as I have able to collect.—² Its further purpose is for the establishing a convention of signals in case of co-operation; or to convey him such a knowledge of the enemy's naval force and position, as may from time to time come under our cognizance.

It appears by intelligence of to-day that the Count d'Estaing is off or near Sandy Hook, having already seized several fishing boats on the banks, in order to procure information and pilots.

The army is in motion and will cross the North River with all convenient dispatch, where I shall pursue such measures as may appear best calculated for improving the present conjuncture. I have the honor [&c.]

G^o: Washington

L, DNA, PCC, item 152, vol. 6: 171 (M247, reel 168). Addressed below close: "The Honorable/Henry Laurens, Esq^r." Addressed on separate sheet: "(on public service)/Honorable Henry Laurens, Esq^r/President of Congress/Philadelphia/G^o Washington." Docketed: "Entered & Ex^d/Letter from Gen^l Washington/Camp at Paramus. July 14 1778/Read 19."

1. Laurens to Washington, 10 July, above.
2. See Washington to Vice-amiral comte d'Estaing, immediately below.

GENERAL GEORGE WASHINGTON TO VICE-AMIRAL COMTE D'ESTAING

Sir

Camp at Paramus 14 July 1778

I take the earliest opportunity to advise you, that I have been informed of your arrival on this Coast, with a Fleet of Ships under your command, belonging to his most Christian Majesty, our great Ally.

I congratulate you, Sir, most sincerely upon this event, and beg leave to assure you of my warmest wishes for your success. The intelligence of your arrival was communi-

cated to me last night, by a letter from the Hon^{ble} M^r. Laurens, president of Congress, as you will perceive by the inclosed copy.¹

With respect to the number or force of the British Ships of War, in the port of New York, I am so unhappy, as not to be able to inform you of either, with the precision I could wish as they are constantly shifting their Stations. It is possible, and I hope it is the case, that your advices on this subject, from some captures you may have made, are more certain than those of Congress, or any I can offer. The number of their transports is reported to be extremely great, and I am persuaded that it is. If possible, I will obtain an accurate state of their Ships of War, which I shall do myself the honor of transmitting to you.

Before I conclude, I think it proper to acquaint you, that I am now arrived with the main body of the Army, immediately under my command, within twenty miles [of] the North or Hudsons River, which I mean to pass as soon as possible, about fifty Miles above New York. I shall then move down before the Enemy's lines, with a view of giving them every jealousy in my power. And I further think it proper to assure you, that I shall, upon every occasion, feel the strongest inclination to facilitate such enterprizes, as you may form, and are pleased to communicate to me.

I would submit it to your consideration whether it will not be expedient to establish some conventional signals, for the purpose of promoting an easier correspondence between us and mutual intelligence. If you deem it expedient, you will be so obliging as to fix upon them with Lieu^t. Col^o. Laurens,² one of my Aids, who will have the honor of delivering you this, and of giving you satisfaction in any particulars respecting our Affairs, and to whom you may safely confide any measures or information, you may wish me to be acquainted with.

I have just received advice, that the Enemy are in daily expectation of a provision Fleet from Cork, and that they are under great apprehensions lest it should fall into your hands. You will also permit me to no[tice] that there is a navigation to New York, from the Sea, besides the one between Sandy Hook and Long Island. This lies between the latter and the state of Connecticut—is commonly known by the name of the Sound—and is capable of receiving Ships of forty Guns, tho' the passage, within seven Miles of the City, at a particular place is extremely narrow and difficult. I have the Honor [&c.]

G^o. Washington

L, FrPNA, Marine B¹, vol. 146, fol. 248–50. Addressed below close: "Admiral Count D'Estaing."

1. See Henry Laurens to Washington, 11 July 1778, above.

2. Washington's aide John Laurens had been educated in Geneva, Switzerland, and spoke fluent French. Gregory D. Massey, *John Laurens and the American Revolution*. (Columbia: University of South Carolina Press, 2000), pp. 28–36. As seen in d'Estaing's letter to Washington of 8 July 1778, above, he had already sent a representative, Marquis de Choin, to brief Washington. On this same date, the Marquis de Lafayette wrote d'Estaing discussing, among other topics, American arrangements to obtain intelligence of the British fleet and its activities for d'Estaing, adding: "I have sent to New York some clever persons who are trusted enough by the British, and I promised them great rewards if they give me an exact list of the ships which have left or are to leave and of everything of interest." FrPNA, Marine B¹, 146, fols. 144–46; translation from *Lafayette Papers* 2: 104.

GENERAL GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

Head Quarters Paramus [N.J.] July 14th 1778

I last night received a Letter from Congress informing me of the arrival of a

French Fleet, on our Coast, extracts of which I have the Honor to enclose.¹ In addition to that information, I have received intelligence, of tolerable authenticity today, of its arrival off the Hook. Everything we can do to aid and cooperate with this Fleet is of the greatest importance. Accounts from New York speak of a Cork Fleet which is momentarily expected there, for the safety of which the Enemy are extremely alarmed. It is probable that this Fleet to avoid the French Fleet, will be directed to take its course thro' the Sound—If this should be the case, it might answer the most valuable consequences, were the eastern States to collect before hand all the Frigates and armed Vessels they can get together for the purpose, at some convenient place, for interrupting their passage that way. If the whole, or any considerable part of the Cork-Fleet could be taken or destroyed, it would be a fatal blow to the British Army, which, it is supposed, at this time, has but a very small stock of Provisions on hand—Should the project I have now suggested appear to you eligible, I beg the favor of you to transmit Copies of my Letter, and the enclosed extracts to the neighbouring states, and endeavour to engage their concurrence.² I have the Honor [*&c.*]

G Washington

P.S. From the nature of the River even small armed Boats may be useful as the Frigates cannot protect the Transports.

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book 2, pp. 22–23. Addressed before heading: “The Hon^{ble} Jonth Trumbull Esq^r/Governor of Connecticut.”

1. See Henry Laurens to Washington, 11 July, above.

2. See Trumbull to Washington, 18 July, below.

GENERAL GEORGE WASHINGTON'S LOOSE THOUGHTS ON AN ATTACK ON NEW YORK

[Northern New Jersey, 9-14 July 1778]¹

An attack upon the enemy at New York & its dependencies, must be regulated by the posts they occupy, and the nature of their defence.

At present they are much dispersed—Some being in the City, & some at Kings bridge—while long Island—Staten Island—Powles hook—&, (as some say) Sandy hook also have a part.— a thousand remain at the points at Kings-ferry.—

If they remain thus seperated and divided when the French-fleet arrives, it ought to be the first object of Count D'Estaing to keep them so.— & this is no other wise to be done than by pushing a sufficient number of Vessells by the hook—destroying all the Boats on Staten Island & by laying his ships in the Bay between New York & Staten Island prevent others getting there.— Unless the Boats on Stat[en] Island are immediately destroyed, & suc[h] a disposition of the Ships made as will pr[e]vent others from getting there, a retreat to long Island will, & can easily be affected by the enemy.— A few Ships Should also be run immediately up the N^o River into Haverstraw-bay, to prevent the Retreat of the Garrison of Stony-point by Water & to secure y^e communication of the Riv^r.— These operations would render the reduction of those bodies of men which occupy Staten Island & stony point certain; but the Troops on long Island—at Kings bridge—& at Powles hook may, in spite of any endeavours of the fleet, form a junction; & in defiance of a land force also; if it is undertaken in time.—

But to pursue the idea, & supposition, that they will continue forces on long Island and at Powles-hook (which is very probable & not less desirable) a position

should be taken & in force on the heights above Morrissena—pointing equally to Haerlam River & a passage over the East River to long Island—while it is contiguous to the North River.— Every demonstration for crossing the East River should be thrown out at the sametime the real preparations are making for throwing Troops over Harlem River & possessing the heights above Harlem Plains for the purpose of cutting of [f] the communication & retreat of the Troops from Kings bridge to the City.— The demonstration is to draw the attention of the enemy to long Island & leave that of York more unguarded.— feints must be practiced to give countenance to a belief that the Army is going over to long Island: but for the execution of the real design—a number of Boats must be held in readin[ess] on the North-river (at ~~Peeks-kill~~ Stony point if we are in possession of it, if not, at some other place least liable to betray the design) ready to move [d]own at a certain time, & to a certain place for the purpose of receiving Troops to be landed at the heights below Harlem plains.— To facilitate this operation & prevent the Troops in the City from moving out, Count D’Estaing (who previous to the hour of co-operation sh^d. also hold out every appearance of landing on long Island to form a junction with our Troops at some given point) should have his Troops Imbarked on board boats ready to land in reality, or to make a shew of it, as circumstances may point out and will justify—These Troops to be covered by their own Shipping in New York bay—while those up the N^o. River receive protection from the French Ships above Spiken devil. which are to move down to prevent the retreat of the garris[on] at and about Kings bridge & cover the flan[ks] of our Incampment at Harlem.— The Armed Vessels in the Sound should move as near Morrissena as possible to cut of [f] all communication between Rhode Isl^d. & New York & prevent the Troops at Kings bridge getting on to long Island by moving on the East side of the Harlem river towards it.—

If this plan should Succeed—& it appears at least probable under the effect of a consternation at possessing Harlem heigh[ts] & seperating the Troops on the Island a spirited exertion with the proper means which must be previously prepared may set fire to and destroy all the shipping in the North River provided they should be at or above Turtle-bay—

If it shall be thought advisable after obtaining some certain knowledge of the enemy’s strength on Staten Island to make an attempt upon them there, & a force in addition to that on board the fleet wanting [to] effect the purpose—Lord Stirlings division or the light Infan^y [&] the Pennsylvania Militia may be employ[ed] on that Service with the Jersey Militia if necess[ary].]

The forgoing operation is on the presumption that the enemy, upon the appearance of the French fleet will continue to occupy their present Posts in the manner they now hold them; but in case they should concenter themselves in, or near the City, & at Brooklyn—the plan will vary.

It may be necessary in that cas[e] for Count D’Estaing to Possess Staten Island with his Troops, while his Ships lay in New York bay—Lord Stirlings division or light Infan^y and Pens^a. Militia may also join them.— these to be held in readiness to make a descent at long Island at such a time & at such place as may be agreed on, in order with other Troops which may be thrown across the East River to form an Army for long Isl^d.—The residue of the Troops to advance to Harlem & proceed on to York Island by w[ay] of Kings bridge if the Garrisons are with draw—or Harlem River if a few Troops are left in them merely to hold the Works. and take possession of the heights where the enemy had their first lines.— & then Murrys Hill.— The French shipping guarding

the rig[ht] Flank.— good & strong pickets to secure our left & Front.— a breast Work of Waggon—Abbatis—Pits or something else to guard against the effect of a sudden attack, or Night surprize.

The rest being the work of regular approaches it must speak as circumstances direct.—

D, DLC, George Washington Papers, Series 4. Docketed: "loose thoughts upon/an attack of N. York."

1. This memorandum is undated and no place is given. At the top of the first page of the memorandum someone has written "[1778 Je?]." However, Washington reported to the President of Congress on 12 July 1778 that he had received the first reports of the arrival of a French fleet on the American coast "two or three days" earlier. *GW Papers, Rev. War Series* 16: 59. Moreover, on 14 July Washington sent his aide, John Laurens, to consult with comte d'Estaing and at the same time put the Continental army in motion toward New York. See General George Washington to comte d'Estaing, 14 July, below. It is logical to believe, therefore, that Washington composed this memorandum between the date he first learned of the French fleet (9 July) and when he dispatched Laurens to meet with d'Estaing (14 July) and it is that span of dates that the editors have assigned to it. During this time Washington moved his headquarters from Newark, New Jersey, to Paramus, New Jersey.

MEMORANDUM FROM MAJOR GENERAL NATHANAEL GREENE TO GENERAL
GEORGE WASHINGTON

[Paramus, N.J., 12-14 July 1778]¹

I would propose writing to the french Admiral² that there are two objects. One of the two may be improvd as a blockade or an investiture as circumstances and the practibility of entering the Harbour of Newyork should be found.

The french fleet to take their station at Sandy Hook and block up the Harbour. This Army to take a position near the White Plains to cut off the Land communication and to all appearance seem to design some serious opperations against Newyork & the troops there.

General Sullivan³ to be wrote to, desiring to know what force he has, that may be considerd in the charactor of regular troops what force is from the neighbouring States and expected in a few days, & what Militia can be brought together in Eight days time & how the Magazines are prepard for such a consumption & whether there is Boats to make a landing upon Rhode Island[,] to learn the Strength of the Enemy there and the number of their Ships & of what force

In the mean time the Admiral to make himself acquainted with the depth of water into Newyork and the Ships & force there. On the return of the Express from General Sullivan the admiral to determin from the enquiry he shall make and the information General Sullivan shall give which will be the most elligible object. But if it should be found the fleet can come into the Harbour of Newyork this Army will be ready to cooperate with him as far as the Nature of the Country & the situation of the Enemy will admit.

The fleet from Sandy Hook can run into Newport in three days time; that, that station will be favorable for either the one or the other of the measures as should be found hereafter to be the most certain of success.

I would inform the admiral of the difficulty of approaching Newyork by Land, of the Enemies strength there, and send a verbal account of our own strength and intended position. I would also send him a Copy of the Letter to G Sullivan if it is not thought dangerous as it is possible it may fall into the Enemies hands—

D, DLC, George Washington Papers, Series 4. Docketed: "From/Gen^l Greene, respecting/the conduct of the/Fleet under Count DEstaing/July 1778."

1. The earliest date is determined by when word was first received that d'Estaing's fleet had been sighted off Sandy Hook, New Jersey. By 15 July Greene had obtained the information on Rhode Island that he suggested be sent for in this letter. Greene to Washington, 16 July, DLC, George Washington Papers, Series 4. The place was taken from Greene's location at this time. *Nathanael Greene Papers* 2: 457n.

2. Vice Amiral comte d'Estaing.

3. Maj. Gen. John Sullivan, who commanded American forces in Rhode Island.

GOVERNOR WILLIAM LIVINGSTON OF NEW JERSEY TO VICE-AMIRAL COMTE D'ESTAING

Sir

Baskenridge 14 July 1778

After doing myself the honour of presenting you with my hearty Gratulations on your safe arrival with his most Christian Majestys Fleet on the Coast of the united States, (which I wish all imaginable Success) I take the Liberty of recommending to your Notice M^r Vanzandt & Cap^t Dennis—¹ The former is agent for the Congress in the State of New York, & has been a member of their provincial Congress, & now accompanies Cap^t Dennis to facilitate the procuring of the Pilots recommended to me by Congress to procure to conduct your Fleet to New York—The Latter is one of the Commissioners in the Marine Department in New York, & both Inhabitants of this State since that City by the fortune of War fell into the Possession of the Enemy—Nothing Sir but the extreme urgency of the Business of my department should prevent me from paying you my Compliments in person—I hope the above Gentlemen shall be able to procure the necessary Pilots without Loss of time, & that the Fleet under your Command will not be delayed in triumphing over our mutual Enemies, on that Account—I have the honour to be with all possible respect [&c.]

Wil: Livingston

L, FrPNA, Marine B¹, vol. 146, fol. 231. Notation opposite complimentary close: "His Excellency Count/de Estaing Vice/Admiral of France."

1. Jacobus Van Zandt and Capt. Patrick Dennis. Lt. Col. Alexander Hamilton, Gen. George Washington's aide-de-camp, wrote Dennis on 16 July, below, requesting that he go on board d'Estaing's flagship as a pilot.

CONRAD-ALEXANDRE GÉRARD, FRENCH MINISTER TO THE UNITED STATES, TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

Son Excellence Monsieur le Comte d'Estaing Vice Amiral de France, Commandant l'Escadre du Roi, desirant procurer aux armemens Soit publics Soit particuliers des Etats Unis de l'Amerique Septentrionale, les moyens de profiter des operations de cette Escadre, pour faire des prises Sur l'Ennemi commun, le Soussigné a l'honneur d'informer le Congrès que tous ces armemens jouiront de la protection la plus etendue de l'Escadre de Sa Majesté tres Chretienne et que les prises qu'ils pourront faire, leur apartiendront Sans partage. Il S'en remet à la Sagesse du Congrès Sur les moyens de tirer de cette disposition l'utilité dont elle est Susceptible. Les vaisseaux americains qui S'adresseront à Son Excellence M^r le Vice Amiral recevront les Signaux qui Seront necessaires et le Soussigné en remettra Successivement au Congrès, afin de pouvoir en instruire ceux qui partiront des ports. Il Se repose Sur la prudence du Congrès relativement aux mesures nécessaires pour en assurer le Succès.¹

A Philadelphie le 14. Juillet 1778.

Gerard

[Contemporary translation]

[His Excellency M. the Count d'Estaing Vice Admiral of France, Commanding the Kings Squadron desiring to procure to all the Armements either Public or private in the United States of North America the means of making the greatest advantage of the Operations of this Squadron, in order to make Prizes on the common Enemy. The under written has the Honour to inform Congress, that all such Armaments shall enjoy the most extensive Protection from his most Christian Majesties Squadron, and that the Prizes they may take shall belong to them only without any division], he refers to the Wisdom of Congress to draw from this disposition all the Advantage it is capable of admitting. [The American Vessels who will apply to his Excellency the Vice Admiral will receive the Necessary Signals] and the under written will successively deliver them to Congress, in order that they may inform those who will Sail from the different Ports. he reposes himself on the Prudence of Congress in relation to the Measures Necessary to secure the greatest success.¹

Philadelphia July 14. 1778.

Gerard

L, DNA, PCC, item 94, pp. 26–31 (M247, roll 123). Docketed: “Message from the S'/Gerard relative to en/couragement given by/the Count d'Estaing to/American armed vessels/whether public or private/read 15 July 1778.–/Entered.–”

1. On 15 July, Congress ordered publication of an extract of this letter “relative to the encouragement given by Count d'Estaing to American armed vessels.” *JCC*, 11: 691. The portions of the contemporary translation marked with brackets comprise the extract published in the *Pennsylvania Packet, or the General Advertiser* on 16 July 1778. Congress also ordered that the portion “relative to signals” be referred to the Marine Committee. *JCC* 11: 691.

CONRAD-ALEXANDRE GÉRARD, FRENCH MINISTER TO THE UNITED STATES, MEMORANDUM
ON PRISONERS

Notte pour les prisonniers

L'Escadre que le Roi mon maître a envoyé pour aperer de concert avec les Etats Unis contre l'ennemi commun, ayant fait quelques prisonniers dans Sa traversée dont la garde à bord de vaisseaux, Seroit embarassante et même dangereuse, le Soussigné prie le Congrès de dits Etats Unis De vouloir bien faire recevoir ces prisonniers, ainsi que ceux que l'Escadre du Roi pourra faire dans le cours de Ses operations de faire pourvoir à leur garde et à leur Subsistance de la même maniere dont il en use pour ses propres prisonniers et de les tenir à la disposition du Roi et aux ordres de S E M le Comte d'Estaing Vice-Amiral de France et Commandant de l'Escadre de Sa Majesté.

Le Soussigné aura Soins de faire rembourser au epoques et de la maniere que le Congrès voudra bien l'indiquer, toutes les depenses qui Seront faites à cette occasion.¹
A Philadelphie le 14 Juillet 1778

Gerard

[Contemporary Translation]

Memorandum Concerning the Prisoners.

The Squadron which the King my Master has sent to Act in consort with the United States against the common Enemy having taken some Prisoners in its Passage, the keeping of which on board the Ships would be troublesome and even dangerous, The under written beg the Congress of the said United States would be pleased to direct that those Prisoners, may be received on shore as well as those that the King's Squad-

ron may hereafter take in the Course of its Operations, and that Provision my be made for their Security and Subsistence in the same manner as is practised with their own Prisoners and that they may remain at the Kings disposal and to the Orders of his Ex^y M. the Count d'Estaing Vice Admiral of France and Commander of his Majesties Squadron.

The under written will take care at the times assign'd and in the manner Congress will be pleased to point out, to Pay all the Expences this affair may occasion.¹
Philadelphia July 14. 1778. Gerard

D, DNA, PCC, item 94, pp. 17–22 (M247, roll 123). Docketed: “Note from S^r Gerard/July 14. 1778/respecting prisoners/read 15./Acted on—/Entered.”

1. On 15 July 1778, Congress directed the commissary general of prisoners, Elias Boudinot, to accept the French prisoners, provide “safe custody and subsistance in like manner as hath been usual for prisoners of these states,” that he make monthly returns of all French prisoners and of money expended on them, and that the prisoners be held at the “disposition” of the King of France and “subject to the orders” of comte d'Estaing. *JCC*, 11: 690–91.

JAMES LOVELL TO WILLIAM WHIPPLE

Dear Sir,

[*Philadelphia*] July 14th 1778.

Your Satyrocomic favor of the 30 of June¹ came yesterday to hand. I enviously thank you for it: for you write like a man happy by the side of a charming woman, and whom nothing can vex. I will now only say you ought to be here at this period as a balance to the days of vexation you have formerly known in the service of your country in this rotten hearted State. Though our own Navy has dwindled Sadly, we now hold up our heads upon the strength of our allies by sea. The Count d'Estang is plenipotentiary for co-operation with General Washington and has proceeded immediately to Sandy Hook. The *Languedoc* is a very Swift Sailor, and though called a 90, has upwards of 100 carriage guns and 1200 men.² The enemy have many ships, but their fifties half-manned will not be able to stand an engagement with double manned 74's & 64s of the French. Mr Hancock sets out for Town to morrow and will probably gain Some intelligence on his rout which being published in the Gazettes at his arrival will reach you and discover interesting events of the joint operations of France and America.³

Nine States have Signed the Confederation and there is no doubt but, Georgia, Delaware and Jersey will Soon Sign. Maryland will take airs and plague us, but upon our determination to confederate anew, 12 will do as She has always done before-come in without grace.⁴

J. P. Jones has behaved to your liking-his conduct alone will make England keep her Ships at home.⁵ My love to your friends

J. L.

Transcript, DLC, Peter Force Transcripts, William Whipple Papers, vol. 2, 1778–1783.

1. Not located.

2. *Languedoc* was Vice-amiral comte d'Estaing's flagship.

3. John Hancock, a delegate to Congress from Massachusetts, was preparing to set off from Philadelphia to return home to Boston. Samuel Adams to James Warren, 15 July 1778, *Letters of Delegates*, 10: 280.

4. The Maryland legislature did not approve the Articles of Confederation until 27 Feb. 1781; final ratification took place on 1 Mar. 1781.

5. For the reports then circulating in Philadelphia concerning the actions of John Paul Jones, see Elias Boudinot to Hannah Boudinot, immediately below.

ELIAS BOUDINOT TO HANNAH STOCKTON BOUDINOT

[Extract]

My dearest Love

Philadelphia July 14th 1778

I am distressed to account for your total Silence, not having received a Line from Home since my departure: my fears are raised in proportion to my Anxiety for your welfare and Comforts—I have wrote you several Letters lately, by different Opportunities—Yesterday I had the Honor to dine with Monseur La Sieur Gerard Minister plenipotentiary to his most Christian majesty. He is about 50 Years of Age, appears to be a Modest[,] Grave, decent, chearfull Man—highly pleased with our Country, and the Struggles we have made for Liberty—A Comittee of Congress were appointed to wait on him at Chester—On their Arrival, a Barge with 12 Oarsmen dressed in Scarlet trimmed with Silver were ready to recieve them—When they came to the Ship¹ her Sides were Manned & our Committee were recieved of the Gang way on the Deck by the Marines with posted Arms—At the Gang way they met the Ambassador Plenipotentiary &c &c and were conducted into the great Cabbin, when the Compliments of Congratulation being given they returned to the Shore in the same Manner and with the same Ceremony, accompanied by the Ambassador Sieur Gerard, Mr Deane² &c &c here were four Coaches & with four Horses our Committee had prepared, in which they returned to the City, when they were saluted with 15 Guns.—We have had an Acct. yesterday, that one of our Armed Ships called the *Ranger* of 18 Guns & 123 Men being on the Coast of Ireland, the *Drake* a frigate of 20 Guns and 150 Men was sent out to take her, but after an Engagement of 65 Minutes, she struck to the *Ranger* Capt. Jones—having lost the Capt. Lieut. & 42 Men—Capt. Jones lost the Cap of his Marines and about 8 Men—After this the *Rangers* sailed into Whitehaven, burned all the Ships in the Harbour, and spiked up about 30 Cannon in the Fort & came off. on his Passage he took 5 Prizes besides the *Drake*—White haven is on the Coast of England in the Irish Channel. . . .³

Boudinot

L, NN, Myers Collection. Address after close: "M^s Boudinot."

1. French Navy ship *Chimère*, Capitaine de vaisseau Antoine de Cresp, Chevalier de Saint-Cézaire, commanding.

2. Silas Deane, former American Commissioner in France.

3. For a fuller account of the capture of *Drake*, Comdr. George Burdon, commander, and the American raid on Whitehaven, see John Paul Jones to American Commissioners in France, 27 May 1778, *NDAR* 12: 755–61.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 14th day of July 1778.—Present
Mr Whiting Mr Travis Mr Archer and Mr Innis.—

Ordered that Mr James Yuille who enlisted with Captain Markham¹ to serve three years in the Navy, be discharged therefrom, he having procured a person to serve in his room the above time.—

Ordered that the Keeper of the public store deliver to Jn^o. Briton four scrubbing Brushes two half hour glasses, ten pound of sewing twine, seventy pounds of seine ditto two dozen fish hooks, six fishing line two dozen sail needles two quire cartridge

paper, and four pieces of Bunting for the use of the Boats *Liberty* and *Patriot*.²—

Ordered that Mr Holt³ deliver to Jn^o. Briton eighty fathoms of three inch Bolt rope, three coils of three inch rope, three coil of one and three quarter inch ditto, two barrels of turpentine and two ditto of tar for the use of the Boats *Liberty* and *Patriot*.—

Ordered that Mr Goodson deliver to L^t. Cannon⁴ one coil of five inch cordage, one coil of four and half inch ditto, one coil of nine thread ratline for the use of the *Diligence* Galley.—

D, Vi, Navy Board Journal, p. 428.

1. Capt. James Markham commanded the Virginia Navy galley *Page*.

2. John Britton was a sailing master in the Virginia Navy. The Virginia armed boat *Liberty* and pilot boat *Patriot* were commanded by Capt. James Barron and Capt. Richard Barron respectively.

3. William Holt served as agent and contractor for the Virginia Navy.

4. William Goodson was an agent and contractor; Lt. Jesse Cannon served with Virginia Navy galley *Diligence*, Capt. Johannes Watson, commander.

JOURNAL OF AMBROSE SERLE

TUESDAY, 14th. [July.]

Chaced & took a French Ship (Le *Cesar*, Capt. De la Tournerie) having on board about 250 Hhds of Tobacco from York River in Virginia to St Malo. A valuable Prize; in wch I, as being borne upon the Books,¹ had a Share, wch I instantly declared I shd. give up for the Benefit of the Seamen.

Serle Journal, 315.

1. Serle was a passenger in H.M. sloop *Porcupine*, Capt. William C. Finch, R.N., commanding, en route to Falmouth, England, from Philadelphia.

After July 14

RECOGNITION SIGNALS BETWEEN AMERICAN VESSELS AND THE SHIPS OF THE LINE AND FRIGATES OF VICE-AMIRAL COMTE D'ESTAING'S SQUADRON

Signaux de jour des bâtimens de l'Escadre

Lorsqu'un bâtiment de l'Escadre voudra Se faire connoître par un bâtiment américain, il mettra trois pavillons; Savoir:

Au mât de mizaine, ou à une vergue de ce mât	}	Un Pavillon rouge avec une flamme rouge au dessus, si le jour du mois est impair
	}	Un Pavillon bleu avec une flamme rouge au dessus si le jour du mois est pair
Au grand mât, ou à une vergue de ce mât	}	Un Pavillon rouge si le jour de la semaine est le Dimanche, lundy, mardy ou mercredi
	}	Un Pavillon blanc si le jour de la Semaine est le jeudy, vendredy ou Samedy

à la Corne d'Artimon	{	<p>Un Pavillon yack pour les quinze premiers jours du mois.</p> <p>Un Pavillon hollandais pour les autres jours du mois</p>
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Lorsque le bâtiment de l'Escadre Se Sera approché du bâtiment Américain, il amenera et hissera trois fois de suite son pavillon de la Corne d'artimon; et ensuite, s'il le juge à propos, il tirera un coup de canon de chaque bord.

Si le bâtiment américain a fait de son côté ses signaux et que le bâtiment français veuille l'avertu qu'il les a bien vûs, il amenera au tiers de sa hauteur, le Pavillon du mât de mizaine, et ensuite il le hissera de nouveau.

Les Signaux ayant été bien apperçus de part et d'autre si le bâtiment Français a besoin de parler au bâtiment américain, il amenera Ses Pavillons de l'avant et de l'arriere et conservera seulement celui du grand mât: s'il ne désire pas lui parler il amenera tous Ses pavillons.

Signaux de jour des bâtiments américains

Lorsqu'un bâtiment américain voudra se faire connaître d'un vaisseau ou frégate de l'Escadre, il mettra à son baton de pavillon, ou à son grand mât, un pavillon quelconque plié en triangle, et lorsqu'il l'aura tenu quelque tems en place, il l'amenera ou hissera plusieurs fois de suite; Savoir:

3 fois, si le jour du mois est pair, et que le jour de la Semaine soit le Dimanche, lundy, mardy ou mercredi

5. fois, si le jour du mois est impair et que le jour de la semaine Soit pareillement le Dimanche, lundy, mardy ou mercredi.

7 fois, si le jour du mois est pair et que le jour de la Semaine Soit le jeudy, vendredy ou Samedi

Et 9 fois Si le jour du mois est impair et que le jour de la Semaine Soit le jeudy, vendredy ou Samedi.

Il repetera par intervalles, S'il le juge nécessaire, deux ou trois fois le même Signal, jusqu'à ce que le bâtiment français indique qu'il l'a apperçu en amenant le pavillon de son mât de mizaine au tiers de sa hauteur et le réhissant de nouveau.

Si le bâtiment américain a des canons ou pierriers, il tirera s'il le juge à propos, un coup de canon de chaque bord.

Les Signaux ayant été bien apperçus de part et d'autre, Se le bâtiment américain a besoin de parle au bâtiment français, il conservera Son pavillon, et il l'amenera s'il ne désire pas lui parler.

Signaux de nuit

Lorsque pendant la nuit un bâtiment américain voudra Se faire connaître par un bâtiment de l'Escadre, et réciproquement, ils mettront un fanal dans l'endroit du v^{au} le plus apparent, et ils le couvriront ou le découvriront plusieurs fois de suite, par intervalles bien distincts, et aussi égaux qu'il Le pourra; Savoir:

4 fois Si le jour du mois est impair, et que le jour de la Semaine Soit le Dimanche, lundy, mardy our mercredi.

6 fois Si le jour du mois est pair et que le jour de la Semaine Soit le Dimanche,

lundy, mardy ou mercredy.

8 fois Si le jour du mois est impair, et que le jour de la semaine Soit le jeudy, vendredy ou Samedy.

Et 10 fois Si le jour du mois est pair, et que le jour de la Semaine Soit le jeudi, vendredi ou Samedi.

Ils repeteront ensuite deux ou trois fois le même Signal en laissant un intervalle de trois ou quatre minutes entre les repetitions.

Ensuite, au cas qu'ils veuillent Se parler, ils conserveront leur fanal découvert, Sinon ils l'eteindront.

Signaux de Brume

Lorsqu'un bâtiment américain Se trouvant dans une brume et bord de la portée de la voix d'un bâtiment qu'il jugera être de l'Escadre Française, et qu'il voudra Se faire connaître de ce bâtiment, il tirera deux coups de pierriers ou fera deux décharges de plusieurs coups de fusils Si le jour du mois est pair, et trois coups de pierriers ou trois décharges de plusieurs coups de fusils Si le jour du mois est impair.

Le bâtiment d l'Escadre qui en pareil cas voudra Se faire connaître par le bâtiment américain tirera trois coups de pierriers ou fera trois décharges de plusieurs coups de fusils Si le jour du mois est pair; et deux coups de pierriers, ou deux décharges de plusieurs coups de fusils Si le jour du mois est impair.

Lorsque les deux bâtiments Seront à portée de la voix ils heleront, ensuite celui qui aura helé le premier dira son mot de reconnoissance auquel l'autre bâtiment répondra par le Sienne. Le mot de reconnoissance du bâtiment américain Sera Trenton and independency, celui du bâtiment Français Sera Saratoga and liberty.

Estaing

[Translation]

Signals by day of ships of the Squadron

When a ship of the squadron wants to make itself known by an American ship, it will place three flags, thus:

On the foremast, or on a foreyard	{	A red flag with a red pennant above, if the day of the month is odd
	{	A blue flag with a red pennant above if the day of the month is even
On the mainmast, or on a mainyard	{	A red flag if the day of the week is Sunday, Monday, Tuesday or Wednesday
	{	A white Flag if the day of the week is Thursday, Friday or Saturday
at the peak of the mizzenmast	{	A jack for the first fifteen days of the month.
	{	A Dutch flag for the other days of the month

When a ship of the squadron will have approached the American ship, it will lower and raise three times successively its flag at the peak of the mizzenmast, and then, if it judges appropriate, it will discharge a cannon from each side.

If the American ship on its part has made its signals and the French ship wants to indicate that it has seen them well, it will lower to a third of its height the flag on the foremast and then hoist it again. The signals having been perceived well by both parties, if the French ship has need of speaking with the American ship, it will lower its flags fore and aft and keep only the one on the mainmast: if it does not want to speak with it, it will lower all its flags.

Signals by day of the American ships

When an American ship wants to make itself known by a ship of the line or frigate of the squadron, it will put on its flagstaff or on its mainmast any flag folded into a triangle, and when it has kept it in place for some time, it will lower or raise it several times in succession; thus:

3 times, if the day of the month is even, and the day of the week is Sunday, Monday, Tuesday or Wednesday

5 times, if the day of the month is odd, and the day of the week is similarly Sunday, Monday, Tuesday or Wednesday

7 times, if the day of the month is even and the day of the week is Thursday, Friday or Saturday

9 times, if the day of the month is odd and the day of the week is Thursday, Friday or Saturday.

He will repeat by intervals, if he judges it necessary, two or three times the same signal, until the French ship indicates that it has seen it by lowering its flag on its foremast to a third of its height and hoisting it again.

If the American ship has cannon or swivel guns, it will fire, if it judges appropriate, a shot from each side.

The signals having been well seen by both parties, if the American ship has need of speaking with the French ship it will keep its flag flying, and it will lower it if it does not want to speak with it.

Signals by night

When during the night an American ship wants to make itself known to a ship of the squadron, and reciprocally, they will place a lantern in the area of the vessel the most obvious and cover and uncover it several times in succession, at very distinct intervals, and as equal as they are able to do it; thus:

4 times if the day of the month is odd, and the day of the week is Sunday, Monday, Tuesday or Wednesday.

6 times if the day of the month is even and the day of the week is Sunday, Monday, Tuesday or Wednesday.

8 times if the day of the month is odd, and the day of the week is Thursday, Friday, or Saturday.

And 10 times if the day of the month is even, and the day of the week is Thursday, Friday, or Saturday.

They will repeat thereupon two or three times the same signal while leaving an interval of three or four minutes between the repetitions.

Then, in the case that they want to converse, they will keep their lantern uncovered, if not, they will extinguish it.

Fog Signals

When an American ship finds itself in a fog and within speaking distance of a ship it judges to be of the French squadron, and to which it wants to make itself known, it will fire two shots from swivel guns or two volleys of several muskets if the day of the month is even, and three shots from swivel guns or three volleys of several muskets if the day of the month is odd.

The ship of the squadron in a similar case wanting to make itself known by an American ship will fire three shots from swivel guns or three volleys from several muskets if the day of the month is even, and two shots from swivel guns or two volleys from several muskets if the day of the month is odd.

When the two ships are within speaking distance, they will hail, then the one that will have hailed first will say its word of recognition to which the other ship will respond with its own. The word of recognition of the American ship will be Trenton and independency, that of the French ship will be Saratoga and liberty.

Estaing

DS, DNA, PCC, item 164, fol. 551–54 (M247, roll 181). This document is undated, but must have been prepared sometime after 14 July, when the French Ambassador Conrad-Alexandre Gérard proposed supplying them to Congress, see Gérard to Henry Laurens, above, and before 24 July, when the Continental Marine Committee sent a copy of the signals to the Continental Navy Board of the Eastern Department, see Marine Committee to the Navy Board, 24 July, below.

July 15

CRUISING ORDERS FOR NEW HAMPSHIRE PRIVATEER BRIGANTINE *GENERAL SULLIVAN*

At A Meeting of the Proprietors of Ship *General Sullivan*¹ July 15th 1778—Present—Joshua Wentworth Chairⁿ. George Wentworth, Moses Woodward, Benⁿ Austin, for himself & Keith Spence, Eliph^t Ladd—Nath^l Folsom—
The under written Instructions Drawn up by the Agents for Cap^t. Dalling be Rec^d—

Cap^t. Dalling

You are hereby Appointed to the Command of the Private Ship of War, called the *General Sullivan*, And being every way and Manner Equipt for the sea; you are to Embrace the first favourable opportunity to sail; & proceede on a Cruise against the Enemies of America, We wou'd Recommend that you proceed to the Banks of Newfoundland & Cruse from thence to the Western Islands,² for y^e Space of two Months, from the time you sail from here, your takeing this Rout, we apprehend, will throw you, in the way of the West india trade, and every part of America, where the English have any Footing—Also those from America, bound to Europe, If you should not be Able to make up your Cruse at y^e Expiration of that time And you think it Adviseable, And practicable, to make a Disent upon Any harbor of Newfoundland, we Advise you to do it As its Possible Many Vessells may be Loaded and Ready to sail for Europe, as it's the season of the Year, usually they Sail. Should Your Ship sail Equal to your Expectations you may proceede (after the Above time) as Far to the Eastward, as to Open the Brittish Channell, or on the Coast of Ireland; Whatever Prizes you take we think it for the Interest of the Concern'd that they shou'd be Ordered to this Port, if Possi-

ble, with Safety, Otherwise, to the Nearest port on the Continent, giving directions to your Prize Master, on his Arrival, to Dispatch one of his People (if he can spare one) with Intelligence to the Agents, If you should fortunately capture any Vessel with Any Valuable goods onboard, we think it Adviseable to take onboard your own ship, such Articles, as you can Conveniently move with safety; The Cruise we have Recommended, And the Provision made for your ship will we Apprehend, Bring about the time of Four Months your Intended Cruise—Should You be under the Necessity to send a Prize to France, the Prize Master must Value himself, on some Gentleman of known Integrity, for supplies shou'd he want Any, in Order to proceede to America, And to Obtain Leave, to pay for the same, out of the Cargo, And if its for the Interest of the Concerned, to dispose of Vessel and Cargo; in that Case we would Recommend M^r Jonathan Williams, of Nants, M^r Sam^l J. H. Delap of Bourdeaux & M^r John Emery of Bilboa or Either of those Gentlemen that shou'd be Nearest to the Port, he m[ay] Arrive at, to take Vessel And Cargo, into their hands, And Dispose off for the Interest of the Concerned, Upon the whole, we Leave Notwithstanding, what is before said, the Management of the Cruise to your own prudence and Discretion, as its Impossible to Know, how Circumstances may turn up, not Doubting your Fidelity & honour in Consulting Every Measure, that may Contribute to the Interest of the Concern'd, We Earnestly Recommend and Enjoin you to pay due Respects to the Laws of Nations, not suffering any Insult, or plunder by your People, when Boarding Vessells at sea, that is in Amity with these States, which is a Practice greatly Complained off, In full Confidence of your Abilities And Integrity, we Rest Intyrely satisfied that nothing but Fortune, will be wanting to make the Cruise an Object of Envy, by Order, And in behalf of the Owners, we are after wishing you Every thing—Your Sincere Friends &c^e

George Wentworth }
Nathl Folsom } Agents

Portsmouth [*New Hampshire*] July 15th 1778—

P.S. In Order that we may Render Assistance to Any Vessells you shou'd take, when they Appear off this harbor, you'l give directions to the Prize Master to hoist to their Mizzen topmast head, a French Jack, If a snow a French Jack to the Derick If a Boom sail Vessel, a French Jack to the End of the Main Gaff, If they shou'd not have any thing white for a Jack, An English Jack will Answer, as we shall be prepared for an Event of the kind, to Render Any Aid that may be Nessesary—

Thomas Dalling

LB, DLC, Journal of the Privateer *General Sullivan*.

1. New Hampshire privateer brigantine *General Sullivan*, mounting 14 carriage guns, carrying a crew of 100, and owned by Eliphalet Ladd, of Exeter, New Hampshire, and others, was commissioned on 13 Sept. 1777. DNA, PCC, item 196, vol. 6, p. 43 (M247, roll 203). Thomas Dalling had completed a cruise in command of the privateer in Apr. See Memorandum of American Privateers in Martinique & The Conduct of the French Towards the Americans, 24 Feb. 1778, NDAR 11: 423-24; *The Connecticut Gazette*; and *the Universal Intelligencer*, 20 Mar. 1778, NDAR 11: 739-40; and, *The Freeman's Journal, or New-Hampshire Gazette*, 7 Apr. 1778, NDAR 12: 46.

2. The Azores.

important intelligences—I hope that if pilots were found necessary to be sent out, it would not be a difficult matter to know where they are—I beg you would send a Legion of Spies among their Troops and their fleet, no sum of monney will be thought too much by me if such intelligences are got that we might depend upon them—I beg you would not speack of this letter of mine to any body.

M^r. Caldwell the quarter master living at Springfield⁵ has, says he, many spies about Staten Island. I am going to write him two lines which I beg you would forward—I do'n't make him any particular mention of the Reasons which ~~make~~ Render me anxious of getting news from the city, because I don't think prudent to scatter them. I schall be to morrow at King's Ferry, and the day after I hope on the other Side⁶—you may for keeping up a close communication hire for me the best horses of the country at whatever price you may find them—my principle is that for intelligences the dearest ~~you~~ one pays the best it prouves for his interests.

I beg your pardon, my dear sir to give you so much trouble, but I am now for two motives so deeply concern'd in the present affairs, that any help I may obtain from you will be the greater, and dearest mark of friendship I can ever Receive. With the most sincere Gratefulness and high Regard I have the honor [&c.]
The M^{rs}. De Lafayette

L, DLC, Miscellaneous Manuscripts Collection, Lafayette. Addressed: "Elisha Boudinot Esqr./New Ark." Elisha Boudinot (1749–1819), brother of Elias, had a law office in Newark, N.J., and in 1778 served as secretary of the New Jersey Council of Safety.

1. That is, Kakiate (now West New Hempstead), New York.

2. See Lafayette to comte d'Estaing, 14 July, above.

3. That is, the British fleet under Admiral Viscount Howe.

4. By "our" fleet, Lafayette refers to the French fleet commanded by Vice-amiral comte d'Estaing.

5. Rev. James Caldwell.

6. That is, on the east side of the Hudson River. On 25 July, Lafayette sent a letter to an unnamed correspondent asking that he continue to send intelligence and promising to pay "Any sums of monney they may cost." *Lafayette Papers* 2: 117. While the editors of the *Lafayette Papers* believe that letter was directed to Boudinot, it seems more likely that it was intended for James Caldwell.

LIEUTENANT COLONEL CHARLES O'HARA TO GENERAL SIR HENRY CLINTON

Sir

Sandy Hook [N.J.] the 15th of July 1778

I flatter myself that when you are acquainted that I did not arrive upon this Island till Two O Clock this Morning,— that You will be persuaded that it has not been owing to any neglect, that I have not had the Honor of making my Report to You Sooner—

After having visited every part of this Island that I might be informed Exactly, what were the nature of the Attacks that might be made by the French fleet upon this Place[,] I waited upon Lord Howe, & desired him that he would give me his Ideas upon that Head. His Lordship immediately landed with me upon the Hook & after Examining the whole Sea Shore of this Island—was of Opinion that the French Fleet could cover the Descent of Troops almost in every Part of the Coast of the Hook,¹ which is at least four miles in Length—You are Sir very well informed of the facility of entering this Place from the Continent at the end of the Island where the Bridge was thrown across the Creek—

As so many formidable Attempts may be made upon this Island, I conceive that it would be absolutely necessary, that a very considerable Reinforcement, not less than fifteen Hundred Men with Six Pieces of Field artillery would be requisite for its de-

fence—& that Number I should Suppose would be very Sufficient against any Attacks that could possibly be made upon this Island—

The Possession of this Post I conceive to be of the greatest Importance as it Enables Lord Howe Under its Cover to take a position that puts him upon a Level with the French fleet—who by being Obliged to pass the Bar by single Ships would be beat by our Fleet in detail—but were the French Masters of this Island they would by erecting Batterys oblige our Ships to quit this present Advantageous Situation & move higher up the Bay—the Enemy would then pass the Bar unmolested & Attack Lord Howe in Line of Battle—I must therefore take the Liberty of repeating that I conceive this Post to be of the very first Importance & that an Immediate Considerable Reinforcement is necessary[.] I have the Honor to be, [&c.]

Cha^s O'Hara

I send you Colonel Hope² who is perfectly acquainted with every part of this Island & will give you every Information Relative to it.

L, MiU-C, Sir Henry Clinton Papers.

1. Maj. Gen. Lord Cornwallis reported to Clinton on 17 July, after visiting Sandy Hook, that "Lord Howe express'd himself very strongly on the importance of the Post, & said that, if the French Fleet came in & possess'd it, it would not be in the power of the whole Navy of Great Britain to relieve us." Ibid.

2. Lt. Col. Henry Hope, 44th Regiment of Foot.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 15 JULY

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Zachariah Rossel in Mountholly, on Wednesday the fifth day of August next, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bills of Timothy Shaler,¹ (who as well, &c.) against the sloop or vessel called the *Speedwell*, lately commanded by Charles Ellis: Of Samuel Ingersoll,² (who as well, &c.) against the schooner or vessel called the *Lovely Nancy*, lately commanded by William Moore; the sloop or vessel called the *Betsy*, lately commanded by Arthur Harper; the schooner or vessel called the *Molly*, lately commanded by Joseph Pearson; the sloop or vessel called the *Alexandrine*, lately commanded by John M'Neal; and the vessel called the *Sun*, supposed to be a dogger, lately commanded by one Garland: Of Abraham Boys, (who as well, &c.) against the sloop or vessel called the *Chance*, lately commanded by James Neill; and the sloop or vessel called the *Elizabeth*, lately commanded by John Stedham: Of Joseph Wade,² (who as well, &c.) against the sloop or vessel called the *Duck*; and the sloop or vessel called the *Betsy*; with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of the said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their cargoes should not be condemned according to the prayer of the said bills.

July 15, 1778

By order of the judge,
BOWES REED, Pro. Reg.⁴

The New-Jersey Gazette (Trenton), 22 July 1778.

1. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.

2. Samuel Ingersoll commanded the Massachusetts privateer schooner *Cente Pea*.
3. Joseph Wade, Capt., Pennsylvania Navy.
4. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Wednesday, July 15, 1778

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

That a warrant issue on John Gibson, Esq.^r auditor general for 80,000 dollars, in favour of the Marine Committee, to enable them to pay a bill drawn on them by the navy board of the eastern department, dated 11 May, in favour of Nathaniel Shaw, Esq.^e the said committee to be accountable¹:

Congress took into consideration a memorandum from the Sieur Gérard, respecting prisoners taken by the squadron of his most Christian Majesty, commanded by the Count d'Estaing, being one of the papers received and read this morning:² Whereupon,

Resolved, That all prisoners taken, or which may be taken by the squadron of his most Christian Majesty, under the command of Count d'Estaing, vice admiral of France, be received by the commissary general of prisoners,³ and that he provide for their safe custody and subsistence in like manner as hath been usual for the prisoners of these states:

That he may make monthly returns of all prisoners, which shall be by him so received, to the Board of War:

That he may make monthly return to the treasury of the accounts of all monies expended for the purposes aforesaid; and that the said prisoners be held at the disposition of his most Christian Majesty, and subject to the orders of his excellency Mons. the Count d'Estaing.

Resolved, That all officers in the service of these states be directed to pay proper attention to the above resolution.

Ordered, That the paper relative to signals, received from his excellency the Sieur Gérard, and read this morning, be referred to the Marine Committee.⁴

Ordered, That an extract of another paper from the Sieur Gérard, relative to the encouragement given by Count d'Estaing to American armed vessels, whether public or private, be published.⁵

JCC 11: 689–91.

1. For more on this bill, see Shaw to the Continental Navy Board of the Eastern Dept., 4 May, *NDAR* 12: 263–64, and the Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 30 May, *NDAR* 12: 488–91.

2. See Conrad-Alexandre Gérard's Memorandum on Prisoners, 14 July, above.

3. Major John Beatty.

4. See the Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 24 July, below.

5. See Conrad-Alexandre Gérard to Henry Laurens, 14 July, above. The portion of the memorandum that was published is discussed in a note at that document.

CONRAD-ALEXANDRE GÉRARD, FRENCH MINISTER TO THE UNITED STATES TO VICE-AMIRAL
COMTE D'ESTAING

N^o. 3.

A Philadelphie le 15. Juillet 1778.

Monsieur

J'ai l'honneur de vous envoyer ci joint le duplicata d'une lettre que j'ai pris la liberté de vous envoyer avant hier par un exprès.¹ Nous venions d'apprendre qu'on avoit vu l'Escadre sur Sandy hook et on en augure que les Secours de tous genres qu'on vous a destinés, doivent vous être parvenus. On est dans un grande attente des evenemens.

Quant aux approvisionnement de l'Escadre dont M le Ch^{er} de Borda² m'a remis la notte, je me Suis convaincu qu'il n'y avoit pas d'autre moyen praticable de Se les procurer que de S'adresser au Congrès. Ce n'est que de cette manière qu'on peut S'assurer de l'exactitude des fournitures, et de n'être pas lésé par l'extravagance des prix aux quels toutes choses Sont portées ici, d'autant que le Congrès verroit avec peine qu'on payât en argent monnoyé.

Je joins ici, Monsieur, la notte que j'ai remise au Congrès Sur cet objet, dans les Sens que M le Ch^{er} de Borda me l'a prescrit.³ S'il y avoit quelques changemens à faire Soit pour les quantités ou les qualités, vous auriés la bonté de me donner vos ordres, ainsi que Sur les epoques précise et, autant qu'il Se pourra, Sur les lieux où vous desirerés que les approvisionnement Soient rendus. J'ai retranché le boeuf Salé parcequ'il n'est pas bondans cette Saison, et parceque les ordres donnés partout Sur la côte de vous fournir tout ce que vous demanderés, mettront probablement en état de donner des repas de viande fraîche aux équipages, à meilleur marché que ne Seroit la viande Salée. On espere pouvoir fournir presque tous les articles; cependant il faudra quelques jours pour le constater positivement.

Je me Suis informé, Monsieur, S'il y avoit de negres à vendre dans ce pays ci; ils Sont très rares dans tout le Continent et un negre de travail ordinaire vaut jusqu'à 300.[#] Sterling en or. Ayez la bonté de me mander Si je ne dois pas m'arreter à ce prix. En attendant je lacherai de decouvrir la marchandise, afin de la prendre Si vos instructions ne Sont pas negatives.

Je ne vous rendrai pas compte, Monsieur, de tous les obstacles que la navigation de la petite flotte Sous les ordres de M de S^t Cesaire a eprouvés.⁴ Il n'a rien negligé por l'accelerer, et on S'y est preté d'ici de bonne grace; mais tous les moyens manquent. J'espere cependant que la *Chimere* pourra vous rejoindre dans le tems prescrit et que la cargaison que les autres vaisseaux peuvent prendre après les arrangemens qui ont été pris pour des rafraichissemens ne les arreteront pas. Je ne les laisserois pas même charger de bœuf. Si j'en croyois les assurances qu'on m'a donné que vous en avés trouvés; mais Sur cet article delicat une précaution même un peu excessive ne me Semble pas deplacée.

Le Capitaine Selby⁵ est arrivé ici aujourd'hui avec un pilote; il vous en avoit mené 7. Au lieu indiqué. Il a tenté de vous suivre, mais il n'a pu y parvenir. Je crois de voir, Monsieur, vous transmettre cet avis afin que vous jugiés ce qu'il conviendra de faire pour Son dedomagement.

Je m'aperçois qu'on est fâché d'avoir à garder ici M Tatteral et Sa famille et si vous vouliés bien prendre moyen pour en debarrasser Congrès, on vous en Seroit fort obligé.⁶

Le vaisseau que a été chassé à terre est le *Mermaid* de 20.⁷ Canons. c'est lui qui

avoit observé l'Escadre et le combat contre la *Rose*⁷ lui avoit aprit qu'elle estoit française. Il est venu en avertir le *Roebuck* qui croisoit Sur les Caps de la Delaware ils ont pris chacun une route differente pour lui de S'échaper.

J'ai Sondé le terrain; ainsi que vous l'avés désiré relativement à la Suite de vos operations. Je n'ai pu trouvé les esprits disposés à prendre aucun partie avant que l'entreprise sur New York ou sur Newport Soit decidée. En attendant je chercherai à preparer l'execution de vos intentions. On paroît persuadé que l'Angleterre enverra des forces Superieures. Je Suis [&c.]

Gerard

P.S. Je me suis informé, Monsieur si le Congrès pouroit vous faire fournir de plomb; on l'espere et je suis chargé de vous prier de me mander la quantité que vous désirés.

[Translation]

N^o. 3.

At Philadelphia 15 July 1778

Sir

I have the honor of sending you attached the duplicate of a letter that I took the liberty of sending you the day before yesterday by an express.¹ We just learned that the squadron had been seen at Sandy Hook and had concluded that the aids of every kind that were intended for you should reach you.

As to the provisioning of the squadron of which M. the Chevalier de Borda² has sent me the note, I am convinced that there is no other practicable means of his procuring them than that of his addressing himself to the Congress. It is only in this manner that we can be assured of the exactness of the furnishing and of not being injured by the extravagance of the prices to which all things are carried here, more especially as Congress will require that we pay in silver coin.

I attach here, Sir, the note that I sent to the Congress on this matter, in the sense that M. the Chevalier de Borda has prescribed to me.³ If there are any changes, either in quantities or qualities, have the goodness of giving me your orders, as well as on the precise periods and, as far as possible, on the places where you desire that these provisions may be sent. I have curtailed the salted beef because it is not in abundance this season, and because the orders given everywhere on the coast to furnish you all that you request probably put you in the situation of giving meals of fresh meat to your crews at a better price than that of salted meat. We expect to be able to furnish almost all the articles; however it will take several days to state this positively.

I have investigated, Sir, if there are some negroes for sale in this country; they are very rare in the whole continent and a negro of ordinary work costs up to 300.[#] sterling in gold. Have the goodness to send me if I should not stop at this price. While waiting, I tried to discover the merchandise, in order to take it if your instructions are not negative.

I did not report to you, Sir, all the obstacles that the sailing of the small fleet under the orders of M. de St. Cesaire found.⁴ He has neglected nothing to speed it along, and they are ready here by good fortune; but all the means are lacking. I hope however that the *Chimère* will be able to rejoin you in the time prescribed and that the cargo that the other ships can take according to the arrangements that have been taken for some refreshments will not stop them. I would not even allow them to load beef if I believed the assurances that I have been given that you have found some of it; but on this delicate article, a precaution even a bit excessive does not seem to me out of place.

Captain Selby⁵ arrived here today with a pilot; he has sent you 7 of them to the place indicated. He tried to follow you, but he was unable to get there. I believe I should, Sir, transmit to you this information so that you may judge what is proper for his recompense.

I perceive that it is vexing to have M. Tatteral and his family kept here, and if you would please take some means to relieve the Congress of them, one would be much obliged.⁶

The ship that was chased ashore is the *Mermaid* of 20 guns.⁷ It is this ship that had watched the squadron and the combat against the *Rose*.⁸ Having learned that it was French, he came to alert the *Roebuck*, which was cruising along the Capes of the Delaware. Each of them took a different route to escape.

I have tested the terrain, as you wished, relative to the course of your operations. I have not been able to find minds disposed to take any part before the enterprise at New York or at Newport may be decided. While waiting, I have worked to prepare the execution of your intentions. One appears to be persuaded that the English will send superior forces. I am [&c.]

Gerard

P.S. I have investigated, Sir, if the Congress could furnish you with lead; it is hoped so, and I am charged with asking you to tell me the quantity you want.

L, FrPNA, Marine B⁴, vol. 143, fols. 100–1.

1. In the first of two letters Gérard addressed to d'Estaing on 13 July, he discussed the provisioning of the French squadron, the activities of Jean-Charles, Chevalier da Borda, and the activities of Major André-Michel-Victor, marquis de Choin, d'Estaing's aide-de-camp. Gérard's second letter is largely in cipher. See FrPNA, Marine B⁴, vol. 143, fols. 89–90 and 96–99.

2. Jean-Charles, Chevalier de Borda, lieutenant de vaisseau, and French flagship *Languedoc*'s first lieutenant.

3. Perhaps Gerard's letter to Henry Laurens, President of the Continental Congress, 15 July, below.

4. Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire who commanded the French frigate *Chimère*.

5. Perhaps William Selby, of Pitts Landing, Virginia. Selby had fallen in with the French fleet on 23 June. See Notes Made on Board the French Navy Ship of the Line *Languedoc*, with the undated entries at the beginning of June in the European Theater section, below.

6. Josiah Tattmull, a Georgia loyalist who had been captured, along with his wife and children, by d'Estaing's squadron. On 4 Sept. 1778, President of the Continental Congress Henry Laurens wrote to Col. John Beatty regarding a parole and exchange. *Laurens Papers* 14: 263–64.

7. H.M. frigate *Mermaid*, Capt. James Hawker, had been sent to warn approaching British ships from sailing to Philadelphia, as the British had lately evacuated that city. Hawker and *Mermaid* had relieved H.M.S. *Roebuck*, under Capt. Andrew Snape Hamond, from the same task. When the French fleet under Vice-amiral comte d'Estaing approached the Delaware, *Mermaid* tried unsuccessfully to flee, and Hawker ran the ship aground on 8 July to prevent its capture. UKLPR, Adm. 1/5310, fols. 336–40.

8. British letter of marque ship *Rose*, Capt. James Duncan. For an account of its capture, see the Journal of the French Navy Ship of the Line *Languedoc*, 5 July, above.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO CAPT. STEPHEN DUVAL,
SOUTH CAROLINA NAVY

Navy Board [*Charleston*] July 15th 1778—

Sir/

Eleven Prisoners of war having made their Escapes last night, have Taken a Sailing boat Belonging to M^r Redhall and are very probably gone to the S^ward; the Commiss^{rs}. of the Navy direct that you do Immediately proceed with the *Eagle* Pilot Boat to

the Southward and Endeavour by Every means in your power to Overtake and bring back to Charles Town the said Prisoners¹

By Order of the Board
Edw^d Blake first Commiss^r

To M^r Stephen Duvall—

South Carolina Commissioners, p. 167. Duvall was captain of the South Carolina Navy pilot boat *Eagle*.

1. At their meeting of 16 July, the Board recommended: "Should the *Eagle* be gone out the Board Recommend that Mr. Duvall do go out in the *Tryal* and take charge of the *Eagle* at Sea, as she is the fittest Vessel for that purpose." Ibid.

THE GAZETTE, OF THE STATE OF SOUTH-CAROLINA, WEDNESDAY, JULY 15, 1778

CHARLES-TOWN, July 15.

Chesapeak Bay, has been entirely clear of British men of war since the 20th of May. The trade of that State, and of the neighbouring one of North-Carolina, now receives no interruption but from a few privateers of no considerable force, amongst them the Brig of Capt. Squires,¹ and the sloops of Captains Powel² and Guttridge,³ who frequently appear off Okerecock,⁴ and might soon be removed. Guttridge mounts only ten-guns, and chases every thing.

The latest advices that have been received from Europe, are to the 7th of April, by the French ship *Proud Roderick* (formerly the *Hippopotame* man of war) mounting 36 guns, 18 and 12 pounders, arrived in Chesapeak Bay from Rochefort, with the most valuable cargo that has yet been shipped in France for America⁵. . . .

Three weeks ago there was not a vessel of war nor a British soldier in Bermuda; yet, we are told, that one Sheddlin or Shedwin⁶ (one of Lord Dunmore's hopeful train from Virginia)⁷ who has amassed a considerable fortune in that island, by employing neutral Bermuda vessels to trade with the Americans, is at the same time adding to his riches by a concern in two privateers, one immediately from Bermuda (Guttridge's sloop)⁸ the other from St. Augustine; having the peculiar advantage by the trade he carries on, of gaining the best intelligence for his privateers. . . .

We have advice, that another fleet was to sail from Jamaica about the same time—That the privateers fitted out from that island, are innumerable, and so spread among the Keys, that it is almost impossible for any vessel to escape them—. . . .

Nothing, that had the appearance of an enemy, has been seen upon this coast, since Sunday the 5th Instant, when a small schooner passed by this Bar, at a great distance from the land, from the Northward to the Southward, the wind then at E. under about a third of her mainsail, her foresail and jib, and in the evening bore away about S.S.W.— So that we may conjecture our enemy's naval force has been collected together, either for new mischief, or to be withdrawn.

We are advised from Georgia, that the beginning of last week, a small Virginia-built schooner (supposed to be the same that passed by this bar on the 5th instant) tender to the *Perseus* man of war,⁹ with dispatches for St. Augustine, was taken by Capt. Gilbert Harrison, in a small armed sloop from Sunbury, and carried in there. It seems they fell in with each other in the night, and the sloop being hailed, answered from New-Providence, bound to St. Augustine; the tender being hailed in turn, answered from New-York for St. Augustine, and asked, if they had fruit on board the sloop; Capt. Harrison answered, they had plenty, and might have what they pleased, whereupon

they came on board and were secured as was the vessel at the same time.

1. Letter of marque brig *Enterprize*, Daniel Squiers, commanding.
2. Letter of marque sloop *Active*, John Powell, commanding.
3. The writer refers to Capt. Bridger Goodrich, who commanded the letter of marque schooner *Hammond*, which carried 16 guns and a crew of 100 men. UKLPR, C.O. 5/1109, p. 109.
4. That is Ocracoke Inlet, N.C.
5. *Fier Roderique*, the former French Navy ship *Hippopotame*, arrived at Hampton Roads, Va., on or about 28 May. For more on this ship, *Fier Roderique*, de Montant, master, and its cargo, see Committee of Congress Report on *Le Fier Roderique*, DNA, RG 76, Miscellaneous Records, 1798–1804 of the Convention of 1803–France (Spoilation) records (entry PI-177:125), box 3.
6. Robert Sheddon. See “Copy of a Letter from Robert Sheddon to John Goodrich, dated Portsmouth [Virginia] Sunday 8 O’Clock [29 July, 1775],” NDAR 1: 1006.
7. By this comment, the writer means that Sheddon had been a Virginian and a supporter of John Murray, Fourth Earl of Dunmore, who was the Royal Governor of Virginia at the outbreak of the Revolution. Dunmore had been forced to flee the state in 1776 after initiating military operations against the new state government.
8. Sloop *Hammond*, Bridger Goodrich, commander. See Bridger Goodrich to Commodore William Hotham, 7 Feb. 1778, NDAR 11: 304–5. There his name is spelled Robert Shedden.
9. H.M. frigate *Perseus*, Captain George Keith Elphinstone, commanding. The captured vessel was H.M. scout boat tender *Ballahoo*, which had a crew of thirteen men. Journal of H.M. frigate *Perseus*, entry of 21 May 1778, UKLPR, Adm. 51/688, part 2.

WILLIAM AND GODFREY HUTCHINSON TO PRESIDENT OF MASSACHUSETTS BOARD OF WAR

(Dupl^a)
Sir!

S^c: pierre M/Que¹ July 15th: 1778.—
Original ꝑ Cap^t Samuel Chace
Jun^r

We are favoured with yours of the 25th: May.—

You will perceive by the enclosed Acco^c current, that the Ball^a in our favour is considerably encreased.— As it was intirely unexpected to us to be so largely in advance for our friends in America, we had constantly shipt on our Acco^c as much as our Capital would possibly admit of, & have never received any part of it back again.—

Besides this Ball^a there is not a private arm’d vessel (except the *Cumberland*)² belonging to the State which has been in this Island, but what we are in advance for & for some of them to a very Considerable Am^t— From a consideration of those Circumstances, together with our very small Capital, you will readily conceive in what an unhappy Situation we are now in.—

It has ever given us infinite pleasure that, altho’ absent from our Country, Circumstances have afforded us an Opportunity of contributing our mite, towards the Support of the real friends of it.— At the same time we flatter ourselves that you & our other good friends will be sufficiently convinced, by the proofs we have given of it by sacrificing our Capital, at a moment when it might have Employed to so much advantage & will prevent us from feeling the Disagreeable Consequences, which must very shortly attend the Delay of payment of some of the considerable Debts we have contracted on their acco^c in this Island.— However as WH:³ is arrived with you, we are Satisfied that from his Representations of facts, you have long since found means of remitting us.— As finding that it was impossible to comply with our Engagements we were favoured so far as to have three months granted us for W:H: to go to America, to represent our Situation and to procure us relief.— The third month since his Departure is now nearly Elapsed & we have not been so fortunate as to receive any thing.— It is useless to Enlarge on the Subject, but refer you to our W:H:—

By an Act lately passed, this Island is Declared to Enjoy a free trade with all nations, with Liberty to Export all kinds of produce.— This Act will be in force the 25th Instant.—

The Enormous duties on fish & molasses which so greatly affected the Commerce between this Island, & the Northern States are now taken off.—

Fish is in great Demand at 55 L^s ꝯ Quintal.—

Molasses plenty at 20 sols ꝯ Gallⁿ. & probably under.—

We are with respect Sir! [&c.]

W^m. & G Hutchinson

L, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777-1780), pp. 82–83a. Addressed below close: “Samuel P: Savage Esq^r/President of the Honorable Board of War.–/Boston.—”

1. Abbreviation for Martinique.
2. Massachusetts privateer ship *Cumberland*, Capt. James Collins, commander.
3. William Hutchinson.

July 16

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Navy Board Eastern Department

Boston July 16, 1778

Sir

We propose in the Course of a few days to send forward two or three Officers to do duty on board and forward your ship,¹ Among whom we propose Lieut. Gross² for one. he has had the care of the New Ship³ at Salisbury⁴ and Expresses great Concern least the Shrouds should be Cut too short as has been the case with that Ship. he is of Opinion that your Masts should be of the length as below, and wishes the place for the Mizzen Mast may not be fixed till he gets there. We wish to know per first Oppertunity what forwardness the Ship is in and are Your hum'ble Serv'ts in behalf of the Board

J. Warren

Main Mast 89 feet. The other Masts in proportion.

Connecticut Historical Society *Collections* 20: 89–90.

1. Continental Navy frigate *Confederacy*.
2. Lt. Simon Gross, Continental Navy.
3. Continental Navy frigate *Alliance*.
4. Salisbury, Mass.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern department [*Boston*]

Boston July 16. 1778

Sir

We received yours of the 13th & find it is your Intention to be here the Middle of next week I could wish it might if Convenient to you be early in the Week, as I must if possible be absent a few days after the Middle of the next week, having been in Town a long time, M^r Vernon's¹ Apprehension of the Small pox prevents us from having the Advantage of his assistance, M^r Deshon² is at present absent but Expected daily, & it will be Necessary that two of us should be present on Such business. I hope Nothing will take place to prevent M^r Deshons return, & occasion a disappointment to you. with regard to Cordage I can't say certainly but I think a Sufficiency of it may

be purchased here at £24. ~~Ɔ~~ C^{wt} if it is not necessary to return it immediatly we shall soon be able to Ascertain what you may depend on I am S^c [&c.]

J Warren

P:S: if it be in your power without much Trouble to procure me a quintal of Choice Fish for my own Table. you will much oblige me

L, Remember When Auctions, Inc., Catalog #44 (18 July 1998), item 201. Addressed at foot: "Hon^{ble}. John Langdon Esq^r." Docketed: "James Warren's/Letter July 16th 1778."

1. William Vernon, member of Continental Navy Board of the Eastern Dept., of Providence, R.I.
2. John Deshon, member of the Continental Navy Board of the Eastern Dept., of New London, Conn.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Thursday July 16th 1778

Capt Jonathan Harraden's Roll for service on board the Brig *Tyrannicide*¹ for men that were sick at Rainsford Island amounting to Two hundred twenty two Pounds eleven Shillings & five pence—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 326. Marginal notation: "Cap^t Jon^a. Harraden/£222..11..5.."

1. Massachusetts Navy brigantine *Tyrannicide*.

JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL TO VICE ADMIRAL
VISCOUNT HOWE

My Lord
State of Massachusetts Bay
Council Chamber Boston 16th. July 1778

The following Extract of a Letter from Gen^l Pigot¹ to Gen^l Sullivan at Providence was transmitted to this State Viz^t "I am directed to acquaint you, that the prisoners you request, in lieu of those you have at Providence, being men belonging to the New England Province, I am not at Liberty to make any Exchange for them, having received orders from the Right Hon^{ble}. Viscount Howe not to release any prisoners that come within that description till proper restitution is made for the number of men that were released in the *Royall Bounty* Cartel Ship that was ~~liberated~~ forceably carried into Marblehead, as well as for the Ships Furniture & Stores"— These orders, we beg leave to acquaint your Lordship, we conclude were given from a misappreh[*n*]sion of the Facts & your not being acquainted with the Circumstances of that Vessel; would therefore acquaint you, that sometime in the Month of January last, the Ship *Royall Bounty* Cap^t Compton² was brought into this State by a Number of American prisoners, bound from Hallifax to Newport who on their passage Liberated themselves, by being Seperated from a Convoy & carried her into Marblehead.³ Upon her arrival there the said Vessel was Libelled & Legally Condemned at a Maritim[*e*] Court which your Commissary M^r Waller at Newport, in answer to his Letter upon the Subject, was in the time of it fully acquainted with, and such Reasons given him why this Vessel could not be considered by this State as a Cartel, as we thought were sufficient & quite to his Satisfaction, we having since, sent to Newport a Cartel, & Exchanged by our Commissary M^r Henderson there, nigh one hundred prisoners

The *Royall Bounty* being thus Circumstanced I flatter my Selfe your Lordship will not cannot consider her as a Cartel or proper Flag of Truce, the Guard & Convoy she

was under & the port she was bound to destroying the very Idea, and giving the Prisoners on Board a Right to Liberate themselves; whereas had she been a proper Flag bound for this State, nothing of this Nature could have taken place nor any Loss have accrued.

We therefore Expect your Lordship will revoke the former orders & give orders, that a Cartel which we have ready to send for Newport with about one hundred & Fifty german prisoners, may not be hindered, but proceed regularly & a proper Exchange Immediately take place we therefore Expect you will revoke the order aforesaid that so an Exchange of Prisoners may Immediately take place

We cannot avoid mentioning our very great Surprise that your Lordship should look on this Vessell bound from one port to another in your own possession & under Convoy, as a Cartel: we conclude therefore you could not be fully apprised of the Circumstances this Vessell was in, when you gave the foregoing orders, and that you will revoke the said orders so that an Exchange on both sides of those unhappy prisoners ~~on both side~~ may Immediately take place, if not, and any Lives should be lost by a Cruel Confinement, the Blood cannot lay at our Door, and your Lordship must answer for the Consequence⁴ I am in the Name & by order of the Council with due Respect your Lordship's Most Obed^t Serv^t

Jer: Powell President

Df, M-Ar, Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), pp. 302–5. Addressed below close: “The Right Hon: Viscount Howe.” Docketed: “Letter to the Right Hon^{ble}/Lord Viscount Howe/New York—/ July 16 1778.”

1. Maj. Gen. Sir Robert Pigot commanded the British Army at Newport, although the quotation that follows was taken from a letter to Maj. Gen. John Sullivan from Charles Waller, the British Commissary of Prisoners at Newport. The letter, dated 2 July, is above.

2. That is, Capt. Thomas Compton.

3. For more on the prisoners' seizure of *Royal Bounty*, see Charles Waller to Governor Nicholas Cooke, 24 Jan. 1778, NDAR 11: 200; and *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan. 1778, NDAR 11: 229.

4. At this point in the draft there is a complimentary close written over with the name of the addressee and the entire section crossed through.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,

Board of War, Boston, July 16th. 1778—

Sam^l Ph[']ps Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Jon^a. Glover Esq^r

Sam^l Ph[']ps Savage Esq^r President.—

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Board of War, Boston, July 16th. 1778—

Order'd, That Joseph Balch deliver from the old Mainsail of the *Sloop Republic^l* 135 y[']ds old Canvas for Quarter Cloths² for the Brig^t *Hazard*.³— Also, That he deliver 126 yards from the same Sail for an Awning for the Guard-ship⁴ . . . p^r Ord^r of Court—

Order'd, That Cap^t Joseph Balch receive from the Navy Board⁵ two peices English Duck, N^o. 7, cont^g [*blank*] y[']ds @ [*blank*] for the use of the Brig^t *Hazard*.—

Order'd, That John Brewer for Sundry Block-Makers Work for y^e Brig^t *Hazard*, as p^r Bill . . . be paid . . . £48.. 1..—

Order'd, That Nich^s Bartlett be paid for himself & Men the Ballance of his Por-
tage Bill on board the Brig^t *Favorite*^b am^g to £48..—..—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 373–74.

1. Massachusetts Navy sloop *Republic*.

2. That is, painted canvas covers, or hammock-cloths, protecting the hammock nettings along the
aftermost part of bulwarks.

3. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.

4. Massachusetts State prison ship *Rising Empire*, Capt. William McClure, commander.

5. Continental Navy Board of the Eastern Department.

6. Massachusetts State trading brigantine *Favorite*, Capt. Nicholas Bartlett, Jr., master.

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 Ves-
sels, their Cargoes and Appurtenances, viz.—In behalf of John Skimmer, Commander
of the armed Brigantine *General Gates*, in the Service of the United States, and all con-
cerned therein; and in behalf of Jonathan Oakes, Commander of the private armed
Brigantine *Hawke*,¹ and all concerned therein, against the Ship *Jenny*,² of about 300
Tons burthen, James Cummings, late Master; and against the Brigantine *Thomas*, of
about 180 Tons burthen, John Robinson, late Master: In behalf of Samuel Rogers,
Commander of the armed Schooner *Resolution*,³ and all concerned therein, against
the Schooner *Earl Percy*, of about 35 Tons burthen, Jonathan Card, late Master; and
against the Schooner *Polly*, of about 15 Tons burthen, Bersilla Amers, late Master: In
behalf of William Preston and John Blackler, Commanders of the armed Schooners
*Washington*⁴ and *Lizard*,⁵ and all concerned therein, against the Schooner *Susanna*, of
about 30 Tons burthen, Cornelius Turner, late Master: In behalf of Benjamin Chap-
man, Commander of the armed Schooner *Viper*,⁶ and all concerned therein, against
the Schooner *Two Friends*, of about 40 Tons burthen, Stephen Atwood, late Master: In
behalf of James Dennis, Commander of the armed Schooner *Spring-Bird*,⁷ and all con-
cerned therein, against the Brigantine *Adventure*,⁸ of about 100 Tons burthen, William
Snow, late Master, against the Snow *Dolphin*,⁹ of about 100 Tons burthen, John Cabot,
late Master; and against a *Shallop*, of about 18 Tons burthen: In behalf of Thomas
Doliver, Commander of the armed Schooner *Snow-Bird*,¹⁰ and all concerned therein,
against a *Shallop*, of about 20 Tons burthen; and against a *Shallop*, of about 18 Tons
burthen: In behalf of Nathan Brown, Commander of the armed Brigantine *Montgom-
ery*,¹¹ and all concerned therein, against the Brigantine *Agnes*,¹² of about 150 Tons
burthen, William Monteith, late Master: In behalf Robert Brookhouse and William
Monday, Commanders of the armed Schooners *Lively*¹³ and *Lark*,¹⁴ and all concerned
therein, against the Brigantine *Hope*,¹⁵ of about 100 Tons burthen, John Neal, late
Master: In behalf of Francis Bowdin Dennis, Commander of the armed Schooner
Harlequin,¹⁶ and all concerned therein, against the Brigantine *Guadalquiver*,¹⁷ of about
100 Tons burthen, John Matthes, late Master: In behalf of Jeremiah Rolls, Command-
er of the Schooner *Fatnabush*,¹⁸ and all concerned therein, against a *Shallop*, of about
15 Tons burthen, — Black, late Master: In behalf of Nathaniel Coit Webb, and oth-
ers, Inhabitants of the State aforesaid, against a *Shallop*, of about 15 Tons burthen,
taken near the American Shore, by them, in an armed Boat: In behalf of Jonathan

Greely, Commander of the Brigantine *Speedwell*,¹⁹ and all concerned therein, against the Sloop *Molly*, 50 Tons burthen, Robert Tully, late Master: In behalf of Gilbert Ash, Commander of the Ship *Mars*,²⁰ and James Magee, Commander of the Brigantine *General Arnold*,²¹ and all concerned therein, against the Sloop *Safety*, 80 Tons burthen, Constant Baker, late Master: In behalf of William Stewart of the armed Sloop *Montgomery*,²² against the Sloop *Sally*, about 35 Tons burthen, — —, 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 said Captures, the Maritime-Court for the said District, will be held at *Salem*, on *Wednesday*, the 12th Day of *August* next, 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.

Independent Chronicle, and the Universal Advertiser (Boston), 16 July 1778. The notice also appeared in the 23 July 1778 edition of the *Independent Chronicle*.

1. Massachusetts privateer brigantine *Hawk*, Jonathan Oakes, commander. For more on its cruise with *General Gates*, see John Bradford to Continental Commerce Committee, 1 July, above.

2. Ship *Jenny*, James Cummings, master. For more on its capture, see John Bradford to Leonard Jarvis, 1 July, above.

3. Massachusetts privateer schooner *Resolution*, Samuel Rogers, commander, mounting one carriage gun and eight swivel guns, crew of 20 seamen, owned by Henry Bass and William Spooner, of Boston, was commissioned on 13 Apr. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 1, 2; Mass. Archives Collection, vol. 168, p. 257.

4. Massachusetts privateer schooner *Washington*.

5. Massachusetts privateer schooner *Lizard*.

6. Massachusetts privateer schooner *Viper*.

7. Massachusetts privateer schooner *Spring Bird*.

8. Brigantine *Adventure*, William Snow, master, 110 tons burthen, mounting six 3-pounders, built in North America in 1774, owned by Geffrard, from Jersey bound to Newfoundland. *Lloyd's Register of Ships, 1777–1778*.

9. Snow *Dolphin*, John Cabot, master, 120 tons burthen, built at Québec in 1770, owned by J. Thoreau, from Jersey bound to Newfoundland. *Lloyd's Register of Ships, 1777–1778*.

10. Massachusetts privateer schooner *Snow Bird*, Thomas Doliver, commander, mounting eight swivel guns, crew of 23 seamen, owned by Benjamin Needham and William Andrews, of Marblehead, was commissioned on 19 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 147, 150; Mass. Archives Collection, vol. 168, p. 222.

11. Massachusetts privateer brigantine *Montgomery*.

12. Brigantine *Agnes*, William Monteith, master, 150 tons burthen, mounting six 3-pounders, built in North America in 1765, repairs in 1774 and 1778, owned by R. Hunter, of London, from London bound to Labrador. *Lloyd's Register of Ships, 1777–1778*.

13. Massachusetts privateer schooner *Lively*.

14. Massachusetts privateer schooner *Lark*, William Munday, commander.

15. Probably Brigantine *Hope*, George (or John) Neel, master, 110 tons burthen, built in North America, sides repaired in 1764, owned by Robin & Co., from Jersey bound to Chaleur Bay, Québec Province.

16. Massachusetts privateer schooner *Harlequin*, Francis Bowden Dennis, commander.

17. Brigantine *Guadalquivir*, John Matthes (or J. Dowson), 140 tons burthen, mounting six 4-pounders, built at Ipswich, England, in 1776, owned by the captain and company, from London to Gibraltar. *Lloyd's Register of Ships, 1777–1778*.

18. Massachusetts privateer schooner *Tatnibush*, Jeremiah Rolls (or Role), commander.

19. Massachusetts privateer brigantine *Speedwell*.

20. Massachusetts privateer ship *Mars*.

21. Massachusetts privateer brigantine *General Arnold*.

22. Massachusetts privateer sloop *General Montgomery*, William Stewart, commander.

THE ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, JULY 16, 1778

NEW-YORK, JULY 16.

Last Friday arrived here from the Grenades,¹ the schooner *Industry*, Capt. Casey, of two four pounders, four swivels and seven men, belonging to Halifax; she sailed on the 16th ult. And on Wednesday se'nnight² was attacked, off Great Egg-Harbour, by two rebel privateers, one a schooner, mounting four carriage guns, besides a heavy one in her prow, the other a sloop of six guns; they were both full of men and mounted a number of swivels; after an engagement of five hours they sheered off.

1. That is, the Grenadines.

2. That is, July 8.

LIEUTENANT COLONEL ALEXANDER HAMILTON TO CAPTAIN PATRICK DENNIS

D Sir

A considerable fleet of french men of War, chiefly Ships of the line, has just arrived at Sandy Hook, under the command of Admiral Count D'Estaing. As the Admiral is a stranger, and is come for the purpose of co-operating with us against the Enemy, it is absolutely necessary that he should be attended by some Gentlemen of intelligence and who possess an accurate knowledge of the Coast and harbours. His Excellency General Washington ~~from the information he has received~~ is persuaded you answer this description in every part; and I am directed by him to request you in his name, if circumstances will permit, to go on board the Admiral as early as possible. Your services may be the most important and interesting and such as will ~~may not only~~ ~~be give~~ you a just claim to the thanks and notice of your country ~~but to a liberal notice~~ * His Excellency would have written to you himself upon the subject, but he was under the necessity of leaving Head Q^s early this morning, to visit the posts above on the River. This Letter, shewn to the ~~Admiral~~ Count D'Estaing will be, I trust, a sufficient introduction of you. I am D^r Sir [&c.]

Alex Hamilton
Aid de Camp

Head Q^s: Haverstraw Bay }
July 16: 1778-

*If you can remain with the fleet during their operations in this Quarter it will be infinitely desirable; but if you can not, it will still be of importance for you to see the Count D'Estaing as you may inform him several points of which he may wish to know.

DfS, DLC, George Washington Papers, Series 4. Addressed below close: "Cap^m Dennis/in the Neighbourhood/of/ Baskinridge/Jersey." Docketed: "To Capⁿ Patrick/Dennis/16 July 1778." For more on Patrick Dennis, see Gov. William Livingston to comte d'Estaing, 14 July, above. On 15 July, Gen. George Washington wrote William Dobbs from Fishkill, N.Y., asking him to come to headquarters to meet with Washington and to serve as a pilot for d'Estaing's fleet. Like Hamilton, Washington in payment promised Dobbs "a sum that will not only be just but generous and if we should not, that your services will be liberally considered & rewarded by the states." DLC, George Washington Papers, Series 4.

JOURNAL OF H.M.S. *NONSUCH*, CAPTAIN WALTER GRIFFITH

July 1778

Sandy Hook [*N.J.*]

Thursday 16th: Little wind & fair PM Moord head & Stern in a line, Sandy Hook light House ESE $\frac{3}{4}$ of a Mile, Bent the Second Cable of the Best B^r to the Spare Anchor.¹ AM at 10 hove up the Best B^r and placed it nearer to the *Preston*² & Moored as before—

D, UKLPR, Adm. 52/1880, fol. 26.

1. On the significance of this maneuver, see note at Master's Journal of H.M.S. *Roebuck*, 13 July, above.2. H.M.S. *Preston*, Captain Samuel Uppleby, commanding.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Jeudi 16. [Juillet 1778.] à 6. h. du soir le Général m'envoya ordre d'apareiller pour aller reconnoiter un bâtiment senaut du large, nous mimes aussitôt sous voile le Cap sur lui à L'E de la boursolle à 7. h $\frac{1}{2}$ nous nous trouvames bord abord avec ce bâtiment, nous assurames notre pavillon, et lui Criames d'amener, il amena en effet, le Capⁿ. Envoya M De Camus¹ pour L'amariner, il trouva que ce bâtiment était un Corsair de 14. Canons de 4 et de 6. Armé de 50 hommes,² il venait de Rhodisland ou il nous dit avait laissé quelques frigates, et un quarantaine de bâtimens de transport, nous y trouvames environ 50000[#] fruit d'une Cargaison qu'il avait vendue à Rodeisland, cet argent fut remit au major³ de L'Escadre après que nous l'eumes amariné, nous fimes route sur L'Escadre et mouillames par 13. brasses fond de Sable, le vent au S.E. assés foible.

[Translation]

Thursday 16. [July 1778.] At 6 o'clock in the evening the General sent me an order to sail in order to go reconnoiter a snow at sea, we immediately set sail, the head to the east by the compass. At 7:30 o'clock we were tack by tack with this vessel. We confirmed our flag, and we called for it to strike; it struck indeed; the captain sent M. De Camus¹ to man it; he found that this vessel was a privateer of 14 guns, 4s and 6s, manned by 50 men.² It came from Rhode Island, where, they told us, it had left several frigates and some forty transports. We found on board about 50,000[#], fruit of a cargo that it had sold in Rhode Island; this silver was sent to the major³ of the squadron. After we had manned the prize, we headed for the squadron and anchored in 13 fathoms, bottom of sand, the wind at the S.E., rather weak.

D, FrPNA, Marine B⁴, vol. 147, fol. 58.

1. Garde de la marine François-Elisabeth de Camus.

2. The privateer *Fanny*, master John Wignall. For more information on it, see Notes Made on Board the French Navy Ship of the Line *Languedoc*, at the start of July, American Theater, above, esp. note 18.

3. André-Michel-Victor, marquis de Choin.

GOVERNOR WILLIAM LIVINGSTON OF NEW JERSEY TO GENERAL GEORGE WASHINGTON

Dear Sir

Morris Town [N.J.] 16 July 1778

I did myself the honour this morning to acquaint your Excellency that I had been yesterday to the Southward to forward pilots to the hook¹ to conduct the fleet under the Command of his Excellency Count d'Estaing to New York—As each ship ought at least to have one, I am persuaded that it will conduce to the Service to secure some to the Northward least we should be disappointed in the requisite Complement in these parts. I therefore take the Liberty to mention to your Excellency the names of some that have been recommended to me at Peeks kill & Kings ferry, to wit

Capt William Dobbs ²	}	Peeks Kill
Dennis McQuire		
Isaac Symondson		
William [Sloan?]		Kings ferry

Their political Characters (a matter of the last³ Importance) I know not—I have the honour to be [&c.]

Wil: Livingston

L, DLC, George Washington Papers, Series 4. Addressed after close: "His Excellency/General Washington." Docketed: "from/Gov^r Livingston/respect^s Pilots."

1. Letter not found. The "hook" was Sandy Hook, N.J.

2. Washington had already sent a letter to Dobbs requesting his assistance. Washington to Dobbs, 15 July 1778, DLC, George Washington Papers, Series 4. Dobbs replied on 16 July that he was bedridden with a fever and could not serve, but informed Washington that he had sent an express to summon two other pilots, Martin Johnson and James Howlet, in whom Washington could "repose a Confidence." Dobbs to Washington, 16 July 1778, DLC, George Washington Papers, Series 4. Dobbs recovered his health quickly, however, and on 18 July Washington wrote d'Estaing a letter of introduction for Dobbs, who had stopped at the Continental army's camp at Haverstraw, N.Y., en route to joining the French fleet. Washington to d'Estaing, 18 July 1778, DLC, George Washington Papers, Series 4. The French fleet had sailed, however, before Dobbs reached it. Washington to d'Estaing, 26 July 1778, below.

3. By "last," Livingston meant "utmost."

JOURNAL OF THE CONTINENTAL CONGRESS

[Philadelphia] Thursday, July 16, 1778

The Sr. Gérard having also transmitted to Congress a paper, thanking Congress for the quick despatch with which they have provided for the first wants of the French squadron, and accompanied with a memorandum of the provisions which will hereafter be necessary¹; also notifying that Mr. Holker is commissioned "agent of the marine of France," and desiring that Congress would make him known as such, where it may be necessary:²

Ordered, That the same be referred to the Marine Committee.

Ordered, That a warrant issue on the treasurer for five hundred and twenty-four thousand dollars, in favour of the Marine Committee, advanced upon their application, for the use of the navy board in the eastern department; the said Committee to be accountable³:

JCC 11: 695-96.

1. Gérard's "paper" has not been found.

2. Jean Holker (1745–1822) sailed to the United States aboard the Continental Navy frigate *Deane*, arriving in early May 1778. He introduced himself to Congress as agent of France but was not recognized

by them until Gérard officially appointed him “inspector general of trade and manufactures of France, and agent to the royal marine of France in all ports belonging to the United States of North America” and “consul of France in the port of Philadelphia.” *JCC*, 11: 713; Holker to Pelletier [Jean Peltier Du Doyer], 12 Aug. 1778, CtY, Holker Papers. Holker also served as the mercantile representative of Jacques Donatien Leray de Chaumont, a French merchant who long served as a conduit for French aid to America and as a banker for the American commissioners in France. *Letters of Delegates* 10: 170n.

3. On this warrant, see Continental Marine Committee to Continental Navy Board of the Eastern Dept., 24 July, below.

GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND TO COMMODORE THOMAS GRASON

Sir.

In Council [Annapolis] 16th. July 1778.

You are to proceed with the Gallies *Conqueror* and *Chester*, the Boats *Plater* and *Emilia*¹ and the two Vessels taken up on this Occasion, to Cambridge and there receive into your Charge the Crew of the British Frigate *Mermaid* now Prisoners of War.² The Prisoners are to be distributed amongst the Vessels with a View to Convenience and Security; your own Disposition and Prudence, we flatter ourselves, will make it unnecessary for us to give particular Directions as to your Treatment of the Prisoners; with them you are to come too off the Harbour of Annapolis, where you are to receive further Instructions

T. J.

LB, MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), p. 179. Addressed at the foot: “Commodore Grason.”

1. That is, Maryland Navy ship *Amelia*, Capt. Henry Massey, commanding.

2. On the capture of the crew of H.M. frigate *Mermaid*, Capt. James Hawker, commanding, see Lt. Joseph Dashiell to Johnson, 11 July, above. On 15 July, Gen. Henry Hooper of the Maryland militia informed Johnson that 140 of the *Mermaid*'s crew were being held at Cambridge, Md. He asked Johnson to arrange water transportation for these prisoners to Annapolis because of Hooper's difficulty in provisioning so many men and because of the “Inconveniency” that the militia guards “must Suffer at this Season in their plantation business.” MdAA, Maryland State Papers, Red Books, S989-1269 (MdHR 4570-34/2). On 5 August, the Council informed Daniel Hughes, the County Lieutenant of Washington County, Md., that the “Crew of the *Mermaid* and two or three other British Prisoners, all that we know of, were sent to and received in Philadelphia.” *Maryland Archives* 21: 176.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 16th July 1778.

[Ordered] That the said [Western Shore] Treasurer¹ Pay to Capt. Thomas Coursey one hundred and twenty Pounds, three shillings for work done to the *Chester* Gally per Account Passed by the Principal Cl. to the Aud. Gen²

That the said Treasurer Pay to Commodore Thomas Grason one hundred Pounds on Account.

Commissions Issued to James Sullivan appointed second Lieut, of the Galley *Chester*, he having served from the 5th December 1777 also to John Chevier appointed Lieut, of Marines of said Galley and served from the 10th of April last.

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777–1779, S1071-23 (MdHR 3842), p. 252.

1. Thomas Harwood.

2. Zephaniah Turner.

JOURNAL OF THE VIRGINIA NAVY BOARD

At a Meeting of the Navy Board at the Chickahominy shipyard on thursday the 16th day of July 1778.—

Present

Mr Whiting Mr Travis Mr Archer and Mr Innis.—

A Complaint was lodged with the Board by Captain Jn^o Barret against Captain Wright Westcott late of the *Norfolk Revenge*¹ for overcharging his men belonging to the said Galley with goods by him purchased out of the Country store for them on their acco^t and the same being proved by the oath of Mr Wood.— Ordered that he immediately refund to the said men the Money he received from them over and above what the said Goods costs in the said store; and as his Conduct is highly blameable respecting the same that he be called in, and receive a Reprimand from the first Commissioner² which was done accordingly.—

A Complaint was lodged with the Board by George Pipenhoulst, Walter Boyle, Edward Price, Charles Elder, Carter Frost, Jn^o Carrol, Thomas Hunt, Jn^o Whitehead, Jn^o Askins, W^m. Stanley James Crane & Edward Martin setting forth that they were induced to enlist in the Navy service from principles of love to their Country, and in the stations in which they have acted they have done their truest and best endeavours to promote the service thereof: that they are extremely sorry that any thing should have happened to cause a difference between the Captain under whose command we are, but we are at the same time happy in being conscious that the fault is not on our side, and now beg leave to represent to this Board the Cause of this difference &c see the petition. The Board on hearing the Allegations are of Opinion that the Complaint is frivolous and without any foundation.—³

Malcolm Grant, Edmund Sweny Maximilian Etheridge, and Markham Wood personally appeared before the Board, and agreed to continue to work at the Chickahominy shipyard till the 25th day of december next at the daily wages of twelve shillings each, and a suit of winter and summer cloathes from the public store on the same terms as the soldiers and sailors have them.—⁴

Ordered that William Osborne have leave of absence from the Navy ten days.—⁵

D, Vi, Navy Board Journal, pp. 429–30.

1. At the time of this journal entry, Westcott was commander of the Virginia Navy galley *Henry*.

2. Thomas Whiting was the First Commissioner of the Virginia Navy Board.

3. The men served with the Virginia Navy galley *Safeguard*, Capt. George Elliott, commander. Their petition has not been found, but in the Minute Book of the Navy Board for this date it is noted that the men alleged that Elliot “had embezzled the Goods of the Country &c.” Vi.

4. Soldiers’ clothing was not to cost more than half of their monthly wage. *Journals of the Council of the State of Virginia* 1: 467

5. Osborne was a boatswain in charge of the Virginia Navy sloop *Experiment*. Stewart, *History of Virginia’s Navy*, p. 233.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO PAUL PRITCHARD

Navy Board [*Charleston*] 16th July 1778—

Sir/

The Commissioners of the Navy have received and considered your proposal respecting the Sale of the Ship Yard at Hobcaw, which they find to be different from what they expected from the Conversation they before had with you,¹ both respecting the Commission charged on the purchase and the Terms of your attendance; the Commissioners understood you were willing to carry on the Yard holding a Share yourself and to receive a proportion of the profits upon which principle they desired your proposals—M^r Livingston's² condition also of sending any Vessels that he [break] *e to the Yard*, in preference to all Others is not agreeable to them tho the Commissioners would by all Means give the preference to Continental Vessels Another principal obstacle with them is that you have not proposed any term of time to remain at the Yard, they could not think of making any Agreement without your engaging to carry on the Business of the Yard for a term of Years—

Should you be inclinable to alter your proposals either to carry on the Yard jointly or to receive a certain Share of the Profits for your Management, they will recommend the matter to the President & Council for their approbation.³

To M^r Paul Pritchard—By Order of the Board
Edw^d Blake first Commiss^r*South Carolina Commissioners*, p. 167.

1. The Commissioners visited the "Late Begby & Mansons" shipyard on 10 July. At that time they asked Pritchard to furnish them with "an Estimate of the Cost of Land, Buildings, Ship on the Stocks, Timber, Blocks, Negroes &c." *Ibid.*, p. 165.

2. Presumably, Abraham Livingston, the Continental Agent in South Carolina.

3. Pritchard later altered his terms and the Board recommended purchase of the shipyard. *South Carolina Commissioners*, pp. 177–78.

DISTRIBUTION OF PRIZE MONEY

I Will distribute the PRIZE-MONEY: due to the Captors on board the State Brig *Notre Dame*,¹ for the last cruise, on Monday the 20th instant. All persons concerned, are desired to apply that day at my house in King-street
THOMAS HALL, jun.

Agent to the *Notre Dame**South Carolina and American General Gazette* [Charleston], 16 July 1778.

1. South Carolina Navy armed brig *Notre Dame*, Capt. William Hall, commanding. As seen in the 20 July entry of Journal of the South Carolina Navy Board, below, *Notre Dame* was preparing to depart on another cruise.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO CAPTAIN JOHN MOWBRAY

Perseus off St. John River 16th July, 1778.

Sir,—Whereas His Excellency Governor Tonyn has been pleased to order the Vessels mentioned in the margin employed for the defence of this Province¹ to be put under my command, you will consequently observe all orders and obey all signals issuing from me.

You will be pleased to continue the *Germaine* and *Thunderer* off the Sisters Creek, and the *Dreadnought* towards the Bar, which latter² may be moved occasionally.

A scout boat must be sent once every two days to examine the passage towards Nassau, and sometimes Hannah Mills Narrows,³ but on this service caution is necessary in the officer to avoid being surprised. A frequent communication with the post at the Bluff⁴ is to be strictly attended to, and any intelligence of moment to be transmitted to me.

Notwithstanding my having named stations as above for the different vessels, you are to be guided by General Prevost, with respect to changing the same as circumstances may alter, and at all times concur with the General in using every endeavour to defeat the intentions of the Rebels.

You will assist the watering of the King's Ships, and prevent the vessels from making any delay in the river. It is expected the Officers will give punctual attendance to their duty, and you will cause them to make you a daily report, which you will transmit to me. I am [&c.]

G.K.E.

Keith Papers 1: 104–5.

1. The vessels, which were listed in brackets in the margin, are: East Florida Provincial armed ship *Germaine*, East Florida Provincial galley *Dreadnought*, and East Florida Provincial galley *Thunderer*. Mowbray commanded *Germaine*.

2. By "latter," Elphinstone refers to *Dreadnought*, which lay near the bar at the entrance to St. Johns River. Sisters' Creek flowed into St. Johns River farther upstream.

3. It was possible via "inland navigation" to pass from St. Johns River to Nassau Inlet and then via the Amelia Narrows to St. Mary River. Hannah Mills Narrows was probably the middle part of the narrow and tortuous creek leading to Nassau Inlet from St. Johns River. The lower part of this passage was Sisters' Creek. *Keith Papers* 1: 105n.

4. Hester's Bluff was one of the crossing points of St. Johns River. Brig. Gen. Augustine Prevost had erected a small battery at it and at Cowford, another crossing point. Searcy, *Georgia-Florida Contest*, p. 138.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO LIEUTENANT JOHN WRIGHT, R.N.

[off St. John River, East Florida the 16th July, 1778]

By the Honble. Geo. Keith Elphinstone, Captain of His Majesty's Ship the *Perseus*.

You are required to continue in His Majesty's Ship under your command¹ off this Bar until the return of the *Perseus*, using your endeavours to prevent any Rebel vessels from entering the river, as also to be attentive to Nassau Inlet; but in such event detach three careful officers and forty men for the defence of the *Dreadnought* and *Thunderer* galleys and repair on board the *Germaine* yourself for the direction of the whole.²

Send a boat once in 24 hours to the Bluff to communicate with the officer posted there,³ and the officer so sent is to bring the report of the vessels from the commander of the *Germaine*,⁴ as the Carpenter of the *Perseus* is ordered to inspect the above-mentioned galleys, you will furnish him with such assistance as may be required.⁵ You are to employ the *Fortune* schooner in watering the *Otter* with all speed.

Given [&c.] off St. John River,
East Florida the 16th July, 1778

G.K.E.

Keith Papers 1: 105–6.

1. H.M. sloop *Otter*, acting commander Lt. John Wright.

2. East Florida Provincial galleys *Dreadnought* and *Thunderer*, and East Florida Provincial armed ship *Germain*.

3. That is, Hester's Bluff on St. Johns River. The officer commanding the redoubt there was Capt. William Wulff.

4. East Florida Provincial Captain John Mowbray commanded *Germain*.

5. On the findings of the carpenter, see Elphinstone to Brig. Gen. Augustine Prevost, 19 July, below.

BRIGADIER GENERAL AUGUSTINE PREVOST TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir

Cowford [*East Florida*] 16th. July 1778

I have just now received a letter from my Brother, a copy of which I have the honor to inclose you—¹ I scarce doubted but the Rebels would go back whenever they should be info[r]med of the arrival of any of the Kings ships, as they would then despair of being able to force a passage for their naval force into this River,² and the pains that had been taken to spoil the Road by land added to its natural badness, had render'd it very near impassable—unluckily we have it now in our front. I really do not think we can effect any thing of consequence on their Rear either by sea or land as no doubt they will have taken care to send off all their incumbrances before them—but if you think you can do any thing in your element or on the Islands there is a hundred men now ready for you at the Bluff,³ and Capt. Wulff has orders to join you—or do any thing that the service may require—Another Company has orders to occupy the Bluff in case Wulff leaves it.

you will please observe what my Brother says with regard to provisions &c, as I must request your assistance in these articles for here we have no provisions to spare—⁴ I shall write you again tomorrow if any thing new occurs&&I have the honor to be {&c.}

A Prevost

L, UkGrNMM, Adm. Viscount Keith Papers. Addressed at bottom of first page: "Hon^{bl}. Cap^t. Elphinston." Docketed: "*Perseus*/Brigad^r. Gen^l. Prevosts' Letter/enclosing one from the Col^l/16th. July 1778/E^d. N Swiney."

1. The letter from Lt. Col. James Marcus Prevost, dated 16 July, conveyed reports from American deserters that the Continental troops had begun a retreat out of East Florida. Prevost, who commanded the British advance force, informed his brother that he planned to follow the retreating Americans with all his troops "fit for hard service, and endeavour to do them all the damage possible." He suggested that Captain William Wulff's command might be sent "to the entrance of the Narrows, and perhaps be able to surprise some of their Rear." *Ibid.* By the "Narrows," James Mark Prevost was referring to the "Amelia Narrows" between Amelia Island and the mainland. For the letter, see Extract from a letter of Lieut.-Colonel Prevost, 16th July 1778, *Keith Papers* 1: 107–8.

2. That is, St. Johns River.

3. The "Bluff" was Hester's Bluff on St. Johns River.

4. In his letter, James Mark Prevost wrote that his advance force would need provisions, which he asked be forwarded to St. Marys River. *Ibid.*

July 17

TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT OF NOVA SCOTIA
OF TWO MASSACHUSETTS PRIVATEERS

[*Halifax, Nova Scotia*]

CAUSE

Jones Fauson and [*blank*] Commanders of the Armd Sloops the *Howe* and *Gage*,¹ VS
the Sloop *Packet* & Schooner *Fox* American Privateers—

28th. June Libel filed & Entered & Order made therein, as on file—
1778 The Evidence and Papers as on file. 17 July. Court opened by making Proclamation as usual. the Libel Order and Return thereon read, the Evidence & Papers read, Proclamation made for all persons Claiming property in the Sloop *Packet* & Schooner *Fox* and their Appurtenances to Appear and Assert their Claims, & defend their Rights to the same, none Appeared.

William Nesbitt Esq^r: Advocate General moved for Decrees against the said Sloop and Schooner & their Appurtenances, which the Judge then Ordered to be pronounced as on file, whereby they were both Condmnd. as Lawfull Prize to the Captors.

Court Adjourned without Day.

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 147.

1. Nova Scotia Province armed sloops *Howe* and *Gage*, which were active against Massachusetts privateers. See Maj. Gen. Eyre Massey to Gen. Sir William Howe, 2 Jan. 1778, NDAR 11: 16-8.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Present,	Board of War,
Sam ^l Ph ['] ps Savage Esq ^r	Boston July 17 th 1778—
John Browne Esq ^r	
Thomas Walker Esq ^r	Eleazer Johnson Esq ^r
Jon ^a Glover Esq ^r	Isaac Phillips Esq ^r

Sam^l Ph[']ps Savage Esq^r Pres^t—

Order'd, That John Horton's Bill for 8 Barge Oars meas^s. 125 feet, for the Brig^t *Tyrannicide*¹ . . . be paid @ 1/6^d p^r f £9.. 7.. 6

Order'd, That Cap^t Chapman² be paid on Account . . . £400..—..—

Order'd, That the Com^y Gen^l³ receive of Cap^t John Harris from the Snow *Penet*⁴ 5 Swivel Guns, 7 Small Arms, & 2 Blunderbusses.—

Order'd, That Maj^r: Cross,⁵ on Account be paid . . . £1,000..—..—

Order'd, That Benj^a. Marsh for transporting Ninety Boxes of Fire-Arms from Snow *Penet* at Boston to Medford, be p'd £11..—..—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 375–76.

1. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander.

2. Capt. Joseph Chapman, master of Massachusetts State trading brigantine *Nantes*.

3. David Devens.

4. Massachusetts State trading snow *Penet*.

5. Either Stephen or Ralph Cross, shipbuilders of Newburyport, who in 1779 were constructing the 20-gun frigate named *Protector*.

JAMES WARREN TO SAMUEL ADAMS

[Extract]

Boston, July 17, 1778

My Dear Sir,—

. . . we have a report in Town that the French Fleet have Arrived at the Delaware. I think it high Time to hear of their Arrival somewhere. I hope they will do great service. it is said they are under the directions of Congress. . . . We have not A word of

News that I can give you, every thing remains here as it did. I shall therefore trouble you no further at this time than to recommend to your Notice & that of my other Friends Cap^t Green¹ the Bearer of this, who came from France as commander of the *Queen of France*,² & has in all respects Behaved as A Gentleman, & A Friend to America. I Expect a Packet from you soon. I am sure if Numbers and length of Letters are a proper Charge against you the Ballance is against you. I have wrote to your Committee P this Conveyance.³ do attend to our Letters. I am forced to ask for so many things that I cant repeat them. My best regards to M^r. Gerry and M^r. Lovel.⁴ I dont write to the first because I Expect him every day. I am in haste Your Friend etc.

J. W.

L, NN, Samuel Adams Papers. Addressed below close: "Hon^b Saml. Adams Esq." James Warren was acting chairman of the Continental Navy Board of the Eastern Department. The omitted portions concern the return of the Continental Congress to Philadelphia and the court-martial of Maj. Gen. Charles Lee.

1. Capt. John Green, Continental Navy.

2. Continental Navy frigate *Queen of France* arrived at Cape Ann, Massachusetts, on 2 May. See Captain John Green to Robert Morris, 2 May, in *NDAR* 12: 245–46.

3. Samuel Adams was a member of the Continental Marine Committee. This letter has not been found but is referred to in Continental Marine Committee to Continental Navy Board of the Eastern Department, 5 Aug. 1778. DNA, PCC, Marine Committee Letter Book (M332, roll 6, fol. 192).

4. Elbridge Gerry and James Lovell, delegates to the Continental Congress from Massachusetts.

GENERAL GEORGE WASHINGTON TO MAJOR GENERAL JOHN SULLIVAN

Head Quarters Haverstraw 17th July 1778

Dear Sir

I have the pleasure to inform you, of what you have probably heard before this time, that the Admiral Count D'Estaing has arrived upon the Coast, and now lays off Sandy Hook, with a fleet of twelve Ships of the Line and four Frigates belonging to the his most Christian Majesty. The design of this fleet is to co-operate with the American Armies, in the execution of any plans, which shall be deemed most advancive of our mutual interests, against the common enemy. No particular plan is yet adopted, but two seem to present themselves; either an attack upon New York, or Rhode Island. Should the first be found practicable, our forces are very well disposed for the purpose; but should the latter be deemed most eligible, some previous preparations must be made. That we may therefore be ready at all points, and for all events, I desire that you may immediately apply in the most urgent manner, in my name, to the State of Rhode Island, Massachusetts and Connecticut to make up a Body of 5000 Men inclusive of what you already have—establish suitable Magazines of provision—and make a collection of Boats proper for a descent. I am empowered to call for the Militia for the purpose above mentioned, by a Resolve of Congress of the 11th instant.¹

You will not fail to make yourself fully master of the numbers and position of the Enemy by land, and of their Strength by Sea. Should nothing come of this Matter, it will answer this valuable [*pur*]pose, that the enemy will be distracted and deceived, and will probably be off their guard, in respect to the defence of New York, should that ultimately be our real design.

You should engage a number of Pilots well acquainted with the navigation of the Harbour of Newport and of the adjacent Coast, and have them ready to go on board upon signals which will be thrown out by the French Admiral, and of which you will be advised. That you may have the earliest intelligence of his arrival, you should establish

a Chain of Expresses from some commanding View upon the Coast to your Quarters. I need not recommend perfect secrecy to you, so far as respects any assistance from the French Fleet. Let your preparations carry all the appearance of dependance upon your own strength only. Lest you may think the Number of 5000 Men too few for the enterprise, I will just hint to you, that there are french Troops on board the Fleet, and some will be detached from this Army, should there be occasion.

I have it not in my power to be more explicit with you at present. But should the expedition against Rhode Island be finally determined upon, you may depend upon having every previous and necessary information for your Government. I am [&c]

G^o. Washington

P.S. As I have heard from you but once or twice since your arrival at Rhode Island, I am much at a loss for the situation of matters in that quarter.² Be pleased therefore to inform me in your answer to this.

L, NhHi, Gen. John Sullivan Papers. Addressed after close: "Major Gen^l Sullivan." Docketed: "His Exc^t Gen^l Washington/July 17-1778."

1. Congress authorized Washington to "call on the states of New Hampshire, Massachusetts bay, Connecticut, Rhode Island, New York, New Jersey, or such of them as he shall judge proper, for such aids of their militia as he shall think requisite for carrying on his operations in concert with Count d'Estaing." *JCC* 11: 684.

2. Since his appointment to command troops in Rhode Island in Mar. 1778, Sullivan wrote Washington only twice, on 1 May and 26 May, believing that not much occurred "in this Quarter worth Ingaging your attention." *GW Papers, Rev. War Series* 15: 10-11, 232-34.

GENERAL GEORGE WASHINGTON TO VICE-AMIRAL COMTE D'ESTAING

Sir

[Camp at Haverstraw Bay, 17 July 1778]

I had the honor of receiving, the night of the 14th. instant, your very obliging and interesting letter of the 13th: dated off Sandy Hook, with a duplicate of another dated the 8th: at Sea.¹

The arrival of a Fleet, belonging to his Most Christian Majesty, on our coast, is an event that makes me truly happy, and permit me to observe, that the pleasure I feel upon the occasion is greatly increased, by the command being placed in a Gentleman of such distinguished talents, experience and reputation, as the Count D'Estaing. I am fully persuaded, that every possible exer<tion> will be made by you, to accomplish the important purposes of your destination, and you may have the firm reliance, that my most strenuous efforts shall accompa<ny> you in any measure, which may be found eligible.

I esteem myself highly honored by the desi<re> you express, with a frankness which must always be pleasing, of possessing a place in my Friendship; at the same time allow me to assure you, that I shall consider myself peculiarly happy if I can but improve the prepossessions, you are pleased to entertain in my favor, into a cordial and lasting Amity.

On the first notice of your arrival, and pre<vious> to the receipt of your letter, I wrote to you by Lieu<tenant> Colonel Laurens, one of my Aids de Camp, whom I charged to explain to you,² such further particulars, as were not contained in my letter, which might be necessary for your information; and to whom it was my wish you should confide your situation and views, so far as may be proper for my direction, in any measure of concert or co-operations, which may be thought advancive of the common cause.³

M. De Chouin,⁴ who arrived this day at my quarters, has given me a very full and Satisfactory explanation on this head, and in return, I have freely communicated to him my Ideas of every matter interesting to our mutual operations. These, I doubt not, he will convey to you with that perspicuity and intelligence, which he possesses in a manner that amply justifies the confidence you have reposed in him. You would have heard from me sooner in answer to your letter, but I have been waiting for M. Chouins arrival, to acquaint me with your circumstance and intentions, and, at the same time, have been employed in collecting information with respect to several particulars, the knowledge of which was essential to the formation of our plans.

The difficulty of doing justice by letter, to matters of such variety and importance as those, which now engage our deliberation, has induced me to send Lieut. Col^o Hamilton⁵ another of my Aids to you, in whom I place intire confidence. He will be able to make you perfectly acquainted with my sentiments, and to satisfy any inquiries you may think proper to propose; and I would wish you to consider the information he delivers as coming from myself.

Col^o Hamilton is accompanied by Lieu^t. Col^o Fleury, a Gentleman of your nation, who has distinguished himself by his zeal and gallantry in the present War with England.⁶ He has also with him four Captains of Vessels, whom, I hope you will find very useful, from their knowledge of the Coast and Harbours, and two persons who have acted a considerable time in the capacity of pilots, and in whose skill, expertness and fidelity, from the recommendations I have had, I believe you may place great dependence. I am still endeavouring to provide others of this description, who shall be dispatched to you, as fast as they can be found. With the most ardent desire for your Success, and with the greatest Respect and Esteem, I have the [&c.]

G^o. Washington

L, FrPNA, Marine B¹, vol. 146, fols. 252–53. Addressed at bottom of last page: “Count D’Estaing.” The right edge of the first page of the letter is torn and folded and portions of some words are unreadable. Those portions, the date, and the place where the letter was written, which appear in angle brackets, have been taken from a draft of the letter in DLC, George Washington Papers, Series 4.

1. See d’Estaing to Washington, 8 July and 13 July above.

2. Washington’s aide, Lt. Col. John Laurens.

3. See Washington to d’Estaing, 14 July, above.

4. Major André-Michel-Victor, marquis de Choin, d’Estaing’s aide-de-camp and a relative of the French Minister of Marine Gabriel de Sartine. See Choin to d’Estaing, 17 July, below, for Washington’s ideas regarding combined operations.

5. Washington’s aide, Lt. Col. Alexander Hamilton.

6. François-Louis Teissède de Fleury had entered the Continental Army as a captain of engineers in May 1777. *Letters of Delegates* 9: 512n. He was promoted to lieutenant colonel in November 1777, “in consideration of the disinterested gallantry which he has manifested in the service of the United States.” *JCC* 9: 967. At the time of this letter he was serving as a “Sub Inspector” for Washington’s army. *G.W. Papers, Rev. War Series*, 9:279n3.

MAJOR ET MARÉCHAL DES LOGIS ANDRÉ-MICHEL-VICTOR, MARQUIS DE CHOIN TO
VICE-AMIRAL COMTE D’ESTAING

Monsieur, [*Camp at Haverstraw, N.Y., 17 July, 1778, or after*]
d’après la Conversation que j’ai eu avec le general, il m’a paru qu’il se tenait a trois
projets differents¹

1^o. Si vous pourres entrer dans la Riviere affin d’Empecher que les Anglais n’Echapent
en evacuant Newyorck en opposant les forces aux leurs.

les 2 autres qui traineroient, infiniment en longueur sont de Bloquer avec vous New-

yorck, encore faut il pour y réussir que vous envoyassiez des batiment dans long island Sond et ils n'en Resteroit pas moins long Island et d'autres parties dont les Anglois pourroient tirer des secours.

3. C'est de vous porter sur le Rhode island—vous y trouveriez 5 ou 6 frégattes angloises et a peu pres 3 a 4000 hommes de troupes Angloises pour Seconder cette operation vous aurés les milices provinciales du Nord Commandées par le General Sullivain qui est a la providence² Ces Milices provinciales pourron Le porter a 4 milles hommes, pendant Ce temp le Général Washington occupera la position de Witte plains pour tenir en Échec les troupes qui sont a Newyork.

mais je crois qu'elles sont Mal vétuées, mal armées, et que l'armée est de 13 a 14 milles hommes au plus. et que les Anglois au Rapport du General Washington sont au Nombre de 13 mille hommes a Newyork Son projet avant votre Arrivée se Reduisoit à la deffensive, et vous seul deciderez les mouvemens de Cette armée qui démembrée de ses partisans les plus Zèle n'est pas d'une Bravoure assés decidée pour un siège, mais ils ont l'avantage de souffrir la tire et la soif pendant deux et trois Jours.—

[Translation]

Sir,

[*Camp at Haverstraw, N.Y., 17 July, 1778, or after*]

After the conversation I had with the general, it appears that he is considering three different projects.¹

1st. If you could enter the river in order to prevent the escape of the British from New York while opposing the forces to theirs.

The other two, which would entail a much longer time, are to blockade New York with your squadron, still, to succeed, this would require your sending ships into Long Island Sound, and they would not remain in it excepting Long Island and other parts from which the English could draw forces.

3d. It is for you to go to Rhode Island. You would find there 5 or 6 English frigates and nearly 3 to 4,000 men of English troops. To second this operation you would have the provincial militias of the North, commanded by General Sullivan, who is at Providence.² These provincial militias could mount to 4 thousand men, during this time General Washington would occupy the position of White Plains in order to hold in check the troops who are at New York.

But I believe that they are poorly clothed, poorly armed, and that the army is from 13 to 14 thousand men or more, and that the English, in the account of General Washington, are to the number of 13 thousand men at New York. His plan before your arrival was to move to the defensive, and you alone will decide the movement of this army which, stripped of its most zealous partisans, is not of a bravery decisive enough for a siege, but they have the advantage of suffering the fire and the thirst for two and three days.

L, FrPNA, Marine B⁴, vol. 144, fol. 277. Undated and unsigned. Based on Washington's letter to Vice-amiral comte d'Estaing on 17 July, where Washington mentions discussing strategy with Choin, the editors have given this letter the date of 17 July, as well.

1. For the arrival of Choin and his discussion with Washington regarding strategy, see Washington to d'Estaing, 17 July, above.

2. The Continental Congress had authorized Washington to raise militia "for carrying on his operations in concert with Count d'Estaing"; see Journal of the Continental Congress, 11 July, above. They would fall under the command of Maj. Gen. John Sullivan of the Continental Army during operations in Rhode Island.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

July 1778
Friday 17

D^o. [Block Is^d, *R.I.*] NE 6 Lgs

[AM] Tack'd Occasionally at Noon Montock P^t bore NNW³/₄W distance 8 or 9 Miles Saw a Sail to y^c. SE. gave Chace

SW. End of Block Island N^o. & SE, End NEBN

Fresh Breezes and fair W^t. [PM] still in chace fired a Num^r. of Shot at the Chace at 7 she run a Shore on Block Island, D^o. came too with y^c. B^t. B^r. in order to get her off again, which we did by the boats, most of the People escaped but 4 who was bro't on board, she was a Sloop from Martinico bound to Salem with Rum, Sugar &c.¹

D, UKLPR, Adm. 51/922.

1. Sloop *Bedice*, from Windward Islands to Miquelon with "Rum, &c."; sent into Newport. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2-6 Feb. 1779.

VICE-AMIRAL COMTE D'ESTAING TO GENERAL GEORGE WASHINGTON

En Rade, En dehors de Sandy Hook le 17. Juillet 1778

Monsieur

La Barre de la Riviere de Shewrsbury, l'officier, les matelots, et les Batimens a Rames que j'y ai perdu dans les vagues¹ n'ont point Empêché Monsieur le Lieutenant Colonel Laurence de les Braver par deux fois, et de venir me Remettre luy même la lettre que vous m'aveés fait Lhonneur de m'ecrire le 14 de Ce mois²: le desir de Communiquer avec Vous, avait pu seul me faire hasarder de descendre moy même le premier, et avec quatre Grenadiers pour tout soutien, dans un Lieu dont le débarquement est aussi difficile qu'il m'était inconnu; il n'y existait pas une seule Embarcation. Le Sacrifice de plusieurs des miennes me paraît moins facheux, puisqu'il Est le Seul moyen que je puisse avoir de Communiquer avec Vous.

Je me suis moins occuppé de Scavoir le nombre des Vaisseaux de Guerre Anglais qui sont dans la Rade de sandy hook que des moyens d'y penetrer: J'y suppose leur quatorse Vaisseaux, une foule de frégates, et une multitude de transports. Cette superiorité de nombres et la Bonté de la Marine Anglaise, ne m'empêcheront pas d'attquer le lord Howe dans ce Retranchement, et sous ses Batteries, si La profondeur du fond ne s'y oppose point. Je n'ay que d'hier trois pilottes. ils ont Besoin de se Repeller leurs ideas: ils sondent actuellement. L'Esperance de Vous dire quelque Chose de positif sur cet article, ma engagé de prier vôtre Estimable, fort instruit, et très aimable Aide de Camp de passer une mauvaie nuit à Bord Du *Languedoc*.

Il Vous Rendra Compte, Monsieur, Du Regret que J'aurais si la puissante marque d'amitie que le Roy donne a des alliés qui lui sont aussi chers, n'était pas pour Eux de toute l'utilite qu'on doit se promettre. J n'entrerais point dans de plus Grands details dans Cette Lettre. M^t Laurence vous en dira plus que Je ne peux vous En ecrire. Mais il serait Bien important que Le moment de L'arriveé d'un aussi grand Secours maritime fut Celui d'un Effort Général du Costé de la terre. Si cela Est malheureusement impossible, vous êtes trôp bon patriotte, et un trôp Grand homme de Guerre, pour ne pas sentir La nécessité dans laquelle je me trouverais d'aller Chercher a nuire ailleurs a nôtre Ennemy Commun. Les lieux que vous m'indiquerés, me paraîtront pré-

férables, toutes le fois que le Circonstances maritimes et Celles de mes Vinres me le permettront. C'est avec le plus Grand plaisir que j'apprens par Monsieur Gerard Ministre du Roy après du Congrès que Vous êtes Revêtu des plus Grands pouvoirs pour traiter avec moy des expéditions Militaires. Je ne pourrai Agir de Prés Ny de Loin, sous les Auspices d'un plus Grand Maitre; vous L'étes, et Vous savés que dés L'instant ou une chose devient impossible,³ il faut en tenter une autre.

J'ai Recu La liste Imprimée des onse Vaisseaux de Ligne Anglais qui nous sont annoncées de bien bonne part. Cette nouvelle publiée par ordre du Congrès, acquere une authenticité qui merite La plus Grande attention.⁴

Agréés, mon Compliment sur Votre dernier Victoire⁵ quant même les succès de L'Amerique ne seraient pas devenus le nôtres, par les Liens, intimes qui nous unissent; il me serait impossible, comme soldat et comme particulier de ne pas les patager. Ou aime à voir, un Laurier de plus sur la tête d'un grand homme. J'ay lhonneur detre [&c.]

Estaing

[Contemporary Translation]

In the Rhode without Sandy Hook the 17th. July 1778

Sir,

The bar of the river Shrewsbury, the officer sailors and boats that I have lost in the waves,¹ have not hindered Colonel Laurens from braving them twice to come and deliver me himself the letter that you did me the honor to write me the 14th of this month.² The desire of communicating with you alone could have induced me to hazard a descent myself the first; and four grenadiers as my only support in a place, the debarkation of which is as difficult as it was unknown; and where there existed not a single spot proper for embarkation. The sacrifice of several of my men appeared to me less affecting, as it was the sole mean of communication I could have.

I have occupied myself less with delivering the number of English vessels of war in the Rhode of Sandy Hook than the means of entering it. I suppose there fourteen vessels of war, a throng of frigates and a multitude of transports—This superiority of number and the goodness of the English navy will not hinder me from attacking Lord Howe in his retrenchment and under his batteries, if the depth of the water do not forbid me. I only received three pilots yesterday; they have need of recollecting their ideas, and are at this time sounding the river. The hope of giving you something positive on this head engaged me to pray your estimable, well-informed and most amiable Aide De Camp, to pass a bad night on board the *Languedoc*.

He will give you an account, Sir, of the regret that I shall feel, if that powerful mark of friendship, which the King has given his allies, who are so dear to him, should not prove so great utility as he might promise himself.—I will not enter into any further detail in this letter. M^r. Laurens will tell you more than I can write. But it will be very important that the arrival of so great a naval succor should produce at the same time a general effort by land. If unfortunately that should be impossible you are too good a patriot and too great a soldier, not to feel the necessity, I shall be under of going to seek elsewhere an opportunity of injuring our common enemy. The places, that you shall point out to me, will appear to me preferable—whenever naval circumstances, and the state of my supplies will permit. Tis with the greatest pleasure, that I learn from M^r. Gerard the King's minister, that you are cloathed with the most ample

powers, to treat with me on military operations. I cannot act, either far or near under the auspices of a greater master—You are a master; and you know that the instant one thing becomes necessary,³ we ought to attempt another.

I have received a printed list of the eleven English vessels of the line, which are announced to us, on very good part. This news published by order of the Congress acquires an authenticity which merits the highest attention.⁴

Accept my compliment upon your last victory.⁵ Even were not the success of America become our own, by the intimate bands which bind us together, it would be impossible as a soldier and as a man not to participate in it. It is natural to love to see one laurel more adorning the brow of a great man—I have the honor to be &c.

L with Contemporary Translation, DLC, George Washington Papers, Series 4. Addressed at foot of first page: “a Son Excellence Monsieur le General Georges Washington.” Docketed at top of last page: “Admiral Count d’Estaing/17th July 1778—.” Docketed on a separate sheet: “from Count Destaing/July 17th. 1778.”

1. The squadron’s extreme need of fresh water induced Estaing to hazard a boat landing of a detachment of four hundred infantry in the Shrewsbury River, during which M. de Clapier, garde de marine in *Vaillant*, and several sailors drowned. Estaing to Gabriel de Sartine, 5 Nov. 1778, in Doniol, *Histoire de la Participation de la France* 3: 449.

2. Washington’s aide Lt. Col. John Laurens delivered d’Estaing’s letter, which appears above.

3. “Necessary” is the contemporary translator’s error for “impossible.”

4. Congress had ordered a broadside printed of the American Commissioners in France’s circular letter of 18 May. The letter is at *NDAR* 12: 708 and Congress’s order at *JCC* 11: 675.

5. The indecisive Battle of Monmouth Courthouse, 28 June.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Vendredi 17. [Juillet 1778.] Ce matin le vent a regné de L’E a L’ESE assez foible, nous étions occupées à oter l’eau du bord de notre prise pour remplacer en partie cette qui nous manquait, lorsqu’il parut 6. bâtimens au large ; aussitôt le Général fit Signal a la division de M De Broves¹ et a nous de mettre sous Voile pour les Chasser, à 1 h après midy le *fantasque*² leur tira 8 ou 10 Coups de Canons qui les firent amener quatre de ces batimens venaient des Antilles et étaient chargés de Sucre, Sirop et Rhum,³ ils étaient escorté par un Corsaire de 14. Canons,⁴ qui peu de jours auparavant avait pris un senaut français chargé pour les Americains,⁵ à 3. h nous fimes route sur L’Escadre, à 4 h. nous mouillames par les 11 brasses fonds de Sable, le vent à L’E peu frais, mais beaucoup de mer.

[Translation]

Friday 17. [July 1778.] This morning the wind reigned from the E to the ESE, rather weak. We were occupied with bringing on board water from our prize to replace in part what we lacked, when there appeared 6 vessels in the offing. The General immediately made a signal to the division of M. de Broves¹ and to us to get under sail to chase them. At 1 o’clock in the afternoon the *Fantasque*² fired 8 or 10 canon at them, which caused them to strike. Four of these vessels came from the Antilles and were laden with sugar, syrup, and rum.³ They were escorted by a privateer of 14 guns,⁴ which a few days earlier had taken a French snow laden for the Americans.⁵ At 3 o’clock we headed for the squadron. At 4 o’clock we anchored in 11 fathoms, bottom of sand, the wind at the E, a little brisk, but much sea.

1. Chef d'escadre Jean-Joseph Rafelis, comte de Broves, aboard French ship of the line *César*.
 2. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

3. Three of the four vessels from the Antilles were British, while the fourth was a captured French ship. The three British ships were: the *Isabelle*, built in America in 1772, owned by Houston & Co., Alexander Thomson (or Thompson), master, from Grenada bound to Cork, of 120 tons burthen, carrying coffee, rum, and other similar goods; the *Phenix*, master Robert Cunningham, carrying rum and sugar; and the *Polly*, master Ebenezer Peine, carrying rum, syrup, and other similar goods. The fourth vessel was the brigantine or sloop *L'Heuouse Famille*, carrying rum. *Lloyd's Register of Ships, 1777-1778*; "Liste des Prises faites sur les anglais Par l'Escadre du Roy..." FrPNA, Marine B⁴, vol. 151, fols. 131 and 132; and "Liste des prisonniers Anglois fait par l'Escadre du Roi..." FrPNA, Marine B⁴, vol. 151, fols. 155 and 156.

Based on the arrangement of the French prize lists, it is likely that the fifth vessel was *L'Etoile du Matin* "Liste des Prises faites sur les anglais Par l'Escadre du Roy..." FrPNA, Marine B⁴, vol. 151, fol. 132; and "Etat des prises faites par L'Escadre du Roy Commandée par M^r Le Comte D'Estaing," FrPNA, Marine B⁴, vol. 152, fol. 196.

4. The privateer was ship *Peggy*, Capt. William Buddicombe, commanding, 220 tons burthen, carrying 8 or 10 4-pounders, built in Liverpool in 1776, owned by Greenwood. When captured it carried a cargo of sugar and rum. *Lloyd's Register of Ships, 1777-1778*; "Liste des Prises faites sur les anglais Par l'Escadre du Roy..." FrPNA, Marine B⁴, vol. 151, fol. 131; and "Liste des prisonniers Anglois fait par l'Escadre du Roi..." FrPNA, Marine B⁴, vol. 151, fol. 156.

5. That is, *L'Heuouse Famille*.

GOVERNOR WILLIAM LIVINGSTON OF NEW JERSEY TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

[Extract]

Sir

Morris Town 17 July 1778

Heartily congratulating you upon the arrival of the French Fleet, & Monsieur Gerard; I have the pleasure to acquaint you that on my receipt of the Committees Letter of the 14th instant,¹ I immediately set off, tho' greatly indisposed, to engage Capt Dennis² a hearty & trusty Whig, & acquainted with all the best Pilots in these parts, to secure a competent Number for the purpose—He set off upon the Business before I left his house, so that I doubt not in less than 24 hours after, the fleet was supplied with the Complement. Least however more may be wanted than may be procured by him, I have sent a List to General Washington of all those at Peeks Kill, and about King's Ferry³. . . .

L, DNA, PCC, item 68, p. 391 (M247, roll 82). Two paragraphs and the complimentary close are not printed here. They concern reinforcements for George Washington's army and ratification of the Articles of Confederation by the New Jersey legislature. Addressed on separate page: "To/The honourable Henry Laurens Esq/President of Congress/In/Philadelphia—" Addressed below close: "The honorable/Henry Laurens Esq/President of Congress." Docketed: "Letter from Gov^r Livingston/Morristown July 17- 1778/read 18."

1. On the committee, see Journal of the Continental Congress, 11 July, above. "Monsieur Gerard" was Conrad-Alexandre Gérard de Rayneval, French ambassador to the United States.

2. Capt. Patrick Dennis, a pilot. See Gov. William Livingston to comte d'Estaing, 14 July, above.

3. See Livingston to George Washington, 16 July, above.

JOURNAL OF THE CONTINENTAL CONGRESS

[Philadelphia] Friday, July 17, 1778

Resolved, That Mr. [John] Penn be appointed a member of the Marine Committee, for the State of North Carolina.

CONTINENTAL MARINE COMMITTEE TO VICE-AMIRAL COMTE D'ESTAING

His Excellency The Count D'Estaing

Sir

[Philadelphia] July 17th 1778

I had the honor of writing to your Excellency on the 12th instant about the means of procuring fresh water and the measures taken by the Marine Committee of Congress to furnish fresh provisions for the Squadron under your Excellencies Command. The Casks that could be obtained here since the late ravages of the enemy are delivered to the *Chimere*,¹ and the three Vessels with her—they will bring the Squadron a present supply of water and I am informed that in future this article can be obtained easily and near to Sandy Hook as I formerly wrote your Excellency. The *Chimere* brings likewise Bread flour, fresh meat, and vegetables for the fleet, which we hope may answer present purposes, until the larger quantity shall be carried thro the Jersey and taken on board the Squadron at such places as your Excellency shall appoint for the Commissary to deliver them at. I am desired by the Marine Committee to request your Excell^y will be pleased to accept from them a small present of live Stock and vegetables in testimony of the high respect the Committee entertain for your Excellencies character.

I must beg leave Once more to repeat the assurances already made, that the Marine Committee will at all times have pleasure in directing such further Provisions for the Squadron as you shall think proper to desire. I have the honor to be [&c.]

Richard Henry Lee

Chairman of the Mar: Com^{ee}

LB, DNA, PCC, Marine Committee Letter Book, fol. 164 (M332, roll 6).

1. French frigate *Chimère*, commanded by Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

WILLIAM SMITH TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Dear Sir

Baltimore July 17th 1778

I am now to acknowledge receipt of the papers, you were kind enough to inclose, of the 9th Instant. for which I thank you.— This Acknowledgment should have been made sooner, but as I had nothing to communicate in return did not choose to interrupt you at this important period.—

My reason Sir, for troubling you at this time, is to thank the Hon^{ble} Congress, for my appointment to a seat at the Navy Board for this department.— I am highly sensible of the honor done me but my own private business, puts it out of my power to give any further attendance at that Board. now removed to Philadelphia.— I must therefore beg Congress will Accept my resignation of that office and appoint some other person to fill my place.—

Your favoring me with a line intimating my discharge from any further Attendance as a Commissioner of the Navy will greatly oblige.— As I have taken the Oath of office, I cant think myself at liberty to retire, without permission so to do.— I therefore flatter my self, this will be transmited as soon as convenient.¹— At the same time I shall gladly embrace every opportunity of rendering Congress, and the public any services in my power at this place. I am with the greatest respect [&c.]

W: Smith

L, DNA, PCC, item 78, vol. 20, pp. 225–27 (M247, roll 102). Addressed below close: “The Honble Henry Laurens Esq^r/President of Congress—.”

1. Congress accepted Smith’s resignation on 22 July; Laurens notified Smith of Congress’s action in a letter of 24 July. *JCC* 11: 710; DNA, PCC, item 13, vol. 2, p. 34 (M247, roll 23).

THE NORTH-CAROLINA GAZETTE (NEW BERN), FRIDAY, JULY 17, 1778

NEWBERN, *July* 17, 1778.

. . . The cruizers are yet very troublesome on our coast, having lately cut several vessels and small craft out of Roanoke and Currituck inlets. Besides Capt. Goodrich,¹ there is a Capt. McLean,² a little Scotchman, well known here, cruising off our inlets; he has taken several of our vessels, and thus, exultingly, with Scotch gratitude, returns the many and singular favours and polite treatment he lately received here.

1. Capt. Bridger Goodrich, commander of the Bermuda privateer sloop *Hammond*.

2. In its issue of 24 July, *The North-Carolina Gazette* identified him as Capt. John McLean, a former resident of North Carolina. McLean commanded the New York privateer brig *Mars*.

CAPTAIN TIMOTHY PARKER TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

May it please your Excellency

I have now to Inform you that the Ship *Oliver Cromwell* is ready for the Sea, and will Sail to morrow if the wind permits—I have had great Trouble with my people here on Account of the Ships going to France—many of them have Deserted the Ship which has caused great Delay and Incured great Expence. I have now about 120 men on board with which I mean to proceed to Sea with all Expedition—Those that have left the Ship I think will be Curtailed of both wages and prize money—which may Serve to Reimburse part of the Extra Expence the Ship has been at here to procure men as well as to Set a good Example to others—I have wrote Cap^t Perkins¹ our agent not to pay any prize money to any man without a proper Discharge Signd by me—I am Sir y^r Excell^s [&c.]

Timothy Parker

Charlestown [S.C.] 17 July 1778

L, CtHi, American Revolution Collection, Box 6, Naval Affairs, 1776–1782. Addressed below close: “His Excellency Governor Trumbull.” Addressed on separate sheet: “His Excely Jonathan Trumbull Esqr/Governor of the State of/Connecticut—Favourd ꝑ/M^r Latham.” Docketed: “July 17th 1778/Cap^t Parker/Ship *Oliver Cromwell*/Ready for Sea/some of the crew deserted.”

1. Probably, Capt. Jabez Perkins of Norwich, Connecticut.

BRIGADE ORDERS OF COLONEL SAMUEL ELBERT

B. O. South End Cumberland, 17th July, 1778.

Doctor Flag & Doctor Brydie¹ will examine the sick on board the Hospital Schooner, and such of them as are on the Recovery are to be removed to some other vessels; Capt. Spence is to pay proper respect to any directions which shall be given him by Doctor Flag. The whole of the troops are to be embarked by low water, that the fleet may be ready to sail with the first of the flood. Colo. Pinkney² will order an officer on shore to see that all the men are sent off, and that no arms, accoutrements or baggage is left behind. The commissary is to issue a gill of rum to each man pr. day till

further orders.

S. ELBERT, C.C.

"Order Book of Samuel Elbert, Colonel and Brigadier General in the Continental Army, October 1776 to November 1778," *Collections of the Georgia Historical Society*, vol. V, Part 2, (Savannah, Ga.: The Morning News Print, 1902), p. 178.

1. Dr. Henry C. Flagg of the South Carolina Continental line, and David Bradie, a surgeon with the Second Georgia Continental Battalion.
2. Col. Charles Cotesworth Pinckney, commander of the South Carolina brigade of Continentals.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO BRIGADIER GENERAL AUGUSTINE PREVOST

Sir

[*St. Augustine*, 17th. July 1778]

By a Vessel with Refugees arrived last night from Charlestown, I am informed of a Contagious Fever raging in the Rebel Army, that some Vessels of Force in that harbour intended to Blockade Augustine Bar, while the Gallies came into the harbour to Bombard and Cannonade the Town.

By confirmed accounts we learn that the Towns of Savannah and Sunbury are in a weak and defenceless state being almost evacuated by the Enemies Troops, and drained by their Expedition against this Province.— I have had the honour of conferring with Captain Elphinston¹ concerning the measures the Rebels seem inclined to pursue, and the best method to frustrate them.— He seems to agree with me in opinion, that if you thought proper to send an experienced Officer with Two hundred and fifty Men, he could with the *Perseus*, *Otter*,² and our Provincial Naval Armament render their designs against the Province abortive by cutting off the Rebel Gallies in S^t Mary's or by penetrating to Savannah or Sunbury.³

I leave this matter to your opinion and judgment not doubting that you will readily cooperate by every means in your power to their destruction and I am confident Captain Elphinston will use the utmost exertion in whatever is practicable.

The inclosed Talk from the Cowkeeper⁴ will inform you that the Seminoly Indians may be daily expected to join his Majesty's Forces on the West side of S^t Johns; they have been all provided with arms and very amply with Ammunition and may be employed to advantage.— The Commissaries in the Creek Nation are making great Efforts to send the Creeks to us in force & some of their Towns have set out sometime ago to make incursions into the Rebel Provinces.⁵ I have the honor to be &c

(Signed) Pat^k Tonym

Copy, UkGrNMM, Adm. Viscount Keith Papers. Notation at top: "(Copy) His Excellency Governor/Tonyns Letter to Brigadier General/Prevost dated the 17th. July 1778." Docketed: "East Florida/(Copy) Letter/His Excellency/Governor Tonym/to/Brigad^r Gen^l Prevost/N^o. 1-/E^d Noel Swiney/17 July 78." This letter was enclosed in a letter from Tonym to Capt. George Keith Elphinstone of 18 July in which Tonym conferred on Elphinstone command of East Florida's naval forces that had been "diligently and hastily equipped by this province," trusting Elphinstone to make "vigorous exertions" upon "all favourable and practicable opportunities to the destruction of His Majesty's Enemies." Tonym also hoped that this letter to Prevost would result in "active exertions" and "immediate effect." Ibid.

1. Capt. George Keith Elphinstone commanded H.M. frigate *Perseus*.

2. H.M. ship-rigged sloop-of-war *Otter*, Lt. John Wright, acting commander.

3. As seen in his letter to Prevost of 19 July, below, Elphinstone was not as anxious to go on the offensive as Tonym indicated here.

4. Cowkeeper was the Anglicized name for the chief of the Alachua band of the Seminole nation. His traditional name was Ahaya. On 24 July, Tonym reported to Lord George Germain that soon after Elphinstone arrived in East Florida "nigh five hundred Seminoly Indians advanced within a day's march of the

enemy." UklPR, CO 5/558, fol. 207.

5. In his letter to Germain, Tonym reported that Superintendent for Indian Affairs John Stuart had promised to send Creek warriors to attack Georgia but, Tonym admitted, "I have heard nothing of them lately." Ibid.

WILLIAM BINGHAM TO THE CONTINENTAL COMMERCE COMMITTEE

Gent^l

S^t Pierre M/que July 17th 1778

I did myself the honor of writing to you under Date of April 24;¹ Since which have not been honoured with any of your Dispatches The Appearance of War & other unfavorable Circumstances for the Sale of American Produce destined for the European Market has for a long time past caused a great Stagnation in Such Articles; Finding no Offer of an adequate Price for the Indigo that arrived by the *Mesopotamia*² I have Shipped it for Havre deGrace by the Brig *L'Aimable Victor*, which Sailed from hence in the Beginning of May, having previously gave Orders for a full Insurance on it—I shall be deprived of all Advantages of this Remittance, untill I hear of its Arrival & can draw for the Amount—

I refer you to the Letter I did myself the honor to write you under the Date of the 14 October 1777 for an Account of those Articles which will answer at this Market in Time of War or the Appearance of it—As this Island will be very Scantly Supplied from Europe with Flour, there is the greatest Reason to believe that it will be very Scarce & command a great Price—

I shall Ship the Musquets mentioned in my former Letters by the first fast Sailing Vessels that will receive them on Freight—

A few Armed Vessels on this station would be of considerable service to the Trade & would in all probability make Some valuable Captures & lodge considerable Funds here—I have the honor to be [&c.]

W^m Bingham

L, DLC. Continental Congress Papers, Miscellany, Box 1780–90. Docketed: "William Bingham—S^t Pierre/Martinique 17th July 1778."

1. Bingham to the Continental Commerce Committee, 24 Apr. 1778, NDAR 12: 184–85.

2. For more on the sloop *Mesopotamia*, James Briggs, master, and its cargo, see *ibid.*

JULY 18

NOTICE OF THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Navy-Board, Eastern Department.

Boston, July 18, 1778.

ALL Officers and Seamen, belonging to any Continental Ship or Vessel of War, within the Eastern Department, now absent on the recruiting Service, or otherwise, are hereby required immediately to repair on board their several Ships; and all Seamen now in America, who regard the Liberty of Mankind, or the Honor of the United States of America, as well as their own Advantage, are now earnestly intreated to enter immediately on board some of the Continental Vessels, in order to afford all possible Aid and Assistance to His Most Christian Majesty's Fleet, under the Command of the Count de Estaing, Vice-Admiral of France, now in the American Seas, for the Purpose of assisting these American States in vanquishing a haughty and cruel Enemy, too long triumphant on these Seas.—Now is the Time to secure to yourselves Safety in your

future Voyages, and to avoid the Cruelties which all those experience who have the Misfortune to be captured by the Britons; and now is the Time to make your Fortunes.

J. WARREN, in Behalf of the Board.

N.B. Those Officers on the recruiting Service are permitted to continue on their several Posts three Days after receiving this, if necessary to promote the Service, and compleat their Business.

Providence Gazette; and Country Journal, 25 July 1778. This same notice was printed in *The Boston-Gazette, and Country Journal*, 20 and 27 July, and in *The Independent Chronicle, and the Universal Advertiser* (Boston), 23 July.

JAMES WARREN TO MASSACHUSETTS COUNCIL

To the Hon^{ble}. Council of the State of
Massachusetts bay—

The Memorial of James Warren in behalf of
the Navy Board Eastern department—

Sheweth

That the public Service of America at this time requires the Aid & Assistance of their Naval Force—That the Continental Vessells of war under the direction of the Navy Board for the Eastern department, are in want of men, to render them Capable of Acting Agreeable to the desire and orders of the Hon^{ble} Congress, that there are a Number of good Seamen on board the Guard Ship of this State, who this board are informed are ready and willing to Enter into the American Navy if permitted by your Honours,—

Your Memorialist therefore prays your Honours to pass an order to the Commissary of Prisoners,¹ to permit such of the Prisoners on board said Ship as Incline, to Inlist in any of the Continental Vessells of war to Sign their Articles, and go on board the Ship or Vessell they shall Choose without any delay²

Boston July 18. 1778

J Warren—

D, M-Ar, Mass. Archives Coll., vol. 169 (Revolution Council Papers, 1778–1779), fol. 23.

1. Joseph Henderson, Massachusetts Commissary of Prisoners.

2. The Council's determination is in the Journal of the Massachusetts Council, 20 July, below.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO GENERAL GEORGE WASHINGTON

Sir

Lebanon 18th July 1778.

Your Letter of the 14th- inst- received this moment—have sent the intelligence contained in it¹ to New London, where are four Private[er]s to Middletown and Hartford where a Number of Smal Armed Boats—have prepared Letters to Govr- Green, & President Powel at Massachusetts—² with the Same to go by Post Monday next—

hope they may be so happy as to succeed in their Attempts to intercept the Cork Fleet—

Col^o Jos Trumbull is at my House very dangerously ill with a Relapse, look on his recovery very doubtfull—³ I am with great Esteem [&c.]

Jonth. Trumbull

PS- I have no other than vague, uncertain Accounts of the Circumstances of your Success in the Jersies—⁴

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency General Washington." Docketed: "Lebanon 18 July/1778/from/Gov^r: Trumbull/Ans^d. 22^d."

1. The "intelligence" concerned the arrival of a British victualling fleet from Cork, Ireland, and its anticipated passage through Long Island Sound. See Washington to Trumbull, 14 July, above.

2. Gov. William Greene of Rhode Island and Jeremiah Powell, President of the Massachusetts Council.

3. Joseph Trumbull was Jonathan Trumbull's son and the former Commissary General. He died on 23 July 1778.

4. In his reply of 22 July, Washington apologized for not having sent Trumbull an account of the battle of Monmouth, adding that he was sure that by now the governor had seen his public letter discussing the battle. See Washington to Trumbull, 22 July, *G.W. Papers, Rev. War Series* 16: 136–37.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, JULY 18, 1778

PROVIDENCE, July 18.

Capt. George Allen, who lately sailed from this Port in a small Privateer,¹ has taken a Vessel laden with Coal, and carried her into New-London.²

1. Rhode Island privateer sloop *Industrious Bee*, George Allin, commander, 20 tons burthen, mounting 8 swivel guns, manned by 20 men, owned by Samuel Brown and Nathaniel Gyles of Providence, commissioned on 26 June. R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 77.

2. The prize was the sloop *Success*, John Fish, master, which was libeled on 17 July in the Connecticut Maritime Court for New London County. It was captured by *Industrious Bee* and the Connecticut privateer armed boat *Revenge*, Elijah Champlin Jr., commander. *Connecticut Gazette; and the Universal Intelligencer*, 17 July 1778.

GENERAL GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

Head Quarters Haverstraw [N.Y.] 18th July 1778

I did myself the Honor to transmit you, a few days ago, the accounts which I had then received of the arrival of a French Fleet upon the Coast.¹ I soon after had the pleasure of receiving a Letter from the Admiral Count D'Estaing, dated off Sandy Hook where he now lies with twelve sail of the Line and four Frigates.² The British Fleet are within the Hook.

I am so fully convinced of the advantages that will result from having all our Frigates, Privateers, and armed Vessels of every kind cruising off the East end of Long Island, that I have taken the liberty of mentioning it again to you, and have wrote to the same effect to the States of Rhode Island and Massachusetts.³ The British Fleet awed by the French, will be obliged to keep together, which will afford the noblest opportunity to our Cruisers to pick up whatever is inward bound__ I have the Honor to be [*Œc.*]

G Washington

P.S. you will oblige me by forwarding the Letters to General Sullivan, Gov^r Greene, and the President of Massachusetts by a fresh Express

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book 2, p. 25.

1. See Washington to Trumbull, 14 July, above.

2. See comte d'Estaing to Washington, 13 July, above.

3. Washington sent letters, very similar to what he had written Trumbull on 14 July, to Gov. William Greene of Rhode Island and Jeremiah Dummer Powell, President of the Massachusetts Council. R-Ar, Letters to the Governor; M-Ar, Revolution Letters, 1778. In the letter to Powell, Washington asked Powell to "communicate this to the State of New-Hampshire."

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 69.

Eagle at Sandy Hook [N.J.]

Sir,

July the 18th: 1778.

Deeming the safe Passage of the *Grantham* Packet¹ with the Originals of the Dispatches herewith enclosed, to be very doubtful in the present Circumstances of the War, I have judged it expedient to prepare a small fast-sailing Vessel² for the more secure Conveyance of these last to Halifax. The Senior Commander of the Ships at that Port³ is directed to send them off immediately in One of the Frigates under his Orders, for England.

I have only to add, that the Enemy continue in the same Situation. The Position they have taken has enabled them to intercept about Nine or Ten, mostly small Trading Vessels bound to this Port; Together with the *York* Armed Sloop,⁴ and one of the Bomb-Tenders of the Squadron⁵ which by some unaccountable Mismanagement was run without the Hook in the Night of the 11th, and being too far distant to receive any timely Assistance, fell into the Enemy's Hands the next Morning.

Supposing that Vice Admiral Byron must have been some Time since arrived at Halifax, He is meant to be apprized by this Opportunity, of my Intentions that he should repair directly with the Squadron under his Command, for this port. I am, with great consideration, Sir, [&c.]

Howe

P.S.

I understand that the Packet which sailed from England in May,⁶ has been taken by an Armed Brig mounting fourteen Guns, and carried into New London.

L, UKLPR, Adm. 1/488, fols. 302-3. Addressed at foot: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o. 69/18 July 1778/Sandy Hook/Lord Visc^t Howe/R, 13 Sep^r." The Admiralty forwarded a duplicate of this letter on 18 Sept. to Lord George Germain for the King's information. UKLPR, C.O. 5/129, fols. 70-71.

1. H.M. Post Office packet boat *Grantham*, John Bull, commander.

2. Private armed brigantine *Hannah*, Thomas Venture, commander, was hired by Lord Howe on 26 July as the "small fast-sailing vessel." It was a single-deck brigantine, 120 tons burthen, built in Bermuda and mounted 14 4-pounder carriage guns. *Lloyd's Register of Ships, 1777-1778*.

3. Capt. Charles Feilding.

4. H.M. armed sloop *York* (12 guns), Lt. Thomas Walbeoff, commander, was captured by the French squadron on 10 July but was retaken by Lord Howe's squadron on 23 Aug.

5. The bomb tender was likely *Carvasse*.

6. On the capture of H.M. Post Office packet snow *Le Despencer*, Capt. William Pond, commander, see Michael Melally to Nathaniel Shaw Jr., 16 June, above.

REPORT ON THE INTERROGATION OF AN ESCAPED PRISONER

[Between 18 July and 21 July 1778]¹

John Smith Ship wright born in providence was taken on board of a Sloop where he was Second in command december last was a twelve month—was carried into new york by the *galatea* of 23 Guns captain Jordan² command^t—made his escape on friday last nine o clock at night—and says that the enemy have 7 Ships of the line 6 frigates 2 bombs catches & one fire Ship—2 of the seven are 74·1·or 2 Sixty and the others he thinks fifty³—that the english fleet lays below the narrows—that besides that number there are three frigates unfit for present duty—that he heard the lieutenents of the

galatea tell his Cap^t that he had taken nine pilots, and a lieutenant of one of the french Ships going to the french fleet—that a packet boat and two Ships had attempted a passage by the east river but were obliged to retire he does not Know whether they were prevented by a french or american Ship—that both the fleet and army are in the greatest confusion—that there is a hott press every night—that they are in a great want of sailors—that they Serve rice instead of Bread on board of their Ships and that at 2 ³/_{ds} allowance—that he heard officer saying that they had no provisions for more than a month that there is a good deal of grumbling on Board of the fleet—that the half part of the Sailors are bad and that they have Stripped the merchant men having but two men to each Ship—that one of the 74 is in a very bad order and that she had not above 100 hands on Board—that no Ships has been sent out of new york Since the arrival of the french fleet but one Schooner bound for hallifax for more Ships, this report hover is conf^{td} by a Sentry who Says that three Schooners are gone out—that they expect every day provisions on the fleet, and are very uneasy about it—that they have lost, one frigate taken—the Ship [*illeg.*] sunk—and the *roebuck* tho' run a Shore has Since got off—that the harbour is full of marchants Ships—that they are erecting batteries on Staten island opposite the narrows and on Sandy hook he does not Know how many troops at these points—they are taking the guns from their works in new york Long island to carry them to the works [at] the hook fort washington and Kings bridge—that they have just begun their new works which he thinks are not far advanced—that there are no Batterys yet erected on that part of long island opposite the narrows, his private opinion is that the Ship's will [*blank*] in again as soon as they are attaked—the common talk among the Sailors is that the[y] expect to be attacked by the french fleet, that as he was employed in working during the day time at new York—he had the opportunity of hearing the officers of the land forces Saying that they expected to be attacked every day by general washington while the french fleet would attack them at the Same time—being asked if he had heard any body Speaking of the impossibility of any of ours Ships getting up he answered that he had not heard a Single word about it—tho he remembers to have heard the pilot who brog^t the *galatea* up about 15. months ago Saying that he [would not] answer of bringing any Ship of the line into the harbour—he Says that they curse the french adm^l very much—on many accounts and principally his hoisting continent colours—he has not heard any thing to countance what he is going to Say but he belives that if they were attacked as they apprehend they would not make a long defence—that the[y] did expect two Ships of the line from rhode island and who had been ordered before the french fleet was arrived—he does not belives they have Sent contrary orders to them, or does he belives they can come through hells gate. being asked if he had heard of admiral Keppel or admiral byron, he answers not, but that he heard that on the Supposition of the counte destaing fleet being destined for west Jamaica⁴—a fleet had been Sent from england to that island which is expected to fall upon the rear of the french fleet in Coming from the west indias

D, FrPNA, Marine B¹, vol. 146, fols. 255–56.

1. The report is undated and its author not given. Using internal evidence such as the day of Smith's escape and the dates of the arrival and departure of Vice-amiral comte d'Estaing's fleet from the waters off New York, the editors have deduced that the report must have been written between 18 and 21 July 1778.

2. H.M. frigate *Galatea*, of 20 guns, commanded by Capt. Thomas Jordan.

3. For the composition of the British fleet under Vice Adm. Viscount Howe, see List of Vice Adm. Viscount Howe's Fleet and Order of Sailing and Battle Formation of Viscount Howe's Fleet, both 6 Aug., below.

4. Adm. the Honorable Augustus Keppel commanded the British fleet in the English Channel; there were no plans for him to sail to the Americas. Vice Adm. John Byron indeed led a force of British ships to North America to pursue the French Toulon squadron under the command of Vice-amiral Charles-Henri-Théodat, comte d'Estaing. Both d'Estaing and Byron anticipated operations along the North American coast before heading to the West Indies.

LIEUTENANT COLONEL JOHN LAURENS TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

Sir

Black point [N.J.] 18th July 1778.

Admiral Count d'Estaing to whom I had the honor of bearing dispatches from His Excellency Gen^l Washington—finding that he cannot detain his prisoners on board the fleet without considerable expence of provision and much inconvenience in other respects—has taken the resolution to land them, in confidence that Congress will order them to be provided for, at the expence of His most Christian Majesty—

In pursuance therefore of general directions given me by the Commander in chief to give every possible assistance to the Admiral, I have ordered Lieuten^t de Clos^l with a party of Continental Troops to escort such prisoners as the Admiral may choose to have landed—from hence to Philadelphia_ and deliver them there into the custody of the Town Major, until farther arrangements shall be made respecting them by Congress or Minister of France—²

The Count d'Estaing desires me to mention to you farther, as he has not prepared his dispatches for Congress—that there is the most urgent necessity for his being instantly joined by the Frigate *la Chimere*—³I have the honor [&c.]

John Laurens
Aide de Camp.

L, DNA, PCC, item 165, p. 1 (M247, roll 182). Addressed below signature: "The honorable Henry Laurens Esq^r/President/of Congress." Addressed on separate sheet: "(On public Service)/The honble/Henry Laurens Esq^r/President of Congress/Philadelphia." Docketed: "John Laurens/18 July 1778/Recd 19th-/Read 20.-."

1. Lt. Francis DuClos of the Second New Jersey Continental Regiment.

2. D'Estaing altered his plans and on 4 August John Laurens informed his father that the French Admiral had "disembarrassed himself of his prisoners" in Rhode Island; Laurens to Henry Laurens, 4 Aug., below.

3. French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp, Chevalier de Saint-Cézaire, commanding. *Chimère* was at Philadelphia.

LIEUTENANT COLONEL JOHN LAURENS TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

I have barely had time paper and ink to write my dear father a hurried official letter—upon my arrival here with dispatches from the General^l to Admiral d'Estaing—I found that the Fleet laboured under the greatest difficulty in procuring water—its distance from the shore was too great to roll the Casks down to the place of embarkation—the disaffected inhabitants either refused their waggons or granted them only at an exhorbitant price—I have done every thing in my power to remedy this evil—but as we cannot have too many resources—I would propose that any fast sailing small craft in the delaware may be immediately employed in bringing water round—the southerly winds which prevail on the coast at this season will give them a quick voyage—and they will be in time if they arrive with *la Chimere*—²

It would give me pleasure to speak to you particularly of the great qualities of the Admiral—he has inspired me in the short acquaintance I have had with him, with uncommon respect—he laments the insipid part he is playing—keeping the English fleet blocked up within sandy hook and taking prizes within their view every day, does not satisfy a man of his great ideas—When six prizes were brought into him yesterday—he desired the Major of the Fleet to give some directions about those Drugs—and sighed at not being engaged in a way in which more honor was to be acquired—two of the prizes that have been taken since my being here are armed one with 14 and the Other with 10 Guns—³ One had a quantity of specie on board, the profits of prizes taken from us—The fleet, men and officers appear to be in fine health—and eager to distinguish themselves in a naval Combat—As much as it is against my desire I must break off—an express rider must be diligent—My dearest friend and father I pray God to protect you
 Black Point [N.J.] 18 July 1778—
 John Laurens—

L, ScU, South Carolina Library. Addressed on separate sheet: "(Private)/The honble/Henry Laurens Esq^r/President of Congress/Philadelphia." Docketed: "John Laurens/18 July 1778/Rec^d 19th."

1. George Washington. John Laurens' official letter to Henry Laurens is immediately above. John Laurens wrote still another letter to his father on this date introducing New Jersey militia Gen. Ezekiel Forman, who had been with him in d'Estaing's flagship. He assured his father that Forman could explain fully "the obstacles which have delayed the operations of the French Fleet." ScU, South Carolina Library.

2. French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp, Chevalier de Saint-Cézaire, commanding. *Chimère* was at Philadelphia.

3. Laurens refers to the privateers *Fanny*, master John Wignall, taken on 16 July and mounting 14 guns, and *Peggy*, master taken on 17 July and mounting 10 guns. For more on *Fanny*, see Notes Made on Board the French Navy Ship of the Line *Languedoc*, start of July, American theater, esp. note 18. For more on *Peggy*, see Journal of French Navy Frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, 17 July, above, esp. note 4.

EXTRACT OF A LETTER TO A GENTLEMAN IN THIS CITY, FROM HIS FRIEND IN ELIZABETH-TOWN,
 DATED JULY 18, 1778.

"If the French fleet should preserve its present station, a famine must, I think (and very soon) ensue in the enemy's army, as all their supplies must be cut off. Nothing but rice, instead of bread or flour, has been dealt out to the soldiery since their arrival in New-York. A loaf of bread that used to cost 4d. now sells in the city for a dollar. In short, it appears to me, not at all impossible, that if they should be thus kept hem'd in on the sea and land side, they will be reduced to the necessity of surrendering the city in less than a month, without any enterprize of General Washington against them."

The New-Jersey Gazette, Wednesday, July 29, 1778.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO GENERAL
 GEORGE WASHINGTON

[Extract]

Dear Sir.

Philadelphia 18 July 1778.

. . . Prizes are finding the way into Delaware, one laden with Rum Limes &c.

intended for the Enemy's refreshment embraced one of our Wharves the Evening before last¹ & I learn a Rich Ship is on her way up—. . . Dear Sir Your Excellency's [&c.]
Henry Laurens
Private

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency/General Washington." Docketed: "Philad. 18 July 1778/from/Honbl H. Laurens/Private." Docketing in different hand: "containing letter of british commr^s. of/21th. of July."

1. On 18 July the *Pennsylvania Packet and the General Advertiser* reported: "Last Thursday [16 July] was brought into this port, the prize schooner *Lord Drummond*, from Antigua, laden with rum, sugar, and limes . . . [it] mounts a number of wooden and some iron guns, and was taken near the Capes of Delaware, by Captain Rice, in an armed vessel belonging to this port." Noting that "The arrival of the above cargo has considerably lowered the price of West India produce," the report goes on to speculate that with the "late generous offers made by our magnanimous ally the King of France . . . to American vessels of war, there is good reason to believe that European and West-India goods of all kinds will soon be reduced to their old prices. (*A hint to monopolizers.*)" Captain Rice was undoubtedly John Rice, a former Pennsylvania Navy officer then commanding the Pennsylvania privateer schooner *St. John*. DNA, PCC, item 196, vol. 14: 64 (M247, reel 204).

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO MAJOR GENERAL
MARQUIS DE LAFAYETTE

[Extract]

Sir

[*Philadelphia*] 18th July [1778]

. . . I have the satisfaction to assure Your Excellency that from the first moment we were apprized of the arrival of Count d'Estaings squadron on this coast, Congress have vigorously pursued every measure for facilitating and effectuating the Vice Admirals operations against the Enemy. We were not unmindful of the great utility of Advice Boats—but alas! such are not be built in so short a time as we can write the name, and you will know Sir the Enemy while they had possession of this river stretched an unsparing firebrand over all our navigation which they could reach and could not carry off, consequently they have left us very little and none of the sorts which you allude to.¹ I have great hopes that Count d'Estaing will find means for supplying himself with necessary Vessels for contingent services upon the Coast and within the Harbour of New York, in the mean time, Congress will in every respect contribute to his success and the mutual honor and benefit of the Alliance. . . .

LB, ScHi, Henry Laurens Papers. Addressed at top: "by the Marquis de Vienne/The Marquis de la Fayette/Head Quarters."

1. Lafayette had written Laurens on 14 July asking Congress to provide boats to carry intelligence for the French fleet. ScHi, Henry Laurens Papers.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 18th day of July 1778.—Present.

Mr Whiting, Mr Travis, Mr Archer Mr Lewis and Mr Innis.—

Ordered that a Warrant issue to Captain James Maxwell for One hundred and fifty pounds on acct for the purpose of furnishing necessaries for the use of the Ship *Washington*.¹—

Ordered that the keeper of the public store deliver to Mr Dobson thirty weight of twine for the Use of the *Henry Galley*.²—

Ordered that the keeper of the public store deliver to Cap^t Barret forty five pounds of seine twine and twenty gallons³ for the use of the *Hero Galley*.⁴—

D, Vi, Navy Board Journal, pp. 430–31.

1. Virginia Navy galley *Washington*, commanded by Capt. Goodrich Bousch.

2. Virginia Navy armed galley *Henry*, commanded by Capt. Wright Westcott.

3. The Navy Board Minute Book for this date has “20 gall Spirits” as an interlineation above the line for this entry. Vi.

4. Capt. John Barret commanded the Virginia Navy armed galley *Hero*.

PRESIDENT RAWLINS LOWNDES OF SOUTH CAROLINA TO AMERICAN COMMISSIONERS IN FRANCE

Sirs-

[Cha^s. Town S^o. Carolina- July 18th. 1778—]

The State of South Carolina having Resolved to procure three Ships of War in foreign parts for the Protection of their Coast and Trade, Have intrusted that Service to their Commodore, Alex^r. Gillon Esq^r a Zealous and approved Friend to the American States, who embarks for France with some other Officers to manage that Business.¹

The Legislature have appropriated to this Use the Sum of £500,000. Currency; And Goods and Effects purchased here to that Amount have been partly exported, and the remainder will soon be exported to France: But it is feared that the danger of Capture, the heavy Charge on Shipping, and the loss on the Sale of our produce, will reduce the Net proceeds in France considerably below the sum wanted: To Guard against the disappointment that would be Occasioned by these Contingencies, M^r Gillon is furnished with the proper Credentials to enable him on the Faith and Credit of the Country to Negotiate a Loan in Europe sufficient to make up any deficiency that may happen in the Sum granted that he may as soon as possible carry into Effect the intention of the State in procuring the said Armament.

I am therefore in behalf of the State of South Carolina, to request the favour of your Assistance and Countenance to M^r. Gillon, to give weight and Success to his Application in a measure so interesting, and of such publick Utility to the United States in general, and to this in particular,— for which purpose I take the Liberty of Introducing him to your Patronage and protection; And am with the greatest Respect and Regard [&c.]

Raw^s. Lowndes

Cha^s. Town S^o. Carolina—

July 18th. 1778—

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 132. Addressed below close: “Their Excellencys, The Commissioners, representing the United American/States, at Foreign Courts.” Docketed: “Raw Lowndes Charlestown/10. juillet 1778.”

1. On Gillon’s appointment and mission to France, see Alexander Gillon to President of Congress, 4 Mar. 1778, *NDAR* 11: 511–12. Arthur Middleton, a former delegate to Congress who had served with Benjamin Franklin, John Rutledge, the former President of South Carolina, and Christopher Gadsden, a former delegate to Congress, wrote letters of introduction for Franklin on 4, 9, and 15 July, respectively. See *Benjamin Franklin Papers* 27: 47, 67, and 98–99. The “other Officers” were three captains of the South Carolina Navy commissioned at the same time as Gillon: John Joyner, John McQueen, and William Robertson/Robeson. Paullin, *Navy of the Revolution*, p. 435.

BLANK OFFICER'S COMMISSION FOR THE SOUTH CAROLINA NAVY

By His Excellency Rawlins Lowndes Esq^r President and Commander In Chief of the State of South Carolina

To.

Gentleman Greeting

I reposing special trust and Confidence in the ability valour patriotism and prudence of you the said [*Blank*] Have by virtue of the Powers in Me vested, Commissionated Constituted and by these presents do Commissionate, Constitute and Appoint you the Said [*Blank*] to be a [*Blank*] Lieutenant in the navy of this State, now or hereafter to be fitted out, you are therefore diligently and faithfully to execute and perform the duty of [*Blank*] Lieutenant of any Ship or other vessel, belonging to the said navy to which you shall or may be appointed by any your Superiour officer, agreeable to the rules, and articles which have or may be established in this State for the Reputation of the navy, thereof, and the Custom and usage of nations in that respect, and to perform and Execute all said orders and Instructions as you shall from time to time receive from me or the Commander In Chief of this State for the time being And other your Superiour officer's, and all Inferiour Officers And other belonging to the said navy are Hereby required and Commanded to Obey you as [*Blank*] Lieutenant thereof according to the Rules and Discipline of War in such Cases Established

Given under my Hand and Seal at Charles Town this [*Blank*] Day of [*Blank*] and in the year of our Lord one thousand Seven Hundred & Seventy Eight

By His Excellency's Command

Jn^o Huger Secretary

Delivered to His Excellency the President for the Use of Commodore Gillon 15 Blank Commissions of the same Tenor as the Above July 18th 1778¹

ScCoAH, Letter Book of Official Acts, Commissions Granted, Decrees, Proclamations by the Governor, etc., p. 76.

1. On the same date, Huger delivered to Lowndes thirty-one blank warrants for the use of Commo. Alexander Gillon in appointing warrant officers. *Ibid.*, p. 77.

ALEXANDER ROSE AND JOHN TORRANS TO PLIARNE, PENET & CO.

Charlestown South Carolina July 18th 1778–

Mess^{rs}. Pliarne Penet & C^o.

Gentlemen

By order of the Honourable Joseph Trumbull Esq^r Agent for the State of Connecticut, we take the liberty of addressing this letter to you, by the ship of war *oliver Cromwell*,¹ Commanded by Timothy Parker Esquire; and of inclosing you bill of Lading for 33 Casks of Indigo marked SC N^o 1a33 for account & risque of that State and one for 3 Casks marked IT N^o 1a3 for account & risque of Said M^r Trumbull—Both which parcels you will receive and dispose of to the best advantage, And follow such directions respecting the returns, as will be given you by M^r Trumbull whose letters will be delivered you along with this by Captain Parker. We also inclose you the weights of both parcels at the time they were bought and hope as they were very dry that there will be little if any deficiency on arrival.

Indigo is at present very high in this place but expected to fall in a few months—We subjoin the prices current of that & of Carolina produce in general. An embargo

which has been lately laid on provisions has lowered their price and Advanced such articles as are allowed to be exported.

European & East India goods are still very scarce & dear Among us, and an assortment well Laid in at your place could not fail of yielding great profits—Should you or your friends chuse to Send any this way, we beg leave to tender you our Services, with an assurance, that every effort in our power shall be exerted to give Satisfaction and the strictest attention paid to your orders & directions—Our long experience in business enables us to transact any matters we may be entrusted with on as punctual & good A footing as any in this place—We have the honour to be [&c.]

Rose & Torrans
Agents in South Carolina for the State
of Connecticut

Rice 50/shili^{gs} ₧ 100

Indigo ~~from~~ £4—₧ W

Pitch £12 tar £10 & turpentine £3 ₧ 100 W.

Beef & Pork £80 ₧ Barr^l

Butter 25/ ₧ W.

Deer Skins 32/6^d ₧ W.

Lumber £10 ₧ 100 feet say Scantling & Inch Boards

Cordage £65 ₧ 100 W

Bread & flour £40 ₧ 100 W expected Lower

Our Currency is 32/6^d for each Dollar and the par of exchange with Great Britain used to be £7-7^{sh}-7^d of our Curr^y equal to £1:1^{sh}:1^d Sterling—At present a Bill of exchange on London or paris of £100 Sterling would Sell for £2800 this Curr^y in Consequence of this Dry goods Sell Currently for £1000 ₧ Cent especially if they are Dutch or English

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 165a–d. Addressed at top: “Mess^{rs}. Pliarne Penet & C^o”

1. Connecticut Navy ship *Oliver Cromwell*.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *GRASSHOPPER*,
COMMANDER ROBERT BOYLE NICHOLAS

July 1778 S
aturday 18

Tortola South 20 West Distance 427 Leagues

Light Airs and Cloudy, Fired to repeat the Signal to tack 6 pounders one & to Bring to an American Sloop 6 pounders- four Shotted

Tortola South 25 West Dist 440 Leag^s

At 1 PM we Spoke the Chase, a Sloop from Charles Town bound for Boston she was Taking by a Packet and Retaken by an American privateer and now taken by His Majestys Sloop *Grasshopper*,¹ took her in Tow and made Sail for the Fleet

D, UKLPR, Adm. 51/396, part 6.

1. In the journal entry of H.M. frigate *Seaford* for 18 July, Capt. John Colpoys reported that the unidentified prize sloop had been retaken by “*Mars*, a Rebel Privateer of 22 Guns.” UKLPR, Adm. 51/880, part 3. *Mars* was a Massachusetts privateer ship, Gilbert Ash, commander.

JOURNAL OF H.M. FRIGATE *RENOWN*, LIEUTENANT JOHN BOTHAM, COMMANDER

July 1778 Tortola S 13°: 21' E^t. dist^c. 385 Leag^s.
 Saturday 18th Do Wea^r: [Light Breez^s: and Mod:] with some rain, at 4 AM out
 D^o: [Tops^{ls}:] at 5 Saw a Sail to the N^o:erd bore away [to] speak her
 Sett Steering sails. Carried away the Main Topgall^e steering sail Boom,
 Fir'd 2 Guns shotted to bring her too.—¹
 New York N 48°: 19' 82 Leag^s.
 Mod^{te}: and Cloudy, at 1 PM spoke the chace from Virginia bound to
 Bourdeaux, Sent an Officer & Men to take charge of her, Bro^t: too
 [&] shifted the Men ½ past 2 made sail Prize in Co^v.

D, UKLPR, Adm. 52/1953, part 6, fol. 226.

1. Brig *Sally Van*, Thomas Dean, master, George Rudolph of Virginia, owner, carrying a cargo of tobacco and staves; sent to New York. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88; *The London Gazette*, 2 Feb. to 6 Feb. 1779.

July 19 (Sunday)

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN JOHN BRISBANE, R.N.

[*Sandy Hook, N.J., 19 July 1778*]

Copy of a Paragraph of a letter Rec^d. from the Viscount Howe, Dated off Sandy Hook July 19th. 1778.

As there is not a sufficient Naval Force for the defence of Rhode Island,¹ and none can be sent while the French Squadron without Sandy Hook continues so much Superior to that und^r: my Command: It may not be Unseasonable to remind you, that you are at liberty to apply the Force under your direction by landing of Guns & Men for the Service of the Batteries, Dismantling and even destroying the Ships to strengthen the defence of the Post in the most effectual manner in case of an Attack upon the Post, more especially when no longer in prospect of Rendering better assistance under the same circumstances, or preventing the Capture of the Ships.²

Copy, UKLPR, Adm. 1/5310, fol. 176. The original of Vice Adm. Viscount Howe to Capt. John Brisbane, R.N., 19 July 1778, cannot be found. This extract from the letter was sent by Capt. John Brisbane to Comdr. Hugh Cloberry Christian on 26 July and on 28 Sept. read at Christian's court-martial for the loss of H.M. Sloop *Kingsfisher*. Ibid., fols. 173–77. The addressee is conjectured but certainly must have been the senior officer commanding the British squadron at Newport, Capt. John Brisbane. Below this paragraph Brisbane added: "Every Commander is therefore directed to attend to the foregoing Paragraph and Act from Circumstances in the best & most effectual manner possible for the defence of the Post, and Ships under His Command, so as to answer the Intentions of His Lordship." For more on the scuttling of the British warships, see Brisbane, to Howe, 29–31 July, and Journal of H.M. ship-rigged sloop-of-war *Kingsfisher*, 29 and 30 July, below.

1. That is, Newport and the island of Rhode Island.

2. The ships composing the British squadron at Newport were frigates *Flora*, *Lark*, *Orpheus*, *Juno*, and *Cerberus*, sloops-of-war *Falcon* and *Kingsfisher*, and armed galleys *Pigot*, *Alarm*, and *Spitfire*.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
 CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

dimanche 19. [Juillet 1778.]

[*devant Sandy Hook, N.J.*]

à 2 h. après minuit le *Cesar*¹ à tiré deux Coups de Canon sur 3. bâtiment donné dans L'Escadre, a la pointe du jour, nous avons Sçu que l'un de ces bâtiment était un brigantin du Roy, nommé le *Stanley* Commandé par M. Withe Whate² 1^e de vaisseau qui escortait à Newyorck deux prises qu'il avait faites, ce bâtiment portait 16 Canons de 14 et 60 hommes d'Equipage le Commandement en fut donné à M. De Bolouvard,³ lieut^t de fregatte, Embarqué sur le *Cesar*. Le vent à regné au SSE mêlé de grains de pluye et accompagné de tonnerre très Violents, dans la nuit, il a passé au N.

[Translation]

Sunday 19. [July 1778.]

[Off Sandy Hook, N.J.]

At 2 o'clock after midnight the *Cesar*¹ fired two cannons at 3 ships that had come among the squadron. At daylight, we learned that one of these ships was a royal brigantine named the *Stanley*, commanded by Mr. Withe Whate,² lieutenant of ship of the line, who escorted to New York two prizes he had made. This ship carried 16 guns, 14 pounders, and 60 crewmen. Command of it was given to M. De Bolouvard, lieutenant de frégate,³ embarked in the *Cesar*. The wind rained to the SSE, mixed with rain squalls and very violent thunder; in the night it passed to the N.

D, FrPNA, Marine B⁴, vol. 147, fol. 58.

1. French ship of the line *César*, commanded by Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

2. H.M. armed brigantine *Stanley*, Acting Lt. Richard Whitworth, commanding.

3. Officier auxiliaire Boulouvard de Barentin.

JACOBUS VAN ZANDT TO GOVERNOR GEORGE CLINTON OF NEW YORK

[16-19 July 1778]

His Excellency George Clinton Esqr. Sir, His Excellency William Livingston by Order of Congress was Pleased to Desire me and Capt'n Patrick Dennis to Collect as many Branch Pilots¹ as Could be had in this State for the use of His Excellency Count D'Estaing's Fleet now Laying within 4 Miles of Sandy Hook. I have the Pleasure to Inform your Excellency, that we have Collected Eight and Delivered them to the Count in Persons, four of which are the first Branch Pilots we had at New York before these Troubles, the other four are Men Capable of Carrying any Ship which draws less water than those under the Command of the Count. However they are Sufficiently acquainted to Follow the largest Ships in the Channel. I have Prevailed on Capt. Patt: Dennis to Remain on Board in Order to Encourage the Pilots there on board who is also well acquainted with the Channel.

As it was hinted to me by the Count, as well as the rest of the Commanders to have Several Coasting Pilots Sent on Board, I beg Your Excellency will forward Major Will'm Dobbs Down to Black Point,² or any other Coasting or Channel Pilots you may have in our State, Dobbs I well know is a Proper Coasting and Channel Pilot; they Signify also, to have at least one Pilot for Each Ship for the Channel if they are to be had. From appearance I find the Count will get a Long side the English fleet if He Can, which lay last Fryday Morning in line of Battle, from Sandy Hook up the Channel. They appeared when on Board the admirall's Ship to be about 30 in number, most of them from 14 to 36 Guns. I believe they may have five or Six Battle Ships with them. I hope you'll Excuse this Incorrect account, as I am much Fateagued and almost Burnt up with hot Sand, in going through a Villanous Tory Country. We had lik'd to have lost all our Lives, Pilots Included, on Board of a French open Boat, going over the

Barr at Shrewsbury Inlett,³ as the Boat Struck on the Barr and Fill'd half full of water. One Sea more whould have finish'd about 30 in Number half of which was Englishmen. I have the Honor to be Your Excellency's Most Obed't Humb'e Serv't

Jacobus Van Zandt.

His Excell'y, George Clinton, Esq^r

Clinton Papers 3: 560–61. The letter is undated and no place given; however, the contents and other correspondence of this time suggest that it was probably written between 16 and 19 July 1778. The first date is when Gov. William Livingston said that the pilots he had contacted could, at the earliest, go on board the French fleet. The last date is the day before d'Estaing decided to abandon his attempt to enter New York harbor.

1. A branch pilot had a branch or commission for special navigation.
2. Black Point is in present-day Rumson, New Jersey.
3. The Shrewsbury River, where the French fleet watered, emptied into the southern extremity of Sandy Hook Bay.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Philadelphia 19th July 1778

Hon^{ble} Sir

In the recess of Congress, I am called upon by His Excellency Le S^r Girard, Minister Plenipotentiary from His most Christian Majesty to the United States of America, in order to obtain from Connecticut such Aids as His Excellency Count D' Estaing Vice Admiral of France, Commander of a Squadron of Ships of War of His most Christian Majesty, may stand in need of admitting Count D' Estaing shall proceed from Sandy Hook to Rhode Island.

I have, therefore taken the liberty in the name of Congress to address your Honor requesting you to afford all assistance in your power to Count D' Estaing, upon His Excellency's requisition, for the General Service of the French Fleet, and for facilitating the Vice Admirals intended operations, particularly that a sufficient number of skilful Pilots may be held in constant readiness for conducting the Fleet, if necessary into New London.¹

From a reflexion that His Excellency General Washington has undoubtedly written to you on this subject² as well from a certain persuasion that Your Honor will upon every occasion chearfully contribute to promote the service of His Most Christian Majesty our good Ally, in which the safety and welfare of these States are interwoven I have intimated to Mons^r Girard³ that the present application will scarcely be necessary. Be this as it may, it is with great pleasure I embrace the opportunity of assuring Your Honor of the continued good wishes Esteem & Respect with which I have the Honor to be [&c.]

Henry Laurens Pres^t
of Congress

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 39–40. Addressed below close: "The Hon^{ble}. Jonth Trumbull Esq^r/Governor of Connecticut—."

1. Trumbull acknowledged this request in a letter dated 11 Aug., in which he reported that he had already sent several pilots to the French fleet before receiving Laurens's letter. DNA, PCC, DNA, PCC, item 66, vol. 1, p. 406 (M247, reel 80).

2. Washington had written Trumbull on 14 July, above.

3. Conrad-Alexandre Gérard de Rayneval, French ambassador to the United States.

CAPTAIN JOHN MOWBRAY TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir

I arrived here at 1 PM. Cap^t: Wollfes¹ Spies Returned at 3 with Information that two of the Galleys² are lying at the South End of Cumberland, they Must have desso-
 covered our advancing as by the Signs at the House they must have been Here Yesterday,
 Cap^t Wollfe Has Repeated orders with two Different Expresses, to Return, he Judges it
 Prudent to Return to the North end of Tolbut till further orders³ it would be impru-
 dent in me to Advance, any thing but a lookout boat which shall be sint, should you
 here any Heavy Artillery fired youll Please to order more Shot & Amunition as allso
 Provision, as I will stand till forsed or ordered to the Contrary. I had a Boat in Read-
 iness to send off Nassaw Inlet should you appear off—as I expected,⁴ every thing shall
 be done to forward the Service that is in my Power—if I am to return you'll Please to
 send to one to me your Particular orders for so doing— I am [&c.]

Jn^o. Mowbray

Tompsons House }
 On Amelia } July 19th. 1778- 3_ PM.-

L, UkGrNMM, Admiral Viscount Keith Papers, KEI/2/2.

1. Capt. William Wulff.

2. Georgia Navy armed galleys.

3. Wulff's recall orders came from Brig. Gen. Augustine Prevost, who informed Elphinstone that he
 had issued them in a letter of 19 July. On being informed—incorrectly—that Elphinstone was contemplat-
 ing offensive operations that would require Wolff's detachment, Prevost cancelled the orders. UkGrNMM,
 Admiral Viscount Keith Papers, KEI/2/2. By "Tolbut," Mowbray is referring to Talbot Island. See also Capt.
 A. Shaw to Lt. Wright, 18 July 1778, *Keith Papers* 1: 112; and Prevost to Elphinstone, 19 July 1778, *Keith Papers*
 1: 116.

4. Contrary to Mowbray's expectation, Elphinstone did not move to Nassau Inlet with *Perseus* but
 remained off St. Johns River.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO BRIGADIER GENERAL
 AUGUSTINE PREVOST, BRITISH ARMY*Perseus* off St. John River, East Florida.

19th July, 1778.

Sir,—I have the honor to acquaint you that my mortification was excessive at finding my
 prize sloop had for want of proper orders been permitted to leave Augustine without
 the provisions we expected;¹ to remedy that neglect I instantly sailed to Saint Augus-
 tine, where I arrived at two o'clock the day after I had the honor of conferring with
 you, being the 16th, and that very evening dispatched the *Nancy* pilot boat, and load-
 ed Clark's schooner² with your wants, but the wind setting in fresh at N.E. he could
 not proceed, and the day following according to the practice of the port the pilot boat
 returned, told me he had met bad weather and was obliged to throw part of the provi-
 sions overboard. In consequence of my advice Mr. Charnier has ordered the brig with
 the whole supply of provisions off this bar,³ where she now lies for your orders either
 to proceed into the river or return to Augustine, as you judge most requisite.

The instant the wind permitted I returned to this bar, where I am honored with
 your letter,⁴ as also a copy of one from His Excellency⁵ and from Colonel Prevost bear-
 ing the date the 16th,⁶ with respect to the first, I join with you in apprehending we are
 too late for the attempt of either of the places with so small a force, as doubtless their

Army (or banditti) will stop at these places for some time. It is generally dishonorable to fail in an attempt; however, if you are inclined or furnished with intelligence to encourage the former plans, I am most ready to dedicate my best endeavours with the force I have, of this you will be convinced when Colonel Prevost delivers the pilot's information, which I transmitted to Colonel Fuser;⁷ it respects the ports of Georgia. I must farther add that in my opinion it became proper to examine the *Dreadnought* and *Thunderer* galleys. My Carpenter who is a most capable man is on that service, he reports they are not without their faults, but the *Dreadnought* may be soon fit for service; the *Thunderer* will require more time and none shall be lost.

A letter from Captain Shaw, your Aid-de-camp,⁸ of the 18th I confess I am at a loss to understand, as I am confident it was never meant that the Troops should advance by the way of these creeks and narrows without my support, and according to my calculation it would require 30 tides to reach Sunbury by the inland navigation; this delay is owing to the tides dividing at every narrows, or in the middle of every creek. In short, I hope no officer under my orders hath taken upon him to give any opinion in my name, especially as it appears most essentially different from any conversation between us.

Last night on the passage here I spoke a French snow prize to a privateer, who mentioned his having met a tender belonging to the *Roebuck*,⁹ from whom he learnt that eleven Sail of the Line belonging to France had arrived in Virginia,¹⁰ that the said privateer had left York 10 days, five days 'ere he came away news of an affair between the Grenadiers, Light Infantry and Simcoe's Corps, with the whole Rebel Army was current, the Rebels were driven back three miles, a General killed and Lee mortally wounded; on our side Colonel Moniton killed and 90 men.¹¹ My informant did not seem to know much; Lord Howe with all the large ships was at Sandy Hook, a large fleet with troops from England expected.¹² The French prisoners deny any war, and are only out two months.

Perhaps I may have the honor of being with you as soon as this, but at all events I am with true esteem, [&c.]

G.K.E.

Keith Papers 1: 113–16. Addressed at the foot: "His Excellency Brigadier General Prevost,/St. Johns."

1. Sloop *Betsy*. It later foundered in a storm that struck St. Augustine. Elphinstone to Lord Howe, 20 August 1778, *ibid.*, p. 127.

2. Possibly, schooner *Fortune*, which Elphinstone mentioned in his orders to Lt. John Wright of 16 July, above.

3. Presumably, victualling brig *Medway*.

4. The letter from Prevost to Elphinstone, dated 16 July, is above.

5. Gov. Patrick Tonyn of East Florida to Elphinstone, 17 July 1778, printed in *Keith Papers* 1: 108–9; in that letter, Tonyn enclosed his letter to Brig. Gen. Augustine Prevost, 17 July, above.

6. Lt. Col. James Marcus Prevost to Brig. Gen. Augustine Prevost, 16 July 1778, is printed in *Keith Papers* 1: 107–8.

7. Lt. Col. Louis V. Fuser was Augustine Prevost's second-in-command, although poor health prevented him from taking the field at this time. Searcy, *Georgia-Florida Contest*, p. 150. The pilot's report has not been found.

8. The letter from Capt. Alexander Shaw was addressed to Lt. John Wright, acting commander of H.M. ship-rigged sloop-of-war *Otter*. *Keith Papers* 1: 112

9. H.M.S. *Roebuck*, Capt. Andrew Snape Hamond, commanding; its tender was called *Ballahoo*.

10. On the arrival in American waters of the French fleet commanded by Vice-amiral comte d'Estaing, see Henry Laurens, President of the Continental Congress, to General George Washington, 10 July, above.

11. This is a much-garbled version of the battle of Monmouth Courthouse, fought 28 June 1778. The British officer killed was Lt. Col. Henry Monckton, who commanded the second battalion of grenadiers in

the battle. No American general officer was killed, nor was Maj. Gen. Charles Lee wounded.

12. A British fleet commanded by Vice Adm. John Byron was en route to America as a naval reinforcement; it was not, however, bringing additional troops.

July 20

WARLIKE STORES EXPENDED ON MASSACHUSETTS PRIVATEER SHIP *MINERVA*, CAPTAIN JOHN GRIMES, COMMANDER

Acco^l of warlike Stores expended on board *Minerva*

[At sea off Newfoundland, 20 July 1778]

June 10	Fir'd 10 Cartridges for a Salute at Portsm ^o — ¹
1778	12 D ^o . for Morn ^s . & Even ^s . Guns at D ^o .—
	19 1 for a Bow Chace with a Shot—
July 10	1 for a Bow Chace with a Shot—
	13 1 for D ^o . with D ^o .—
	18 2 for D ^o . and 3 out of the waste—2 damaged—
	20 1 for a Bow Chace—

D, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *Minerva*, Purser's Book, p. 9.

1. That is, Portsmouth, New Hamphsire.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern departm^t
Boston July 20. 1778

Dear Sir

I received yours of the 16th. and 18th Yesterday morning¹ by which I learn the *Columbus's*² Guns are Improved by General Sullivan.³ these we depended on for the *Alliances* quarter deck and Forecastle. I am not Certain of being able to procure others but if they are wanted at Providence will Try. I perceive the Result of your Conference is to procure one Vessell. I hope you will be able to get a suitable one with regard to Officers. I think no new Officers should be appointed while we have so many out of Actual Service. Lieutenants Appear to me quite Sufficient. M^r Deville⁴ is somewhere near Providence if not there and I can send you one or two more if wanted. M^r Knees⁵ has been here but has exhibited no Accounts tho' I spoke to him on the Subject of those Stores. I will consider the Accounts you inclosed as soon as I have leisure. I am Extreemly Crouded and hurryed and want some help very much. I have just dispatched a Vessell to Newbury with all the Stores necessary to bring up the New Ship.⁶ she is to come out the first Wind after Monday. the *Warren*⁷ sails to day to carry her to the Entrance of this harbour and then to proceed to Join the French Squadron at New York as are the other Ships to do as soon as they can be got ready. I have purchased another Packett for France. she will sail in two or three days. You may easily conceive my hands are full. Cap^t Deshon⁸ promised to return if you did not but I don't find he will soon. M^r Langdon⁹ is to be here to morrow with all his accounts but I can do Nothing with them in this State of things.

with regard to Provisions all the Ships here are furnished with Fresh Beef at 1/4 or 1/6 per lb which is the lowest rate it can be procured at and that dear as it is we

Esteem Cheaper than Salt and necessary if it was not.

We are at present wholly destitute of money, have Stop'd the payment of Bills for some time and have had no other resource for Sometime but to Cap^t Bradfords¹⁰ assistance to Enable us to pay the Bounty to Seamen.

The patterns for the Guns and everything relating to them has been under the direction of M^r Brown¹¹ who has been here Sometime. if anything is deficient he must take it to himself. all possible Expedition must be used in Casting and forwarding them down. you will direct the proof of them which was to be Sufficiently done and I think with a double Charge of powder well ram'd and two Balls. please to Inform Cap^t Deshon of my Situation and urge his return. if you have any Letters for your son¹² that you would wish to go in the Packett you must forward them without delay. perhaps it will be best to say nothing of the *Warrens* Intention to join the French Squadron. I am S^r in haste [&c.]

J Warren

[P. S.] One of the Scooners sent after flour was drove on Shore near the delaware and lost.¹³ The *Loyalty*¹⁴ is drove on Shore on the Vineyard with a load of Flour. hope to save her and Cargoe. another Scooner to Sail in 3 days after her is not yet arrived. I therefore Suppose she is lost.¹⁵ The Ships Man Slowly. can no men be sent from Providence on this Occasion. I must dispatch 1 or 2 Vessells more after Flour immediatly.

We are allowed to appoint a Paymaster in this department to pay off the Ships rolls. I have mentioned it to M^r Henderson. if you and M^r Deshon Approve of it I believe he will take it.

M^r Storys¹⁶ kind regards to M^r Vernon and wishes he would come to Town.

"Papers of William Vernon and the Navy Board," pp. 251–53. Addressed at foot of second page: "The Hon^{ble}. William Vernon Esq."

1. Not found.

2. Continental Navy ship *Columbus*, which ran aground and was wrecked on Narragansett Beach, Rhode Island, on 27 Mar. Her armament, which had been landed at Providence before her attempted escape, consisted of approximately 24 6 and 9-pounders. See Journal of H.M.S. *Nonsuch*, 27 Mar. 1778, *NDAR* 11: 802–3; Vernon to James Warren, 28 Mar. 1778, *NDAR* 11: 812–13; Lieutenant's Journal of H.M.S. *Maidstone*, 28 Mar. 1778, *NDAR* 11: 813–14; Journal of H.M.S. *Sphynx*, 27–28 Mar. 1778, 814; Master's Journal of H.M.S. *Nonsuch*, 28 Mar. 1778, *NDAR* 11: 815; Capt. Walter Griffith to Vice Admiral Viscount Howe, 28 Mar. 1778, *NDAR* 11: 815–16; Capt. Alan Gardner to Capt. Walter Griffith, 28 Mar. 1778, *NDAR* 11: 816–17; and Diary of Capt. Frederick Mackenzie, 28 Mar. 1778, *NDAR* 11: 817–18.

3. Maj. Gen. John Sullivan.

4. Midn. Peter Deville, Continental Navy.

5. Lt. Michael Knies, Continental Navy.

6. Continental Navy frigate *Alliance* (36 guns).

7. Continental Navy frigate *Warren* (32 guns).

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

9. John Langdon, Continental Agent for New Hampshire.

10. John Bradford, Continental Agent for Massachusetts.

11. Either John Brown or Nicholas Brown of Providence, Rhode Island.

12. William Vernon Jr., at Bordeaux, France.

13. Schooner *Swan*, — Stiles, master.

14. *Loyalty's* master was Zebulon Whippy.

15. Probably schooner *Ranger*.

16. William Story, clerk of the board.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Monday July 20th 1778

On the Petition of James Warren in behalf of the Navy Board Eastern Department—¹ Ordered that the Commissary of Prisoners² be & hereby is directed to permit such of the Prisoners on board the Guard Ship (not exceeding twenty five) who shall incline to inlist, to go on board the Ship *Warren*,³ commanded by John Hopkins Esq^r in the Continental Service—

D, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), pp. 330–31. Marginal notation: “Order on Petition of/James Warren.”. Docketed: “331/Petition Ja^s Warren Esq^r wth ordering to/Commissary directing him to permit some sailors/now on board the Guard Ship to enter and go on board the/*Warren*–/July 20th. 1778.” Warren was a member of the Continental Navy Board of the Eastern Department.

1. See James Warren to Massachusetts Council, 18 July, above.
2. Joseph Henderson, Massachusetts Commissary of Prisoners.
3. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.

ORDER FOR PAYMENT OF PRIZE MONEY

Chatham [*Conn.*] July 20 AD 1778

To the Agent of the Sloop *Revnue*¹ Sir Please to Deliver to the Bearer all my Share or Shares in the Prize that was taken the Last Cruise² and this Shall Be your Discharge from me

Thomas Sulley

Received of N Shaw Jun^r the full sum of the Goods twelve pound &ca & one pair Leather Breeches on acco^t of the above order as ꝑ Acco^t herewith delived me ꝑ

William Bevins

D, CtY, Nathaniel and Thomas Shaw Papers, packet 56, no. 63.

1. Nathaniel Shaw Jr., was the agent for the Connecticut privateer sloop *American Revenue*, Capt. Samuel Champlin Jr., commanding.
2. Possibly the ship *Lovely Lass*, which was captured in Apr. 1778.

NOTICE TO CREW OF CONNECTICUT PRIVATEER SLOOP *REVENGE*

THE Crew belonging to the Sloop *REVENGE*, JOSEPH CONKLING, Commander, are hereby informed, That the GOODS belonging to them for their respective Shares, are now ready to be delivered to them at Mr. JOSEPH WOODBRIDGE's at the Head of Mystic River; where they are desired immediately to apply for the same.

Groton July 20. 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 24 July 1778.

MAJOR GENERAL SIR ROBERT PIGOT TO GENERAL SIR HENRY CLINTON

[Extract]

Sir

Newport [*R.I.*] July 20^h 1778

By the *Tryon* Armed Brig¹ we have an Acco^t of the Arrival of the French Fleet at Sandy Hook. Every Precaution shall be taken to prevent their distressing this Post should they think of making us a visit before the Arrival of Admiral Byron² on the

Coast. The *Hope* Sloop of War³ arrived here yesterday from Halifax with a Convoy, part of which have fallen into the Rebels hands, Two Sloops with Coals for this Garrison are taken.⁴ The *Hope* left Halifax five weeks ago; by a Letter from Cap^t Fitzherbert⁵ dated 11th. June, we learn, that some weeks before, a Ship from London arrived there with several large Packets for Admiral Byron. General Massey⁶ was fortifying the entrance of the Harbour. . . .

R^t Pigot⁷

L, MiU-C, Sir Henry Clinton Papers. Addressed below close: "Gen^l S^t Henry Clinton." Docketed: "G. Pigot."

1. Loyalist privateer brig *Tryon*, Capt. George Sibbles, commander.

2. Vice Adm. John Byron whose fleet was expected daily.

3. H.M. brig-rigged sloop-of-war *Hope*, Comdr. Joseph Browne.

4. One of the sloops taken was *Success*, John Fish, master. See *The Providence Gazette; and Country Journal*, Saturday, July 18, above.

5. Capt. Thomas Fitzherbert, commanding H.M.S. *Raisnable*.

6. Maj. Gen. Eyre Massey, commanding the garrison at Halifax. For more on fortifying Halifax harbor, see Minutes of the Executive Council of Nova Scotia, 11 July, above.

7. Pigot (1720–1796) became 2d Baron Pigot (Irish Peerage) of Patshull, Staffordshire, in 1777 on the death of his brother, George, in India. Valentine, *The British Establishment* 2: 702–4. It is unclear when he learned of his succession and assumed the title.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

20th July. Thick heavy weather. Some rain. Very warm. Wind W.

The 38th Reg^t marched from Newport this morning, and encamped on Windmill hill, a short distance from the right of the 22^d;¹ and fronting Howland's ferry.

The two Battalions of Anspach² embarked at 9 o'Clock in flat boats, and encamped on that part of Connonicut called Beaver's tail.

I think this is a most dangerous position. The reason for placing them there is to possess the Island, and cover the Batteries at Fox-hill, (which fires on the Narragansett passage) and the Dumplings; (which fires on the entrance of the harbour). But if the French fleet appears, and succeeds in their attempt to come into the harbour, (which the battery on the Dumplings cannot prevent), we shall inevitably lose those two Battalions; as the withdrawing them from Connonicut, after the Enemy has forced an entrance, will be impracticable. We should not therefore risk the loss of so material a part of our force. It would be much preferable to sacrifice a small detachment, sufficient for working the Guns and the defence of the Batteries.

Mackenzie, *Diary* 2: 315.

1. The 38th Regiment of Foot, commanded by Lt. Col. William Butler, and the 22nd Regiment of Foot, commanded by Lt. Col. John Campbell.

2. Col. F. A. V. Voit von Salzburg's 1st Anspach-Bayreuth Regiment and Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Bayreuth Regiment.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [at *Sandy Hook, N.J.*] July the 20: 1778

D^r Sir/

Coll: O'Hara¹ acquainted me with your Sentiments respecting the Re-inforce-

ment of the Post at the Hook, and the purpose of sending off another Packet. I do not presume to form an opinion of the Force requisite, or the mode of applying it to the best defence of the Post. I have only meant to urge the importance of retaining it. And for any thing that yet appears I should conceive the numbers destined, to be fully competent to the purpose.²

I proposed sending the Advice-Boat with your Dispatches which I received this morning, as it promises to prove a more certain conveyance than in a Packet sent off from this Port. But I do not mean to recommend any changes in your first intention for sending off either of the Packets, when you think fit.

These Dispatches getting safe, it becomes of less consequence, tho' an accident should happen to the Packet with the Duplicates.

In case the French Admiral, laying aside all Idea of attempting to force his way into this Port, goes off to some place where he may be able to get the Supplies likely to be wanted for his Ships, it may then be expedient to send a Frigate to England, to apprise Government of your future prospects & expectations. And previous to that appointment, it may be requisite that we should meet if possible.

Lieut^t Coll: Morris³ is busy in collecting intelligence of the position of the French Guard upon their Watering Parties. He means, I find, to be more particular in his Inquiries; as from the matter he has already collected, it seems practicable to make a successful attempt upon their Post. I have the honor to be with the greatest regard D^r Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot of the first page: "S^r Henry Clinton." Docketed: "Howe/July 1778."

1. Lt. Col. Charles O'Hara, Coldstream Guards.

2. Clinton wrote Lord Howe on 19 July that he concurred completely as to the importance of the post at Sandy Hook and was sending a second battalion of troops to reinforce the garrison, increasing its strength to 1,400 men.

3. Lt. Col. John Morris, New Jersey Volunteers (Skinner's Greens).

VICE-AMIRAL COMTE D'ESTAING TO GENERAL GEORGE WASHINGTON

En Rade En dehors De sandy hook le 20 Juillet 1778.

Monsieur

Jay Recu par Monsieur le Colonel Hamilton,¹ la letter que Vous m'aves fait Lhonneur de m'ecrire le 17 de Juillet.² le juste desir que ce sage officier a de Vous Rendre Compte de notre conversation ne me permet pas d'Entres dans des details fort Eten- dus penetré de Reconnaissance de Vos Bontés je ne songe plus qu'a les merites. Je n'y Repondrai point par des Phrases : C'est aux choses seules a exprimer desormais mes sentimens pour Vous, pour Votre patrie, pour son interet, et pour notre Gloire mutuelle.

Je vous Remercie, Monsieur, de la facon distinguée Dont vous avés Recu M^r De Chouin,³ il me marque que vous inspirés egalement attachement, et admiration a ceux qui ont le Bonheur de vous Voir deprés[.] Ce n'est que d'après l'autorisation de Monsieur le Colonel hamilton que je conserve avec moy mon compatriote Le Lieuten- ant Colonel Fleury.⁴ Le certificat que Vous lui aves Donné lui assure mon estime, et ma confiance. Je vous Remercie aussi des officieres marchands, et des pilotes qui connaissent La Rade de New-york, et J'en ferai usage le plutôt qu'il me sera possible.

Ne doutés pas, Je vous supplie de La vivacité des souhaites que je forme pour vos succès, des sentimens que je Vous ai Voués, ny du Respect infini avec lequel Jay l'honneur d'être [&c.]

Estaing

[Contemporary Translation]

In the Rhode, without Sandy Hook the 20^h of July 1778

Sir,

I have received by Col Hamilton,¹ the letter that you did me the honor to write me of the 17^h of July.² The just desires this wise officer has to render you an account of our conversation does not permit me to enter into very extensive details—Penetrated with gratitude for your favours I shall only think of deserving them—I will not answer by words—actions alone shall henceforth express my sentiments for you, for your country, for its interest and for our mutual glory.

I thank you, Sir, for the distinguished manner in which you have received M^r Chouin.³ He signifies to me that you inspire equally attachment and admiration, into all those who have the happiness of a near and personal view of your character.

It was not 'till after being authorized by Col: Hamilton, that I ventured to keep with me my countryman Lieutenant Col: Fleury.⁴ The certificate you have given him insures him my esteem and confidence. I thank you also for the captains of vessels and pilots, acquainted with the Rhode of New York, and I will make use of them as soon as possible.

Doubt not, I beseech you, the warmth of my wishes for your success, of the sentiments I have vowed you, and of the infinite respect, with which I have the honor to be—Sir &c

L with Contemporary Translation, DLC, George Washington Papers, Series 4. Addressed at foot of first page, "a son Excellence Monsieur le general Washington Commandant En chef des troupes des etats unis De l'Amerique." Docketed: "From Count D'Estaing/July 20h. 1778."

1. Lt. Col. Alexander Hamilton, Gen. George Washington's aide-de-camp.

2. Above.

3. Maj. André-Michel-Victor, marquis de Choin, d'Estaing's aide-de-camp and a relative of the French Minister of Marine Gabriel de Sartine. *GW Papers, Rev. War Series* 16: 39n2.

4. Lt. Col. François-Louis Teissèdre de Fleury.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[*Juillet 1778 Languedoc, près Sandy Hook, N.J.*]

Le 20 le General fit assembler Les commandant attendus que Les pilottes ne voulait pas Entrer Lescadre il avait meme Envoyer m^r de Ribie[sic] [?]¹, Lieutenant parlant Anglais sonder La passe et son Raports fut quil ny avait que de 20 à 22 pieds deau dans La passe, il proposat au pilote le Conseile assemblé Cinquante mille Ecus au pilote si il voulait se charger d'Entrer Lescadre il Refuser Le General se desidat de lavis du conseile d'apareiller de Cette Rade et Conserter avec le General ouasington d'aller attacquer nieuporte, ont se decidat a Courer Bats un petit senault chargé de Rame faisant Beaucoup deau apres La voire decharge et quelques Bateau pecheur

[Translation]

[*July 1778 Languedoc, off Sandy Hook, N.J.*]

The 20th. The General had the commanders assemble, expecting that the pilots did not want to lead the squadron in, he had even sent M. de Ribieess [?]¹, an English-speaking lieutenant, to sound the pass, and his reports were that there was only from 20 to 22 feet of water in the pass. He offered, the council assembled, fifty thousand ecus to the pilot if he would undertake to take the squadron in. He refused. The General decided, on the advice of the council, to sail from this road and concert with General Washington to go attack Newport. They decided to sink a small snow carrying oars that was making much water, after having it unloaded, as well as some fishing boats.

D, FrPNA, Marine B¹, vol. 147, fol. 136.

1. Most likely Lieutenant de vaisseau Louis-Joseph chevalier de Ribiers (or Riberes).

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Lundi 20. [Juillet 1778.] à 10. h du matin Le Général nous a fait Signal d'apareiller pour aller au large reconnoitre d'où partaine plusieurs coups de Canons qu'on avait entendu, nous avons mis le cap au SE¼E Le Vent au NNE à midy relevé le fanal au No. à 1 h ½ nous avons joint la goelette du Roy le *Dauphin* Commandée par M. Christh Lt de Vaisseau¹ qui nous a dit que les Coups de Canon que nous avons entendus venaient de 3. Corsaires Americains qui L'avaient chassé et lui avaient enlevé deux prises, lune Française et l'autre Americaine le Capⁿ Lereque Beaumars qui Commandait le bâtiment Français était àbord de cette goëlette, le bâtiment qu'il avait perdu était un brik Chargé de tabac de la Virginie, et était parti pour France lorsqu'il fut rencontré par le *Dauphin* qui L'arreta comme interlope. à 4. h nous avons fait route sur L'Escadre, le Calme à tardé notre arrivée.

au Coucher du Soleil rélevé le fanal au No 5.° o

La Côte la plus nord au NE

La Riviere de Shrewsbury à L'o¼No. dist. 3. li.

Le vent au So. Faible, qui pourant nous a permis de mouiller a 10 h. du soir au N. de L'Escadre par 18. brasses fonds du Sables filé ½ Cable.

[Translation]

Monday 20. [July 1778.] At 10. o'clock in the morning the General had us signaled to weigh anchor in order to go to sea to investigate the source of several cannon shots that were heard. We set our head to the SE¼E, the wind to the NNE. At noon the lighthouse bore to the NW. At 1:30 o'clock we joined a royal schooner, the *Dauphin*, commanded by M. Christh, Lieutenant of ship of the line,¹ who told us that the cannon shots we had heard came from 3 American privateers that had chased him and had relieved him of two prizes, one French and the other American. Capt. Lereque Beaumars, who commanded the French ship was on board this schooner. The ship that he had lost was a brig laden with tobacco from Virginia and had departed for France when it was encountered by the *Dauphin*, which stopped it as an interloper. At 4 o'clock we headed for the squadron; the calm delayed our arrival.

At sunset the lighthouse to the NW 5° W

The shore the farthest north to the NE

Shrewsbury River to the W¼NW. Distant 3 leagues.

The wind to the SW, weak, which however permitted us to anchor at 10 o'clock in the

evening to the N. of the squadron in 18 fathoms, bottoms of sands, paid out ½ cable.

D, FrPNA, Marine B¹, vol. 147, fols. 58–59.

1. Schooner *Dauphin*, or *Dolphin*, commanded by Lt. Christopher Christie. See Notes Made on Board of the French Navy Ship of the Line *Languedoc*, above, note 20.

LIEUTENANT COLONEL ALEXANDER HAMILTON TO GENERAL GEORGE WASHINGTON

Sir

[Black Point, *N.J.* July 20th 1778]

Inclosed I transmit your Excellency a letter from the Count Destain.¹ He has had the River² sounded and finds he cannot enter. He will sail for Rhode Island tomorrow evening; in the mean time he is making demonstrations to deceive the enemy and begot an opinion, that he intends to operate in this quarter. He would sail immediately but he waits the arrival, or to hear, of a frigate which carried Mr Gerard to Delaware, and which he appointed to meet him at Sandy Hook, so that he fears, his sudden and unexpected departure, before she arrives might cause her to be lost.³ He will not however wait longer than 'till tomorrow evening. We have agreed, that five cannon fired briskly shall be a signal of his arrival by day, and the same numbers with five sky rockets a signal by night. In communicating this to General Sullivan,⁴ the Count wishes not a moment may be lost—and that he may be directed to have persons stationed on the Coast and intermediate expresses to facilitate the Communication between them. Pilots will be a material article. He begs every thing may be forwarded as much as possible; and as many troops collected as may be. He would be glad a detachment could march from your army, or could be sent by water, for which purpose he would send covering ships, and some vessels he has taken, by way of transports; but he cannot think of losing any so much time as seems necessary. If the water scheme could shorten it, it would be a happy circumstance.

He recommends it to your attention, and that you would take measures if the end can be better answered in this[;] and meet him with information of the part he may have to act to execute the plan. I perceive he can with difficulty debark 4000 troops but he will try to do it. I am Sir [&c.]

Black Point [*N.J.*]
July 20th. 1778

Alex Hamilton

I hope your Excellency will excuse my not being myself the bearer of those particulars the end may be answered by letter. M^r Neville⁵ is anxious to get on—I just have heard of dispatches arrived from you; I don't know but they may contain something new which may make the Count to wish a good conveyance, to return an answer. My stay till tomorrow morning may answer that end—I shall not delay coming forward.

L, DLC, George Washington Papers. Series 4. Addressed: "His Excellency/General Washington." Docketed: "Col^o Hamilton/July 20: 1778."

1. See Vice-amiral comte d'Estaing to Washington, 20 July, above. Hamilton, an aide-de-camp to Washington, had been sent to confer with d'Estaing. See Washington to d'Estaing, 17 July, above.

2. It was the waters off Sandy Hook that d'Estaing had had sounded.

3. The French navy frigate *Chimère*, Chevalier de Saint-Cézaire, commanding, carried Conrad Alexandre Gérard, the French minister to the United States, to Chester, Pennsylvania. It arrived there on 12 July and remained in the Delaware River to load supplies to carry to d'Estaing's fleet. See Continental Marine Committee to d'Estaing, 17 July, above.

4. That is, Maj. Gen. John Sullivan, who commanded American forces in Rhode Island.

5. That is, Maj. Presley Neville, aide-de-camp to Marquis de Lafayette.

SAMUEL ADAMS TO JAMES WARREN

[Extract]

My dear sir

Philad^a. [*Pa.*] July 20 1778

. . . I have not yet answerd your Letter of the 26th of June.¹ I declind it until I could assure you that the Sum you wishd for, for the Use of your Department, was granted.² I now have the Pleasure of acquainting you, that it is done and the Money will be orderd on as soon as it arrives here from York Town, which is every hour expected.³ I am in Pain about the Ship in your Harbour.⁴ Her Owners neglect to put her into Repair, and I fear, some of her officers for Want of Skill and Experience will be at a Loss what to do with her if she should meet with a Storm. What a Pity it is an honest old Pilot, who used to steer successfully through Rocks and Quicksands has lately been dischargd from Service!⁵ And that he should suffer this hard Usage, only because unknown to him, One who was a hearty well wisher to the Voyage, and was anxious that Capacity and Merit should always govern Promotions, had ventured to declare him the fittest Man to take the Command, when it was thought a Commander would be wanted.—Vanity and Avarice, which create an insatiable Desire of Places and Preferment, without Ability or Intention to fulfill the Duties of them, if gratified, would effect the Ruin of a Country. It would be the Glory of the American Republick, to find Men having no ruling Passion but the Love of our Country, and ready to render her the most arduous Services, with the Hope of no other Reward in this Life, but the Esteem of their Virtuous Fellow Citizens. But this, some tell us, is to wish for more than it is in the Power of human Nature to give. . . . Adieu My Friend

S A

L, MHi, Warren-Adams Collection, Adams Papers. Addressed below close: “Hon. J. Warren Esq.” Docketed: “M^e S: Adams/Lett^r July 20 1778.” The file copy in the Samuel Adams Papers, NN, differs somewhat from the recipient’s copy.

1. See Warren to Adams, 26 June, above.

2. On 16 July Congress ordered that \$524,000 be sent to the Continental Navy Board of the Eastern Department. *JCC* 11: 696.

3. In the file copy, Adams at this point wrote: “The Marine Committee have agreed that the Navy Board shall appoint Commanders for Vessels of War under Twenty Guns.” See Warren to Adams, 26 June, above, and Continental Marine Committee to Continental Navy Board of the Eastern Department, 24 July, below.

4. Probably, Continental Navy frigate *Raleigh* which had just received a new commander, Capt. John Barry. Since Barry was not known in Boston, most of the crew ran from the frigate on his arrival. See Warren to Adams, 26 June, above.

5. Probably, Capt. Thomas Thompson, former commander of Continental Navy frigate *Raleigh*. He was court-martialed at Boston during the first week of July and dismissed from the navy by 8 July. See Thompson to William Whipple, 1 and 8 July, both above.

JOSIAH BARTLETT TO PRESIDENT MESHECH WEARE OF NEW HAMPSHIRE

[Extract]

Hon^d Sir

Philadelphia July 20th 1778

. . . The former Commissions and instructions for armed vessels being Judged very Defective, the Congress some time ago appointed a Committe to make a new

Draft & lay it before the Congress for their approbation, but by reason of the multiplicity of Business, it has not yet been Done as soon as any are printed, I will Endeavor to Send Some forward to our State. . . .¹

L, MHi, Meshech Weare Collection. Addressed on separate sheet: "The Hon^{ble}/Meshech Weare." Addressed below close: "President Weare."

1. Weare had written Bartlett on 3 July that "there is sometimes wanted a Commission with Instructions, &c. for fixing out an armed vessell, and there is not a Blank Commission left in the State. Should be glad if you could procure some to be sent." *The Historical Magazine*, 1st. ser., vol. 4 (Oct. 1860), 298–99. Congress had ordered the Continental Marine Committee to revise the commission and instructions for privateers and letter of marque vessels. See Journal of the Continental Congress, 5 Mar. 1778, *NDAR* 11: 518–19. "At the request of Col^o Bartlett," Henry Laurens, President of the Continental Congress, forwarded twelve "signed Commissions & Instructions for private Vessels of War" to Weare on 16 August, even though the Marine Committee was still working on revising them. MHi; George Plater to Governor Thomas Johnson Jr., 3 Sept. 1778, *Letters of Delegates* 10: 555.

HENRY MARCHANT TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

[Extract]

Philadelphia [*Pa.*] July 20th 1778.

Sir,

. . . The French Fleet have taken off the Hook, ten or twelve Sail of Ships, some from Cork, & others from the West Indies, with valuable Cargoes, and also a Frigate of 32 Guns¹ their Convoy

I expect the French Fleet will soon sail for Rhode Island, and I am in daily Expectation of hearing that Rhode Island² is evacuated—I enclose Your Excellency the Paper of the Day and am most respectfully Your Excellencys [&c.]

H^y: Marchant

L, R-Ar, Letters to the Governor (1778), vol. 12, p. 112. Addressed below close: "His Excel^y: Gov^r: Greene/Warwick. State of R: Island &c."

1. Probably in reference to H.M. frigate *Mermoid* (32 guns), Capt. James Hawker, commander, which was chased on shore by French warships near Sinepuxent Inlet, Maryland, on 8 July.

2. That is, the island of Rhode Island.

JEAN HOLKER TO CONRAD-ALEXANDRE GÉRARD, FRENCH MINISTER TO THE UNITED STATES

Lettre de M^r holker du 20 juillet

la provision de sel nécessaire pour l'escadre est de 6 a 7 tonneaux par mois. après avoir pris sur la quantité des 800 tonneaux annoncé, ce qui suffit à l'escadre, on pourra echanger le reste¹ contre les vivres quant aux 45400[#] pour lesquels M^r le rés de chaumont² demande les recus nécessaire pour pouvoir compter avec les tresoriers g^{aux}. de la marine, M^r de granclos³ est chargé de 5400[#] destinés pour les frais de voyage des Capitaines americains et de mon coté j'ai donné a M^r le Comte d'estaing un recu de 40000[#] qui a été envoyé au ministre et je me suis chargé de cet argent pour les depenses de l'escadre

[Translation]

Letter from M. holker of 20 July

the provision of salt necessary for the squadron is from 6 to 7 tons per month. after having taken on the quantity of 800 tons announced, which is enough for the squad-

ron, we could exchange the rest¹ against the victuals up to 45400[#] for which M. le rés de chaumont² requests the necessary receipt to be able to account with the treasurers general of the navy, M. de granclos³ is entrusted with 5400[#] intended for the expenses of the voyage of the American captains and on my side I have given to M. the Comte d'Estaing a receipt of 40000[#] that has been sent to the minister and I charge myself with this money for the expenses of the squadron

Copy, FrPNA, Marine B¹, vol. 143, fol. 113. A week earlier, Gérard had appointed Holker general agent for the French navy. Gérard to Vice-Adm. comte d'Estaing, 13 July 1778, *ibid.*, fol. 89.

1. The brig *Aimable Genevieve* had arrived at Baltimore laden with salt on the account of the king of France for the benefit of the squadron under command of Vice Adm. comte d'Estaing. Gérard to Vice-Adm. comte d'Estaing, 27 July 1778, FrPNA, Marine B¹, vol. 143, fol. 121, and Holker to Gérard, 8 Aug., below.

2. Jacques-Donatien Le Ray de Chaumont.

3. Bigrel de Granclos, Secretary to fleet, French Navy.

JEAN HOLKER TO JACQUES-DONATIEN LE RAY DE CHAUMONT

Extrait d'une Lettre du M^r holker Receu hier 16. 9^{bre}. et ecrite Le 20 Juillet a Philadelphie

L'armée Naval Sous Les ordres de M. le Comte Destaing¹ est dans Le meilleur etat. Le Congrès y avait envoyé des Rafrachissements.² M^{rs}. Gerard et Holker Se donnaient les Soins Necessaires pour procurer a cette flotte du Biscuit et de la farine pour le mois de 7^{bre}.³ ils attendaient les Navires Chargés de sel pour echanger Ce qu'ils en auraient de trop Contre d'autres Denrées aussi Necessaires.

M. Destaing devoit attaquer les anglais a Rodisland, Si le grand tirant d'eau de Ses vaisseaux etait un obstacle insurmontable pour les attaquer a Newyork; ou L'escadre de how etait faite de 6 vaisseaux de 64 Canons et de 15 a 18 fregattes.⁴

trois fregattes du Congrès devaient Joindre M Destaing.⁵

après L'attaque de Rodisland on devoit s'occuper de la Floride occidentale de Concert avec Wassenston qui avait Commencé a faire des dispositions aussi Secrettement qu'un tel projet L'exigent.⁶

Les Partisans des anglais sont tranquils, toutes Les Propositions des Commissaires anglais ont été Rejettées quoique Seduisantes, il l'y a que Celle de L'indep[en]dance qui peut Convenir.⁷

on peu Compter Sur L'unanimité et La fidelité du Congrès, La Nation Revoqueroit aussitot Celuy qui Seroit Soubconné de penser differament.

Le Deputé Dean Jouit de la plus grande Consideration on Sera Bientost debarassé des ennemis qu'il avait icy.⁸

Le Roy de france est Respecté en amerique au de la de toute Expression, et on y a appui la grossesse de la Reine avec la plus grande Joye.⁹

on gardait deux de mes Navires Excellents voilliers pour Les expedier en 7^{bre}. avec des Depesches ils ne peuvent pas tarder d'arriver.

[Translation]

Extract of a letter from M^r Holker received yesterday 16th November, and written on the 20th July at Philadelphia.

The naval army under the command of the Count D'Estaing¹ is in the best condition. Congress had sent them supplies of fresh provisions.² Messrs. Gerard and Holk-

er were taking the necessary steps to procure biscuit and flour for that fleet for the month of September;³ they were awaiting the vessels laden with salt in order to exchange any surplus they might have for other provisions also necessary.

M. D'Estaing was to attack the English at Rhode Island, if the deep draught of his vessels were an insurmountable obstacle against attacking them at New York, where Howe's squadron consisted of 6 vessels of 64 guns, and from 15 to 18 frigates.⁴

Three Congress frigates were to join M. D'Estaing.⁵

After the attack on Rhode Island, they were to occupy themselves with West Florida in concert with Washington, who had commenced to make preparations as secretly as such a project demanded.⁶

The partisans of the English are quiet; all the propositions of the English Commissioners have been rejected, although tempting; only that of independence will suit.⁷

We may count on the unanimity and fidelity of Congress; the Nation would dismiss immediately any Member who might be suspected of thinking differently.

Deputy Deane enjoys the highest consideration: the enemies he had here will soon be got rid of.⁸

The King of France is respected in America beyond all expression, and they have heard with the greatest joy there that the Queen is enceinte.⁹

Two of my vessels, excellent sailers, were kept to be sent off in September with despatches, they cannot fail to arrive soon.

Stevens's Facsimilies, vol. 8, no. 839. Endorsed at the top: "Joint à la lettre de M. Le Ray de Chaumont du 10. 8bre. 1778" and "Juillet 20."; "Annexed to the letter of M. Le Ray de Chaumont of the 10th October 1778" and "July 20."

1. For more on the fleet commanded by Vice-amiral comte d'Estaing, see Henry Laurens, President of Congress, to George Washington, 10 July, above.

2. See Continental Marine Committee to Vice-amiral comte d'Estaing, 12 July, above.

3. Conrad-Alexandre Gérard was the French minister to the United States; Jean Holker was the French agent of marine in the United States and the French consul at Philadelphia.

4. Comte d'Estaing found the draft of his vessels to be an "insurmountable obstacle" for an attack on the British fleet commanded by Vice Admiral Viscount Howe at New York and on 22 July sailed for Rhode Island to participate in a Franco-American attack on the British garrison on Aquidnick Island.

5. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 11 July, above.

6. There is no evidence that an operation against British-held West Florida was contemplated.

7. The Commissioners for Quieting Disorders, more commonly called the Carlisle Commission. For more on their mission, see their letter to Lord George Germain, 15 June, above.

8. Silas Deane, the former American commissioner to France, had returned to America with comte d'Estaing's fleet ostensibly to report on affairs in Europe, but actually to answer charges made against him by fellow commissioner Arthur Lee. The congressional investigation of Deane, which began on 14 August 1778 and continued, intermittently, for a year shows that Deane's enemies and critics had not been vanquished. See Coy Hilton James, *Silas Deane—Patriot or Traitor?* (East Lansing, Michigan State University, 1975), pp. 8–87.

9. Marie Antoinette, the Queen of France, was pregnant with her first child, a daughter, who was born in Dec. 1778.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [Charleston] Monday 20th July 1778-

The Board Met According to Adjournment

Present Edw^d Blake Esq^r first Commissioner-

Josiah Smith, Edw^d Darrell }
 Geo Abb' Hall Thomas Corbett } Esq^{rs}—
 The Minutes of Last Meeting were read—
 Instructions to Captⁿ William Hall—

Navy Board..20th July 1778—

Sir/

The Brig^t *Notre Dame* being well fitted, having her full Complement of Men, Provisions and stores for a Three Months Cruize; The Commissioners of the Navy Direct that you Sail in Company with Commodore Gillon¹ and that you do Strictly Comply with Every part of the Annexed Order of the president² and Privy Council— Should you be so fortunate as to take any prizes during your Cruize, you are to put on board a proper person as prize Master with a Sufficient Number of Seamen to Navigate her with Orders to proceed to Charles Town, or some other Inlet in the State of South Carolina, and to Treat all Prisoners with the greatest Humanity and Tender-ness— you are also to advise the Commiss^{rs} by Every Opportunity of all Transactions worthy their Notices— You are to be particularly Careful of all the Stores on board and see that all the Warrant Officers make Clear and regular returns to you, of all the Stores Expended every Month, and if found right, you are to Sign Such returns; you are also at the End of the Cruize to lay before the Board a Clear and regular return of all the Stores Expended during the Cruize as also of all such as were received on board as well as what remain without which no pay will be allowed—

By Order of the Board
 Edw^d Blake first Commiss^r

(Annexed)

In the Privy Council Thursday July 14th, 1778

The Board advised that Captⁿ Hall of the *Notre-Dame* be directed to put himself under the Command of Commodore Gillon to sail with him 100 leagues Eastward of this Coast & then to return immediately or accompany him to the Havannah as the Commodore shall think proper, and in case he shall go to the Havannah, that he return from thence to this Port directly or proceed to the West Indies with the Commadore as he shall direct, and in case also he should go to the West Indies that he *then return immediately* here—

By his Excellency the president
 Ordered Accordingly
 (Signed)—John Colcock Sec^y P^y. C^t

Orders were drawn on the Treasury in favr. Of	
Capt ⁿ Will ^m Hall his Acco ^t of Bounty and	}
Additional pay allowed by Act of Assembly	
Pass ^d 21 st March 1778	£1166. 6 –
Jos Stanyarne for 22600 Shingles ship ^d on	}
452 --	
Board the <i>Rattle Snake</i> ³ @ £20 ⌘ 1000 . . .	

The following Acco^s were Ordered to be paid by the Clerk

Paul Newman 10 days wages due him from <i>Rattle Snake</i>	28—
Step ⁿ Hopkins ⁴ going after Deserters for <i>Notre Dame</i>	45 --
Doct ^r D'Ubertas for Medicines for . . . <i>Notre Dame</i> ⁵	92 --
Edw ^d . Shrewsberry for a Spar for the <i>Eagle</i> Pilot boat	54 --

£1837..6—

adjourned to next Thursday Evening 4th oClock—*South Carolina Commissioners*, pp. 168–69.

1. Commo. Alexander Gillon.
2. President Rawlins Lowndes.
3. South Carolina Navy schooner *Rattle Snake*, Capt. John Drew, commander.
4. Hopkins was a lieutenant with *Notre Dame*.
5. Elsewhere, this name is given as Dubertas; he was probably the surgeon of *Notre Dame*.

BRIGADIER GENERAL AUGUSTINE PREVOST TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

St^e John's Post [*E. Fla.*]
20th. July 1778 6 o Clock P.M.

Sir

I received three of your letters this moment & I have heard Capt. Wulff¹ is on his return therefore no harm done, to Settle every things I propose to have the honor to meet you at the Bluff² to morrow morning, M^r Moncrieff³ will accompany me I d'ont believe nothing is to be done now, the Provisions are in the River & the Rascals⁴ have left our Provinces & retired behind the Satilla.⁵

Most of the Troops are now here want to go in town⁶ to provide themselves with Cloath & necessarys however they shall not move until I return

As we are not numerous enough to undertake any offensive in the present circumstances when they are all armed in the Neighbouring Provinces,⁷ my opinion is that we better wait for a better opportunity I have the honor to be [&c.]

Prevost-

L, UkGrNMM, Keith Papers, KEI/2/2. Addressed at bottom of page: "Hon^{ble} G. Keith Elphinstone." Docketed: "*Perseus*/General Prevost's Letter/signifying Captⁿ Wolffs/return &c^a/20th: July 1778."

1. Elphinstone's letter to Prevost of 19 July is above; the other two letters have not been found; Capt. William Wulff had command of a detachment at Cowford, present-day Jacksonville, on St. Johns River.

2. That is, Hester's Bluff.

3. Capt. James Moncrief of the Royal Engineers.

4. The "Rascals" were the American expeditionary force commanded by Maj. Gen. Robert Howe and Georgia Governor John Houstoun.

5. The "Satilla" is the Great Satilla River.

6. By "town," Prevost means St. Augustine.

7. That is, Georgia and South Carolina.

REAR ADMIRAL SAMUEL BARRINGTON TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Prince of Wales in Carlisle Bay,
Barbadoes, 20. July 1778.

Sir

Since my Letter of the 15th. instant (N^o. 11),¹ informing my Lords Commissioners of the Admiralty of the arrival of His Majesty's Ships the *Ruby* and *Boyne* with the Trade from England,² the *Ariadne* and *Ceres* are arrived here, in consequence of orders from Admiral Young,³ to convoy the homeward-bound Merchant-Vessels from hence to St^e Christopher's; and the State of these Ships with respect to Provisions will better describe the shameful neglect of the Contractor for Barbadoes and the Leeward Islands, than all I can possibly add on the subject.

Their Lordships will see by the enclosed Report of the State and Condition of the Ships now here, that the *Ceres* is supplied with rice in lieu of Bread, and that the

Ariadne has only seven days Yams and no Pease; And their Commanders assure me, that they have hardly ever had any Bread since they have been on the Station, and the little they were supplied with, was so very bad and full of weevils as scarcely to be fit for men to eat.⁴

A scarcity of Bread therefore has generally prevailed here, and of course could not be unknown to the Contractor; And yet, to my utter astonishment, not a single Vessel of the last Convoy brought out any for the Supply of the Contract.

To relieve the *Ariadne's* present distress, I have ordered her Captain to purchase some Pease and a small quantity of Bread which fortunately arrived here in one of the Convoy; and, as they bear a very high price, I hope their Lordships will give directions for the loss accruing to Government thereby to be deducted from the Contractor's Bills.⁵

Cap^t Pringle having informed me that there is a person at Dominica, who will undertake to bake a Supply of Bread for the *Ariadne* and *Ceres*, I have written to him to have a Quantity ready for them upon their arrival, as they are ordered by Admiral Young to call at that Island in their way to St. Christopher's; And I beg leave to submit to their Lordships consideration, the necessity of establishing a Contract there, it being the best and almost the only convenient place for wooding and watering a Fleet, and also the most proper Rendezvous in time of War for watching the motions of the enemy and protecting His Majesty's Island in general.

By the *Hillsborough* Packet,⁶ which arrived here yesterday, I have received your Letter of the 4th. of last month (Tho' directed to Antigua) enclosing a Memorial from the Merchants and Proprietors of the Island of Tobago (representing the defenceless State of that Island, and complaining that the *Aurora*, which sailed from England in November last under orders to be stationed there for it's protection and security, had not appeared upon her Station on the 30th. of March,⁷ although she arrived at Barbadoes the beginning of January), and shall transmit a Copy of the same to Admiral Young by the *Ariadne*, that, as the matter relates intirely to his Command, he may report to their Lordships the cause of the said Ship's not proceeding to the Station assigned here, or why some other Frigate was not sent in her stead when she was diverted from that Service.

With respect to their Lordship's direction signified by the said Letter, that in future not only the *Aurora*, or some other Frigate of equal force, but also a Sloop, be constantly stationed at and about the said Island of Tobago for it's protection and security, and not withdrawn from thence upon any account till others are sent to relieve them; You will please to represent to their Lordships, that it shall be punctually complied with, whenever the number of Ships which may happen to be under my command will admit of it. But I understand there would be only three Frigates, two Sloops, and two Armed Vessels of Admiral Young's Squadron left on the Station when the present homeward-bound Convoy is dispatched; and how I am to furnish the next Convoy with protection, which I am told will be expected some time in November, I am intirely at a loss. It does not, however, appear to me at all necessary to send so many homeward-bound Convoys in the course of so short a time, two having sailed in the months of May and June; and I could therefore wish their Lordships would be pleased to limit the number to sail from hence in future, and to appoint stated times for their sailing, that I may regulate the motions for the Squadron accordingly.

I shall, in obedience to their Lordships orders of the 4th. of June which came enclosed, purchase four Vessels to be employed as Sloops in His Majesty's Service, as

soon as I can meet with any fit for the purpose. I am Sir, [&c.]

Sam^l: Barrington

P.S. Since writing the foregoing, the *Boreas* is arrived here from Antigua with a Letter from Admiral Young: And application having been made to me for a Convoy for several Merchant-Vessels bound to Grenada, Tobago, and S^t Vincents and now lying here in readiness to sail, I have ordered Cap^t: Thompson to perform that Service and then rejoin me at this place.⁸

Sam^l: Barrington

L, UKLPR, Adm. 1/310. Addressed at foot of first page: "Philip Stephens Esq^t Secretary of the Admiralty." Note in another hand immediately below place/date line: "Rec^d. 2 Octo^r./Ans^d 8 d^o."

1. Not printed here; see *ibid*.

2. In his letter of 15 July, Barrington reported the safe arrival at Barbados of a sixty-five-ship merchant convoy escorted by H.M.S. *Boyne*, Capt. Herbert Sawyer, commander, and H.M.S. *Ruby*, Capt. Joseph Deane, commanding. *Ibid*.

3. H.M. frigate *Ariadne*, Capt. Thomas Pringle and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander. Barrington was to replace Vice Admiral James Young as commander of the Leeward Islands station.

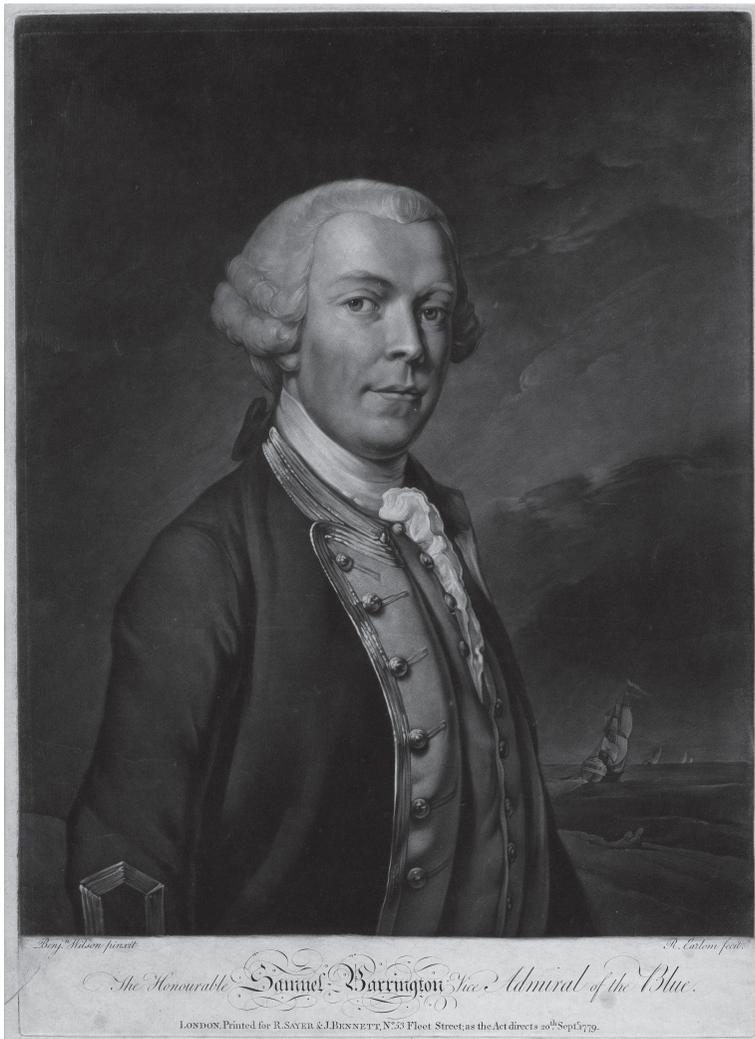
4. Not printed here; see *ibid*.

5. In the margin at this point of the letter is an arrow pointing to a note that is written starting in the lower left hand corner of the page. That note reads: "___ M/Send Enc^t [thus/much] & so much of/the * enclosed Rep^t as relates to/the Prov^{ns}, to the N. Bd. for/their informⁿ & desire that [*they*] take/the proper measures for/punishing the Cont^t/for breach of contract/& he take the most/effectually measures/ that the Lew^d Island/Squdⁿ be _____/properly supplyd/with provisns-/Send it in/again/*the Columns/ marked [✓]"

6. Post Office Packet *Hillsborough*, Capt. George Blackhall, commanding.

7. A copy of the letter is in the Samuel Barrington letter books, CtY. See Memorial of the Merchants and Proprietors of the Island of Tobago, between 23 and 29 May 1778, NDAR 12: 773–5. As seen in notes at that letter, *Aurora*, Capt. James Cumming, was injured in an engagement with an American privateer on its journey to the Leeward Islands and the repairs took until March 1778 to complete.

8. Adm. Young's letter of 16 July, conveyed by H.M. frigate *Boreas*, Capt. Charles Thompson, commander, discussed the need "appoint Ships to conduct the 1s of August Convoy to Europe." It is printed in the *Barrington Papers* 2: 29.



Samuel Barrington

JOURNAL OF REAR ADMIRAL SAMUEL BARRINGTON

Monday 20 [July 1778]

In Carlisle Bay, Barbadoes.

A.M. Loosed Sails to dry.

Fresh breezes and cloudy weather, with rain at times.

The Launch employed watering.

P.M. His Majesty's Ship the *Boreas* arrived here from Antigua with a Letter from Admiral Young,¹ and having saluted with 13 Guns, I returned 11. —Ordered Captain Pringle of the *Ariadne* (after he should have convoyed the Trade to St^t Christopher's agreeably to the orders he received from Admiral Young and in case of not meeting The Admiral there nor any orders from Him for his farther proceedings) not to remain there, but to proceed forthwith to Antigua with that ship and the *Ceres* to complete their Provisions and then rejoin me here;² by him I forwarded to the Secretary of the Admiralty

a Letter acknowledging the receipt of the before-mentioned papers by the Packet, and informing the Lords of my proceedings to this evening,³ and transmitted to Admiral Young a Copy of the Memorial from the Merchants &c^a. of Tobago, that; as the Matter therein set forth related entirely to his Command, he might make the Report which the Lords of the Admiralty required.⁴

D, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers.

1. Vice Admiral James Young's letter of 16 July, carried by Capt. Charles Thompson on H.M. frigate *Boreas*, noted receipt of intelligence of Barrington's arrival at Barbadoes, left the composition of a home-ward-bound convoy to Barrington's discretion, and requested Barrington send the *Boreas* back quickly with word regarding whether the two should meet or Young may sail immediately for England. *Barrington Papers* 2: 29.

2. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander. As seen by Barrington's journal entry of 23 July, below, he sent these vessels as escorts with the August convoy that sailed from the Leeward Islands to England.

3. See Barrington to Philip Stephens, 20 July, immediately above.

4. For more on this memorial, see Stephens to Barrington, 4 June, above. For the memorial itself, see Memorial of the Merchants and Proprietors of the Island of Tobago, between 23 and 29 May 1778, *NDAR* 12: 773–5.

ACCOUNT OF AMERICAN PRIVATEERS, & ARMED VESSELS; TAKEN BY THE KINGS SHIPS UNDER THE COMMAND OF ADMIRAL JAMES YOUNG
AT BARBADOES & THE LEEWARD ISLANDS; BETWEEN THE 24TH: NOVEMBER 1775, AND THE 20TH: JULY 1778

Vessels Name	Commanders Name	Sorts of Vessel	to what province or State belonging	Number of Tons	Men	Guns	Where taken	By what Ship Taken or Destroyed	Where Sent to be Condemned
<i>Putnam</i> ¹	Chris ^r : Whipple	Brig	Rhode Island	84.	70.	12.	Octo ^r : 18 th : 1776	<i>Portland</i>	Antigua
<i>La Seine</i> ²	E: H: Morain	Ship	France; going with Arms & Warlike stores to America	300.	37.	14.	April 5 th : 1777.	<i>Seaford</i>	Dominica
<i>Oliver Cromwell</i> ³	Herm ^r : Courter	Ship	Congress Ship of War	220.	135	24.	May 19 th : ----	<i>Beaver</i>	Grenada
<i>Jenny</i> ⁴	Geo: Ralls	Schooner.	Virginia.	25.	15	4.	May 24 th : ----	<i>Seaford</i>	St: Kitts
<i>Mosketo</i> ⁵	John Harris	Brig	Virginia	98.	74	16.	June 4 th : ----	<i>Ariadne</i>	Antigua
<i>Marangoin</i> ⁶	John Welch	Sloop	Virginia	70.	50	10.	June 14 th : ----	<i>Ariadne</i>	S ^t : Kitts
<i>Little Mosketo</i> tender to the <i>Mosketo</i> brig									
<i>Black Snake</i> ⁷	W ^m : Le Crow	Schooner	Congress Vessel of War	65.	40	8.	Aug ^t : 16 th : ----	<i>Portland</i>	Barbados
tender to the <i>Rattle Snake</i> ⁸									
<i>Johnson</i> ⁹	Charles Stacbehen Tho ^s : Williams	Schooner	Piratical Armed Vessel with An American French master	60.	30	8.	Nov ^r : 29 th : ----	<i>Ariadne</i>	Barbados
<i>Nancy</i> ¹⁰	John Brown	Schooner	Georgia	75.	40	12.	Decem ^r : 28 th : ----	<i>Antigua</i> Brig ^t : ¹¹	Antigua
<i>S^t: Peter</i> : ¹²	Sam ^l : Chace,	Ship.	Maryland	200.	119	18.	Janu ^r : 13 th : 1778	<i>Aurora</i>	Antigua

<i>General Washington</i> ¹³	W ^m : Rogers	Brig ^t	Boston	120.	84	18.	Janu ^r : 18 th : ----	<i>Seaford</i>	Barbados
<i>Hampden</i> ¹⁴	John Bartlett	Ship	Salem	120.	64	12.	Feb ^y : 28 th : ----	<i>Seaford</i>	Dominica
<i>Randolph</i> ¹⁵	Biddle,	Ship,	Congress Ship of War,	700.	305	36.	Mar ^h : 7 th : ----	<i>Yarmouth</i>	Blown up whilst Engaged by the <i>Yarmouth.</i>
<i>Alfred</i> ¹⁶	Elisha Hinman	Ship,	Ditto.	300.	180.	20.	Mar ^h : 9 th : ----	<i>Ariadne</i> & <i>Ceres</i>	Barbados
<i>Eagle</i> ¹⁷	Elijah Luce,	Brig Sloop, ¹⁸	Boston. American Privateer	80	29.	8.	May 16 th : ----	<i>Portland</i> } <i>Ariadne</i> } <i>Ariadne</i> }	Antigua } drove a } shore at } the Island } Guadalupe }

2497 : 1222 : 220.

Jam Young

17 N^o. of Privateers & Armed Vessels taken or destroyed
 205 Total N^o. of Merchant Vessels taken &c:
 223 Total N^o. of American Vessels taken or destroyed¹⁹

D, UKLPR, Adm. 1/310. Docketed on separate page: "12 Sep^r 1778/Spithead/Adm^t Young/R, 14th." Docketed on a second separate page: "(N^o: 43)/Account of America Privateers/& Armed Vessels taken by the/Kings Ships under the Command/of Admiral James Young at/Barbados & the Leeward Islands/between the 24th: Novem^r: 1775 and/ the 20th: July 1778."
 1. See Young to Philip Stephens, 2 Nov. 1776, NDAR 7: 24; and Survey of the Captured Privateer *Putnam*, 16 Jan. 1777, NDAR 7: 977-80.
 2. See Journal of H.M.S. *Seaford*, 5 Apr. 1777, NDAR 8: 280; William Bingham to the American Commissioners in France, 6 Apr. 1777, NDAR 8: 283-84 and 284n2; Bingham to the American Commissioners, 26 Apr. 1777, NDAR 8: 451-52; and Extract of a Letter from Grenada, in the West Indies, NDAR 8: 489.
 3. On the capture of the Pennsylvania privateer ship *Oliver Cromwell*, Harmon Courter, commander, see Journal of H.M. sloop *Beaver*, 17-19 May 1777, NDAR 8: 999; and Capt. James Jones to Young, 25 May 1777, NDAR 8: 1029.

4. See Young to Stephens, 12 June 1777, NDAR 9: 102; and Young to Gov. Johannes de Graaff, 15 June 1777, NDAR 9: 123.
5. On the capture of the Virginia Navy brig *Musquetto*, see Journal of H.M.S. *Ariadne*, 4 June 1777, NDAR 9: 19–20; Young to Stephens, 23 July 1777, NDAR 9: 322–24; and Survey and Valuation of Captured Virginia Navy Brig *Musquetto*, 2 Aug. 1777, NDAR 9: 696–97.
6. See Journal of H.M.S. *Ariadne*, 14 June 1777, NDAR 9: 114; and Young to Stephens, 15 June 1777, NDAR 9: 121–22.
7. See Young to Stephens, 24 Aug. 1777, NDAR 9: 800–03. As seen there, *Blacksnake* was captured by tenders of H.M.S. *Portland*.
8. Probably Pennsylvania privateer ship *Rattlesnake*, David McCulloch, commander. No confirmation has been found for Young's assertion that *Blacksnake* was a tender of *Rattlesnake*.
9. On the capture of the American privateer schooner *Johnston*, see Journal of H.M.S. *Ariadne*, 29 Nov. 1777, NDAR 10: 632–33; and Gov. Edward Hay to Capt. Thomas Pringle, 3 Dec. 1777, NDAR 10: 661. As seen in the note on p. 633, Thomas Williams was an alias for Charles Stacbehen.
10. See Young to Vice Adm. Viscount Howe, 13 Feb. 1778, NDAR 11: 343.
11. H.M. brig *Antigua*, Lt. Billy Douglas, commander, was the former Rhode Island privateer *Putnam*, which is the first entry in Young's Prize List. See Young to Stephens, 2 Nov. 1776, NDAR 7: 24–5; and Young to Stephens, 27 Jan. 1777, NDAR 7: 1049. In a note on the latter page, the vessel is misidentified as *General Putnam*.
12. See Journal of H.M.S. *Aurora*, 12–13 Jan. 1778, NDAR 11: 115; Capt. James Cumming to Stephens, 14 Jan. 1778, NDAR 11: 131; and Journal of H.M.S. *Niger*, 14 Jan. 1778, NDAR 11: 132.
13. See Journal of H.M.S. *Seaford*, 18 Jan. 1778, NDAR 11: 157; and Hay to Germain, 4 Feb. 1778, NDAR 11: 285.
14. See Journal of H.M.S. *Seaford*, 28 Feb. 1778, NDAR 11: 471; Capt. John Colpoys to Young, 7 Mar. 1778, NDAR 11: 543; and Capitaine de Vaisseau Charles Picot to Gabriel de Sartine, 9 Mar. 1778, NDAR 11: 571–73.
15. Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, blew up during its engagement with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander. See Extract of a Letter from on board the State Brig *Notre Dame*, 9 Mar. 1778, NDAR 11: 576; Capt. Nicholas Vincent to Young, 17 Mar. 1778, NDAR 11: 683–84; Eyewitness Account of Engagement between Continental Navy Frigate *Randolph* and H.M.S. *Yarmouth*, NDAR 11: 1175; Engagement between Continental Navy Frigate *Randolph* and H.M.S. *Yarmouth*, NDAR 11: 1175–77; and Rear Adm. Sir Peter Parker to Stephens, 19 Apr. 1778, NDAR 12: 143–44.
16. See Journal of H.M.S. *Ariadne*, 9 Mar. 1778, NDAR 11: 575; John Bradford to the Continental Marine Committee, 8 Apr. 1778, NDAR 12: 59; John Bradford to Leonard Jarvis, 9 Apr. 1778, NDAR 12: 68–9; and James Warren to John Gill, 20 Apr. 1778, NDAR 12: 146–48.
17. *Eagle* was captured by sloop *Tartar*; a tender of *Portland*. See Journal of H.M.S. *Portland*, 22 May 1778, NDAR 12: 424.
18. For more on the destruction of these unnamed sloops, see Young to Stephens, 13 Mar. 1778, NDAR 11: 635.
19. *The London Chronicle* of 17–19 Sept. 1778 reported that Young had returned to England with “40,000*l.* it being the amount of his eighth of prizes taken by the cruisers under his command.”

July 21

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *VIPER*, COMMANDER AUGUSTUS HERVEY

July 1778 At Single Anchor off Pasbibiac¹ [*Québec*]
 Tuesday 21st: at 4 AM Port Daniel NbW, Island of Bonaventure NEbE at 8 saw a
 Sail to the S^oward, gave chase at Noon Sounded 17 fathoms muddy
 Ground.
 Miscou Island² East 3 miles
 D^o: Weather [Little Wind and fair], at 1 PM spoke the Chase and bore
 down to the Sneau,³ at 8 the Body of the Island Bonaventure NNE
 3 or 4 Miles at 11 being off Bonaventure Island, & Percée, fired a
 Gun and made the Signal for a Boat, saw Fires on Shore and heard
 many Guns, burnt false fires and showed many Lights, at 12 the S^t
Peter's Boat came off and brought 4 Rebel Prisoners on board, She
 had chased the Privateers⁴ said to be off Miscou, but they escaped in
 a Calm.

D, UKLPR, Adm. 51/1039. For more on this cruise of sloop *Viper*, see Journal of H.M. Brig-Rigged Sloop-of-War *Viper*, Commander Augustus Hervey, 20–21 June, note 5.

1. That is, Paspébiac, Quebec.
2. Miscou I., New Brunswick.
3. Snow *Beaver*.
4. Unidentified Massachusetts privateers.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston July 21st. 1778—

Present,

Sam^l Ph[']ps Savage Esq^r

Eleazer Johnson Esq^r

John Browne Esq^r

Isaac Phillips Esq^r

Thomas Walker Esq^r

Jon^a Glover Esq^r

Sam^l Ph[']ps Savage Esq^r Pres^t—

Order'd, That Peter Sigourney for 18 Brass Cogs and Copper Rivets for the Brig^t *Hazard*^d . . be p'd @ 10/. £9..—..—

Order'd, That Cap^t Harris² be paid on Account of Disbursements on Snow *Penet* . . .
 £60..—..—

Order'd, That John Cotton Blacksmith be paid the Ballance of his Account for Iron
 Work for Brig^t *Hazard* . £139..11.. 9

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 378–79.

1. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Sampson, commander. On 20 July the minutes note: "Order'd, That Mess^{rs} Williams & Vincent [*be paid*] for 2 doz: Madeira Wine deld D^r Crocker for the Brig^t *Hazard* @ £9..—..— . . £18..—..—." Ibid., 377.

2. Capt. John Harris, master of Massachusetts State trading snow *Penet*.

CAPTAIN THOMAS THOMPSON TO WILLIAM WHIPPLE

Boston July 21^t 1778

Sir

The Letter of Recommendation.¹ which I spoke of is signd by all the members Except one Lieut. and Capt Hopkins.² who objected after disclosing in the open Court he would Joyn in such a measure what is his reason I know not nor do I Care—a Coppy of the Letter You may see if You will be kind enough to Call on m^{rs}. Thompson.³—I have not form'd any Resolution yet about going to Phill^a. I am at present Bussy in making up my acc^{ts} and geting a Coppy of the Proceedings of the Court⁴ I am Sir [&c.]

Tho^s: Thompson

L, Private Collection, Capt. J. G. M. Stone, Annapolis, Md., 1959. Addressed on cover: "To/Gen^l W^m Whipple Esq^r/Portsmouth." Addressed below close: "Gen^l/W^m. Whipple Esq^r/Portsmouth." Docketed: "Cap^t Thompson/July 2^d 1778."

1. An excerpt from the "Letter of Recommendation" was printed in several Boston newspapers during the first week of August. See Captain Thomas Thompson to William Whipple, 8 July, note 3, above.

2. Capt. John Burroughs Hopkins, commanding the Continental Navy frigate *Warren*.

3. The complete manuscript letter has not been found.

4. The proceedings of Thompson's court martial have not been found.

BOND FOR LETTER OF MARQUE FOR CONNECTICUT PRIVATEER SLOOP *AMERICAN REVENUE*

[New London, Conn., 21 July 1778]

Know all Men by these Presents that we William Leeds, Nath^{el} Shaw Jun^r & Tho^s Shaw of New London in y^e County of New London and State of Connecticut are holden & Stand firmly bound & obliged unto James Warren William Vernon & John Deshon Esq^{rs}. Marine Board Eastern Department in the full Sum of Ten thousand Dollars to be paid to the said James Warren, William Vernon & John Deshon Esq^{rs}. of the Marine Board Eastern Department or to their Successors in the said Marine Board, to the which payment will & truly to be made & done by us the said W^m Leeds, Nath^{el} Shaw Jun^r & Tho^s Shaw do bind ourselves Heirs Executors & Administrators jointly severally & firmly by these Presents Signed with our hands & Sealed. Dated at New London this 21st. Day July. A.D. 1778.

The Condition of this obligation is Such that the above bounded William Leeds, who is commander of the Sloop *American Revenue*, belonging to Nath^{el} Shaw Jun^r & C^o. of New London in the State of Connecticut Mounting Fourteen Carriage Guns & navigated by 100 Men & having applied for a Commission & Letter of Marque & Reprisal to Arm, Equip & Sett forth to Sea the said *American Revenue* as a private Sloop of Warr & to make Captures of British Vessels & Cargoes, shall not exceed or transgress the Powers & Authorities which shall be contained in the s^d Commission, but Shall in all things observe & conduct himself & Govern his Crew by & according to the Same, & certain Instructions therewith delivered, & such other instruction as may hereafter be given him, and shall make reparation for all Damages sustained by any misconduct or unwarrantable proceedings of himself or the Officers or the Crew of the said Sloop, then this obligation Shall be Void & of no effect, or else remain in full Force.

In Presence of
Nathan Douglas
Daniel Shaw

W^m Leeds
Nath^l Shaw Jun^r
Tho^s Shaw

DEPUTY GOVERNOR JABEZ BOWEN OF RHODE ISLAND TO NATHANIEL SHAW, JR.

Providence July 21. 1778

Dear Sir/

I am informed by M^{rs}. Munro¹ that you have given encouragement to suffer the Captain of the Packett² taken by Cap^t Melally.³ to be Exchanged for Cap^t Munro,⁴ it would be the occasion of restoring happiness to a worthy Family as well as freeing from Bonds a spirited fellow for these Times. I am also to request of you the Cirgeon of the same Vessell to Redeem my Brother⁵ who was in the same capacity on Board the *Blaize Castle*,⁶ also some petty Officer to exchange for M^r Angell who was Clerke to Capt Munro. your gratifying of me in Thes[*e*] Requests will confer a lasting Obligation on me, I have applyed to the Massachusetts Councell but in Vain. we have exchanged many of their Officers and Men since the Contest but cannot have the favour Returned.⁷

(Secret & Confidential)

I am in great expectation That the French Fleet will push for R^d. Island soon. in which case they may call on you for Pilots to bring them into Newport. doubt not it will be in your power to furnish good ones. The Enemy have seven Frigates.⁸ and six Thousand Land Forces their.

I Congratulate you on the Assistance afforded us by our great Ally. the King of France. and am Sir [&c.]

Jabez Bowen

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21. Addressed below close: "Nath^l Shaw Esq^r."

1. Mrs. James Munro.

2. Capt. William Pond, commanding H.M. Post Office packet snow *Le Despencer*.

3. Capt. Michael Melally of Connecticut privateer brigantine *Nancy*.

4. Capt. James Munro, commanding Rhode Island privateer ship *Blaze Castle*.

5. Dr. William Bowen.

6. That is, *Blaze Castle*.

7. See Deputy Governor Jabez Bowen of Rhode Island to Jeremiah Powell, President of the Massachusetts Council, 27 June, above.

8. That is, H.M. frigates *Cerberus*, commanded by Capt. John Symons, *Flora*, commanded by Capt. John Brisbane, *Juno*, commanded by Capt. Hugh Dalrymple, *Lark*, commanded by Capt. Richard Smith, *Orpheus*, commanded by Capt. Charles Hudson, and H.M. sloops *Falcon*, commanded by Comdr. Harry Harmood, and *Kingsfisher*, commanded by Comdr. Hugh C. Christian.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

21st July. Fine Weather. Cool and pleasant. Wind N.E.

The fleet for New York, sailed under Convoy of the *Fowey*.¹

Our whole attention is now given to the encrease of our means of defence in case of the appearance of The French Fleet, which it is generally expected will make an attempt on this Island very soon; for as they were too late to intercept the fleet in coming down the Delaware, and will probably find it impracticable to force an entrance over the bar of Sandy hook, this station seems likely to be the next object of consequence, and one in which the Rebels may co-operate with them. We are therefore completing the Batteries on Brenton's-point, Goat Island, The Dumplins,² and Fox-hill, as well as

those at the North end of the town, as fast as possible. The Provisions and stores which are on board ships in the harbour, and in Storehouses on the Wharfs, are removing with the utmost expedition to the upper part of the town; and every other measure taking to repel the attacks of the Enemy's fleet, and the Rebel troops.

The Frigates in the Bay and harbour³ have received instructions, upon the appearance of the French fleet, to make the best of their way to some convenient part of the shore on the W. side of the Island,⁴ where they are to land their Guns, Stores, Provisions, &c., and defend them as long as they can; and in the last extremity to burn them, to prevent them from falling into the hands of the Enemy. The *Kingsfisher*,⁵ and The *Alarm*,⁶ and *Spitfire*⁷ Gallies, stationed in the Seconnet,⁸ are to run under our battery at Fogland.

Mackenzie, *Diary* 2: 315–16.

1. H.M. frigate *Fowey*, Comdr. Thomas Henery, commander.
2. That is, The Dumplings (rocks).
3. H.M. frigates *Orpheus*, commanded by Capt. Charles Hudson, *Lark*, commanded by Capt. Richard Smith, *Cerberus*, commanded by Capt. John Symons, *Juno*, commanded by Capt. Hugh Dalrymple, and *Flora*, commanded by Capt. John Brisbane.
4. That is, the island of Rhode Island.
5. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.
6. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.
7. H.M. galley *Spitfire*, Lt. James Saumarez, commander.
8. That is, the Sakonnet (or East) Passage.

REAR ADMIRAL JAMES GAMBIER TO THE EARL OF SANDWICH

[Extract]

Emerald, off New York town, 19 July 1778.

My honoured and revered Lord—The packet¹ sailed unexpectedly we find yesterday; from my friend Sir Henry,² I this moment learn another will probably be dispatched to-morrow if not this evening. I hasten to embrace the opportunity to tell your Lordship that affairs at and without the Hook remain as they were in my last except that the F[rench] fleet have been ever since watering at the mouth of Shrewsbury River near the Navesink, where they appear to do it with great convenience and dispatch. A certain corroborating proof to my early opinion that they meant no attempt to force the harbour after their knowledge of our force within, as on the bar there is at spring tides bare water for their large ships and if intended to pass it they would endeavour to lighten their ships instead of getting them down still deeper.

If Admiral B[yron] *did* sail, or at the time we hoped, is it not odd that d'Estaing should run the risk he does of being caught. Admiral B. being equal to his force we conclude without our junction, and we here almost equal (had the *Raisnable* and *Centurion* joined us)³ even without the expected addition of Admiral B., a deep game he appears to play, unless *he* has *better* information than *we* have. In the meantime 'tis said he has already sent in 30 prizes to the Delaware, taken on his passage out and on the coast, and takes daily others even since his arrival off here, some we have been eyewitnesses of. I never longed in my life to see the finest of women more than I do to see Admiral B., and his nephew [Lord Carlisle] as well as E[den] and the rest of our friends here join me in the same wish, for 'tis an important crisis!⁴

We hope he *did* sail and came *direct* hither; if not and first to Halifax it may be fatal. The southerly winds at this time of the year bring the Trade winds here; and the

Eagle, a single ship, three weeks getting thence hither.

On my last visit down to the Hook, to again repeat my offer and importunate request on the vicinity of the F[rench] F[leet] to be employed on the more active and honourable service, I was again told he⁵ or I must remain up here to co-operate with the army, at which time he was pleased to put into my hands large packets containing the counterparts of official orders, arrangements, &c. which were for my government on his suddenly leaving the command in chief to me: the first *item* I have ever had from *him* of such an event likely to happen. I acquainted your Lordship with my repeated offers and request of the most active employ on the earliest appearance of the French fleet and refusals. It was not only my duty but what was my wish, after coming twelve hundred leagues from my family. I presumed also most respectfully to advise fitting the *Leviathan* with borrowed lower-deckers from the Army,⁶ and making half a dozen of the empty transports into temporary fireships on this very critical emergency, should they attempt to force their entrance or we by any fortuitous change be in condition to go out to them. Early I thought such my duty—I wrote your Lordship confidentially, trusting that what I communicate will remain in your own bosom. We are in a very critical situation indeed. The appearance of Admiral B. would relieve us and turn the tables.

Perusing, my honoured Lord, the several orders and arrangements and secret instructions put into my hands I cannot but feel too painful sensations (should they take place) at the certain prospect of my being left here with a force (it scarce merits the name of force) obviously and notoriously inadequate not only to the service expected from it but to any service at all, when the shattered state and condition of almost all the ships and vessels (numerous as on paper they may appear) is duly considered.⁷ Exclusive of the French, the rebels have by our last certain accounts not less than between twenty and thirty sail of armed Congress ships, completely manned and fit for sea at Boston, from 36 to 20 guns—and a nigh equal number in South Carolina—besides belligerent ships and vessels vegetating in every harbour and creek daily all along the coasts; ours, though at this time numerous, are all foul, out of repair in hulls, masts and yards, and in want of stores.

The several various *arrangements*, drafts, and *deductions* from this debilitated number that are directed by the arrangements in the secret instructions will leave but little behind of *serviceable*, or of force and consequence to act hostilely and offensively, or indeed to show their heads *out of port*—exclusive of that distress-completing paragraph: ‘to send the remainder also to E[ngland], including those which may be in the River St L[awrence] &c.’ The *previous* arrangements and sundry many appropriations would reduce this force to a very inoffensive one, foul, out of repair, and in want of stores, joined also to the several convoys likewise pointed out and directed; and should I not then, my revered friend and honoured patron, be left with very *inadequate* means to do my duty?

That conclusive paragraph would, I fear, make me poor indeed by robbing me of the power of doing service, few remaining and unconditioned ships and vessels and without possibly an asylum or port. Deign then, my dear Lord, as you bid me write confidentially everything, to commiserate my prospect as to situation, nor suffer my fate to be so wretchedly changed from that which I was given to be assured of when I quitted my dockyard.⁸ My fate is in your hands, and I am happy in that confidence and contented. . . .

New York, July 21.

The packet not being yet under sail, I have time to tell my honoured that this moment Sir H. C[linton] shows me a written intelligence just received that d'Est[aing] and General W[ashington] 'tis said meditate a general attack here at the same time. We here are all happy at the idea, as it will bring affairs to an issue; the Army holding themselves ready and equal to the whole force they can possibly bring, and the Navy as clearly deeming it impossible, but that they must lose their ships if they should attempt the harbour. Some fishermen escaped from them and deserters say they give out they only wait the spring-tide and pilots; we fear 'tis only a gasconade, and that 'twill end in a Spithead fight.⁹

If Admiral B[yrone] does but appear 'twill be glorious; we hourly pray for it as the most fortunate event that Heaven can bless us with. I send the *Leviathan* down to-day with a lower deck tier of 32, 24, and 18, being what I could borrow from the Train. I hope the fireship will be finished before the day after to-morrow that the tides lift, although I have no ideas that *now* they mean *that* attack; up here I think they may attempt something, but without success. But, my honoured Lord, I am more apprehensive that if they remain here, and we are not relieved, we shall be distressed for provisions: that is a serious matter with such a multitude as here, and if the Cork fleet should be intercepted, the consequence dreadful unless we are relieved. . . .

Sandwich Papers, 2: 302–7.

1. H.M. Post Office packet boat *Grantham*, John Bull, commander.
2. Sir Henry was Gen. Sir Henry Clinton, commander of the British army at New York.
3. H.M.S. *Raisonable*, commanded by Capt. Thomas Fitzherbert, and H.M.S. *Centurion*, commanded by Capt. Richard Brathwaite, had been stationed at Halifax, Nova Scotia. *Raisonable* joined Vice Adm. Howe's fleet on 28 July; *Centurion* on 31 July. See Journal of Henry Duncan, 28 and 31 July, both below.
4. Frederick Howard, Earl of Carlisle, and William Eden were members of the Carlisle Commission.
5. That is, Vice Adm. Viscount Howe. On Howe turning command over to Gambier, see Howe to Philip Stephens, 6 July, above, and Howe to Gambier, 10 July, above.
6. On the armament of the *Leviathan*, see Journal of Henry Duncan, 21 July, below.
7. Gambier refers here to the instructions sent by the Lord Commissioners of the Admiralty to Vice Adm. Viscount Howe, dated 21 Mar. 1778. See NDAR 11: 1103–7.
8. Before coming to America, Gambier had served as Commissioner at the Portsmouth Navy Yard. See *The Public Advertiser*, 23 Jan. 1777, NDAR, 8: 542.
9. That is, a sham battle.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [at Sandy Hook, N.J.]

Tuesday 21: July 1778

D^r Sir/

Coll: Morris¹ waiting upon you to communicate the intelligence he has collected, it becomes needless for me to recite any of the particulars.

He has shown me the position the French had taken on Waddel's Hill, from whence I conclude it is totally impracticable to make any attempt upon them. I conceived yesterday, that they were posted on this Side the Neversunk River.² Our only caution on this Side, seems confined to any design that should be meditated, by the Neck, on Sandy Hook. Great threats are made, I find, against us on every part. I am D^r Sir [&c.]

Howe

Excellency/The Comm^r in Chief/Head-Quarters/Howe." Docketed: "Howe/July 1778."

1. Lt. Col. John Morris, New Jersey Volunteers.
2. Navesink River, New Jersey.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

21st [July].—The *Leviathan*¹ storeship joined the fleet; she was fitted with two 32-pounders, three 24-pounders, and eleven 18-pounders for her lower deck, [and] her proper upper-deck guns, and [was] manned with volunteers, the whole number of which that served in the fleet until Lord Howe quitted the command amounted to about 1,000. They were discharged on his lordship's leaving the country, agreeable to his promise.

"Journals of Henry Duncan," p. 160.

1. *Leviathan*, Comdr. Joseph Tathwell, commanding, had originally been *Northumberland*, a ship of war, and therefore by the thickness of its sides was better fitted for this role than an ordinary merchant vessel. Clowes, *The Royal Navy*, 3: 399–400*n*; Colledge, *Ships of the Royal Navy*, p. 245. On the fitting out of *Leviathan*, see Rear Admiral James Gambier to the Earl of Sandwich, 21 July, above. The "fleet" was Vice Adm. Viscount Howe's fleet, stationed at Sandy Hook, New Jersey.

JOURNAL OF PILOT JONATHAN LAWRENCE

[15 July to 21 July 1778]

Memorandum of Sundry Transactions from my Leaving Rhinebeck in the State of New York till my Arrival on board the *Hector* of 74 Guns Commanded by Capt^m Mories¹ Viz:

on Wednesday the 15th: July Sett out from Rhinebeck in order to Meet Fredrick Jay Esq^r² to Consult with him about our business, as Agents for the Patriotic Trading Company and Arrived about noon met M^r Jay and Concluded to Set out for Boston in a few Days in order to purchase Some goods, on Thursday 16th: News Came of the Arrival of the french Fleet off Sandy hook, I was importuned to go on board to Assist them, in Endeavouring to gett into Some port or in the Sound between Long Island and New-york the Main, I accordingly in the Evening of Said day Set out in Company with Capt^r Benson and Smith from Poughkeepsie and the Next Day 17 I arrived at General Washingtons head Quarters,³ had horses provided for Us to proceed to the fleet then Laying at Sandy hook on Saturday the 18th: Sett out and got five miles beyond Elizabeth Town where we all Lodged M^r Hamilton the Generals Aid De Cong Came in Compy with us⁴ Sunday the 19th: we all arrivd at Black point and on monday morn^g the 20th: went on board the *Languedoc* the French Generals Ship of 110 Guns⁵ the 21st: went on board the *Lecture*⁶

D, RPJCB, Jonathan Lawrence Journal.

1. French Navy ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet, commanding.

2. Frederick Jay (1747–1799) was the younger brother of John Jay. He had been an agent in the Dutch East Indies and at Curaçao before setting up his own firm in New York in 1773. He was a member of the New York General Assembly from 1777 to 1783. In a letter to John Jay of 7 July 1779, he described Lawrence as "a very good man." *John Jay: The Making of a Revolutionary; Unpublished Papers 1745–1780*, ed. Richard B. Morris, et. al. (New York, Harper & Row, 1975), p. 610.

3. Washington's headquarters were at Haverstraw, New York.

4. Col. Alexander Hamilton, aide-de-camp to Washington. In a voucher dated 28 July, Hamilton sought reimbursement for \$48 that he had paid for the "Expences of travelling for myself[,] five pilots, horses & servants" from Haverstraw, New York, to Black Point, New Jersey. *Hamilton Papers* 1: 530.

5. French Navy ship of the line *Languedoc* was the flagship of comte d'Estaing.
6. That is, *Hector*.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 21st day of July 1778.-Present.

Mr Travis, Mr Archer and Mr Innis.-

Ordered that the Keeper of the public store, deliver to Lieutenant Thomas one pad Lock, one Log Line, a Line for pendant halliards and a hundred pump tacks for the use of the *Protector Galley*.-

Ordered that a Warrant issue to Mr Foster Webb Junior¹ for three thousand pounds on acco^t for the purpose of paying the Officers and sailors wages in the Navy of this State.-

Ordered that D^r M^cClurg² deliver Mr Mercer³ such medicine as he may think necessary for the use of the sick on Board the Boat *Nicholson*.-

Captain Jn^o. Barret received Orders to proceed with the Galley under his command⁴ to the neighbourhood of Cape Charles taking under his command on the said station the *Protector Galley*; 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 &c.-

Lieutenant Jn^o. Thomas of the *Protector Galley* received the same Orders.-

Ordered that a Warrant issue to L^t Jn^o. Thomas for one hundred pounds on accmpt for the purpose of furnishing necessaries for the use of the *Protector Galley*.-

D, Vi, Navy Board Journal, pp. 431-32.

1. Webb was Paymaster and Muster Master for the Western Shore of Virginia.
2. Dr. James McClurg, director of the Virginia General Hospital.
3. Lt. Isaac Mercer commanded the Virginia Navy armed boat *Nicholson*.
4. Virginia Navy galley *Hero*.

CAPTAIN JOHN MOWBRAY TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir

[*Germain* July 21st: 1778-10. AM]

In pursuance to Cap^t Wrights¹ orders, of the 19th, Instan; directing me to proceed with the Troops under the Command of Capt: Wollfe,² towards St: Marys—we arrived at Jo^h: Thomasses, at South End of Amellia the 19th: Cap^t Wollfe sent off two Spies to the North End of the Island, who informed that two, of the Galleys ware lying at the South End of Cumberland, & that they saw Sentinells on the Tiger Islands.³ Capt: Wollfe having received two Expresses ordering him Back which he communicated to me, I informed him that I was orderd to go, on; as Cap^t Wright said he would Send the *Dreadnought* & *Germain* into S^t: Marys & that the Intricassey of the Inland Navigation would make it very tedious for me, to go thro' to cooperate with the Brig, & Ship,⁴ Should they Get out, & I return,— we agreed to take Post on the North End of Tallbut Island,⁵ till I had Particular instruction how to Act, and Sent Yesterday to the North end of Amelia one Clubb to reconoiter, he returned at 3 in afternoon Noon having .

. . .⁶ Three of Galleys, one at the Point of Cumberland, a nother half way between the two Islands & the Third abreast of the Watering Place—Cap^t Wright sent his Boat as they did not know the Barr they Could not get in thro' the Breakers, my having received your favour of the 20th: instant I Returned Instantly with the Troops,⁷ last Night two of M^r: Dameses best men, & Old standers with me Deserted to S^t: Augustine,- Rich^d: Tayne Boatswain of the *Dreadnought* Tho^s: Smith, & W^m: Bolten belonging to the *Germian*—if its aGreable to you Ill send M^r: Dames to town, after the Dissarters having no certenty of any Person in Augustine taking the least Trouble in looking for them, inclosed is a list of their Names,⁸ I am Sir [&c]

Jno: Mowbray

*Germain*⁹ July 21st 1778–10. AM

L, UkGrNMM, Keith Papers, KEI/2/2. Addressed at bottom of last page of letter: “The Honourable/Cap^t Geo^r: K. Elphinstone Esq^r.” Addressed on separate sheet “On His Majestys Service/The Honourable Geo^r: K Elphinstone Esq^r/Commander of the Majestys Ship/*Perseus*/S^t: Johns.”

1. Lt. John Wright, acting commander of H.M. sloop *Otter*. See his letter to Elphinstone, this date, immediately below.

2. On the command of Capt. William Wulff and its mission, see Brigadier General Augustine Prevost to Elphinstone, 16 July, above.

3. Later in this letter, Mowbray reported that there were three enemy galleys at the mouth of St. Marys River. The Tiger Islands were on the south side of the entrance to St. Marys River and behind the north end of Amelia Island.

4. Presumably, the victualling brig *Medway* and H.M. sloop *Otter*.

5. Talbot Island was directly south of Nassau Inlet; Amelia Island was north of the inlet.

6. “3 in afternoon” was added as an interlineation

before the word “Noon.” The sentence is unfinished, with Mowbray inserting a series of dots after the word “having.”

7. On 22 July, Augustine Prevost reported to Elphinstone that Wulff would remain with his detachment at Hester’s Bluff on the St. Johns River, ready to execute any orders Elphinstone should issue. *Keith Papers* 1: 120.

8. The list has not been found.

9. East Florida Provincial ship *Germain*.

LIEUTENANT JOHN WRIGHT, R.N., TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Otter off S^t: John’s [East Florida]

Tuesday July 21st. 1778.

Sir

Agreable to your Orders¹ I proceed with His Majesty’s Sloop *Otter* under my Command, and look’d into Nassau Inlet, where I supposed I saw our Troops embarking off the South end of Amelia,² I immediately sent the Boat in after them, but before she could get near, they were out of sight; after which the Officer in the Boat plainly discovered fifteen Men on foot and one on Horse back armed, and fired once at the Boat:- then stretching away to the Northward I saw two Galleys, one Schooner, the other latteen rigged, at an Anchor to the Southward of the Bar, on the sight of us they both weighed and ran into S^t: Mary’s.³ At 8 o’Clock this Morning I arrived here. I am with great respect [&c.]

John Wright

L, UkGrNMM, Keith Papers, KEI/2/2. Addressed at bottom of last page of letter: “Honble Captain Elphinstone.” Docketed: “*Perseus*/L^t: John Wrights letter/respecting Nassau Inlet/&c^a-/21st July 1778/E^d: N Swiney.”

1. Elphinstone’s orders, dated 16 July, are above.

2. On these troops, see Capt. John Mowbray to Elphinstone, this date, immediately above.

3. Mowbray reported that there were three galleys at the entrance of St. Marys River, presumably the

Georgia Navy galleys *Lee*, *Bullock*, and *Washington*.

JOURNAL OF REAR ADMIRAL SAMUEL BARRINGTON

Tuesday 21 [July 1778] [In Carlisle Bay, Barbadoes]

A.M. Loosed sails to dry. —Captain Thompson of the *Boreas*¹ having represented to me that her Main and Fore-Masts were sprung, I sent the Carpenter of the *Prince of Wales* to inspect them and he having reported to me that the Head of her Foremast was very much wrung, I ordered Captain Thompson to see the Trade bound to Grenada, Tobago, and S^t Vincent's in safety to those Islands, and then make the best of his way to English Harbour, and, having got the Defects of the Foremast made good and the provisions completed, return to this place.

The first and middle part, moderate and Cloudy weather, latter, fresh breezes and showers.

P.M. Sent by the *Hillsborough* Packet the Dispatches I received with the Secretary of the Admiralty's Letter of the 4th. of May for the Governors of Grenada and S^t Vincent.

D, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers.

1. H.M. frigate *Boreas*, Capt. Charles Thompson, commanding.

July 22

ACCOUNT OF SALE OF BELONGINGS OF JOHN DAVIS, DECEASED, SOLD AT PUBLIC AUCTION ON BOARD MASSACHUSETTS PRIVATEER SHIP *MINERVA*

[at sea off Newfoundland, 22 July 1778]

Acc^t of Cloths &c. belong to the late John Davis deceas'd¹ sold at public Auction on board the *Minerva*² July 22^d 1778. by Order of Cap^t Grimes, for ready money—

	£	S	D
1 Davis's Quadrant to Robert Wormsted ³ sold for.	2	11	
1 Pair yarn Stockings to Peter Gilbert for—	0	7	6
1 Mariner's Compass & 1 Mariners new Calendar to Richard Milbery ⁴ for—	1	12	--
1 Pair Shoes to Edmund Shores for—	0	10	6
1 Pair D ^o to Alex ^r . Ogilvie ⁵ for—	2	9	6
1 Old thick Coat to Rich ^d . King for—	0	12	0
1 thin brown D ^o . to Charles Drew for—	0	6	--
1 thin light D ^o . to Rich ^d . King for—	0	15	
Bro't over—			
1 Old Damascus Jacket to Jos ^h . Chaney for—	0	5	--
1 Check'd Pocket Hankderchief to Ste ⁿ . Crosby ⁶ —	0	5	--
1 Blank Journal Book to Peter Gilbert for—	0	9	--
1 Pair old blue Breeches to Hen ^r . Doyle for—	0	2	
	10	4	6
1 Pair Silver Shoe buckels & } delivered the Cap ^t			
1 Pair Silver Knee D ^o . } to be return'd to the widow—			

D, NjP, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *Minerva*, Purser's Book, pp. 348–49.

1. John Davis, a warrant officer in privateer *Minerva*, died on 22 July 1778. "Muster Roll of Ship

Minerva's Crew," June 1778, above; "A return of those that are sick on board & exempted from Duty," undated, both from André de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *Minerva*, Purser's Book, p. 342.

2. *Minerva*, a 20-gun Massachusetts privateer, Capt. John Grimes, commander, was owned by John Cushing and Samuel White, of Boston. Allen, *Massachusetts Privateers of the Revolution*, p. 221. At the time of Davis's death, *Minerva* was on a three-month's cruise. Capt. John Grimes to John Cushing and Samuel White, 17 Sept. 1778, L, Andre de Coppet Collection (C0063), John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *Minerva*.

3. Robert Wormsted (or Wormstead) may have been a master's mate. "Muster Roll of Ship *Minerva's Crew*," June 1778, above.

4. Richard Milbery (or Millbery) was a petty officer. *Ibid.*

5. Alexander Ogilvie may have been the master. *Ibid.*

6. Stephen Crosby was a petty officer. *Ibid.*

JOURNAL OF H.M. FRIGATE *AMBUSCADE*, CAPTAIN JOHN MACARTNEY

July 1778
 Tuesday 21 Cape Sable NW³/₄N Distance 21 Leag^s.
 at 6 (AM) Tacked and stood on.—
 Cape Sable [*Nova Scotia*] N42W^l. Distance 24 Leag^s.
 First part Light Airs and foggy, Middle and latter fresh Gales and Cloudy, At ½ past 12 (PM) Saw a Sail to the NE, Gave Chace, At ½ past seven fired a Gun and brought her too, sent the Cutter on b^d. found her to be the *Betsy* Schooner¹ from S' Peters Island² bound to Nantucket, took four Men out of her, Sent a Mate and 4 Men on board took her in Tow

Wednesday 22^d
 At 8 (AM) hauled the Prize alongside cleared her cut away her Masts, and scuttled her being good for little, cast her off, and made sail.—
 Cape Sable NW¹/₂N. Distance 25 Leag^s.
 First and latter parts fresh gales with rain, middle Strong Gales with D^o. with a great Swell from the SE, At 5 (PM) handed the fore and Mizen TS

D, UKLPR, Adm. 51/36, part 3, fol. 18.

1. Schooner *Betsy*, master unknown, bound from St. Peters Nova Scotia to Nantucket, with fish and oil, owned by Warren (or Wren) & Co. This schooner was of 24 tons with a crew of 4 men. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 488, and Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

2. That is, the French island of St. Pierre.

WILLIAM PICKMAN TO TIMOTHY PICKERING, JR.

[Extract]

Salem [*Mass.*] July 22^d 1778

D^r Sir

. . . We have had several Valuable Prizes brought in lately. in none of which I have any Concerns—but Cap^t Gardner¹ has in all of them. Cap^{ts} Dodge² & Williams³ in part. Uncle Gardners Profits must be 8 or 10,000 pounds this Year—W^m. Shillaber⁴ £12.000 & several other Considerable Sums—many of Our Small Craft are destroyed or taken. but we have six stout Vessells out now—from 16. to 20. Guns—& notwithstanding[*ing*] Our

loss of Seamen the above Vessells where manned with more ease than any number have been since the War. John Ravel was Carried into Plymouth (after being strip^t & left at sea by Cap^t White)⁵ If the Officers Command^g Contin^{tl} Ships are Calculated for gain[*ing*?] Seamen they will soon Man their Ships. . . .

W^m. Pickman

L, MHi, Timothy Pickering Papers, vol. 17, fols. 187–88a. Docketed: “W^m. Pickman/July 22^d. Aug^t. 12. 78.” The sections that are not printed concern the “arrogance” and brutality of the British Army, the “success” of the Continental Army at the battle of Monmouth Courthouse, N.J., on 28 June 1778, the maneuvers of comte d’Estaing’s fleet off New York City, a request for Pickering’s assistance and advice in the affair of his brig *Gayton*, now in British service, in case of its capture by the Americans, and the death of Christopher Sargeant, of Salem. Two paragraphs are added at the end, dated 12 Aug., that concern the requisition by Maj. Gen. John Sullivan of a company of militia from Salem to join his Continental troops for the Rhode Island expedition, the illness of his son, John Pickering, Jr., and the death of Mrs. [William?] Wetmore (Katy Pynchon).

1. Probably John Gardner Jr., privateer owner at Salem.
2. Either George Dodge, George Dodge Jr., or Joshua Dodge, all privateer owners at Salem.
3. George Williams, privateer owner at Salem.
4. William Shillaber, privateer owner at Salem.
5. For more on the capture of Massachusetts privateer schooner *Warren*, Capt. John Revell, commander, by British letter of marque *Tom*, Capt. John Lee, commander, see *The New-York Gazette: And the Weekly Mercury*, 2 Feb., 1778, in NDAR 11: 265–67, and William Pickman to Timothy Pickering, 27 May, in NDAR 12: 463–65.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War, Boston July 22^d. 1778—

Present,

Sam^l Ph[’]ps Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Jon^a Glover Esq^r

Sam^l Ph[’]ps Savage Esq^r President.—

Order’d, That Cap^t Joseph Balch for Sundry Sailmakers Work for the Brig^t *Hazard*,¹ as p^r his Bill. . be paid £105.—. 6

Order’d, That John Foster Williams Esq^r Commander of the Bri^g *Hazard* be charg^d for 28 y[’]ds Duck del’d him by Joseph Balch to make Cots for himself & other Officers @ 24/.

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 380–81.

1. Massachusetts Navy brigantine *Hazard*. On 23 July the minutes record: “Order’d, That Nehemiah Somes for 53 Hammocks for the use of the Brig^t *Hazard*. . be paid @ 18/. £47..14.—.”

MAJOR GENERAL JOHN SULLIVAN TO GENERAL GEORGE WASHINGTON

Dear General

Providence [R.I.] July y^c 22^d 1778

I have the Honor to Inclose you the Intelligence rece^d from Rhode Island Last night which is not only from Good Authority but is Corroborated by Intelligence Received from various other Quarters.¹ Three Regiments of the Enemy Encamped yesterday on Connannicut Island, Three more came out & Encamped on the North part of Rhode Island near Bristol: They may have Some Designs upon us but I Rather Suppose they are preparing to guard ag^t the French Fleet[.]² I think it necessary to keep you advised of the movements here that you may the better know how to Reg-

ulate your operations. Twenty one Sail of Square Riggd vessels (mostly Ships) went up the Sound Day before yesterday for Newyork. I cant Learn what was in them. I am pretty Certain they had no troops on Board. I cannot help Supposing that the Enemy will Soon bring the principal part if not the whole of their Army this way Either for the purpose of operating in this Quarter, or to make their Retreat in the way to Hallifax: most probably the Latter. If they Intended to Act offensively in the York Department they would not have Sent off Such a [*number*] of Troops from their Main Army So Soon after Defeat which Convinced them of your Excely^s Superiority in the Field: to Suffer their whole Army to Lay in Newyork inactive is what they Cannot afford & what in my opinion they will never attempt[.] to Leave a Garrison there while there is a Superiour Army in the Field & a greater Naval Force at the Entrance of the Harbor would (at Least) be Hazarding the Loss of the whole as their Supplies would Effectually be Cut off both by Sea & Land unless The British Fleet from England Should Arrive and oblige The French Fleet to remove for I can by no means think They would Leave this Garrison trusting to Supplies by way of the Sound as a Superiour Army might possess itself of Such posts in the Neighbourhood of Hell gate as would Effectually Cut off all Supplies through that Channel it Therefore follows of Course that unless they are Certain of the Speedy arrival of A British Fleet to assist them they must Remove & Even then Should the French Fleet which Laid at Brest follow their Situations would not be much mended nor Can I See any Solid Advantage Arising from their Coming to Act offensively in this Quarter as they must Later under the Same naval Disadvantages and in a Short time if not at once be Checked in their operations by Land. for these & many other Reasons (among which is that of their having Sent two Foreign Regiment with a Considerable part of their Heavy Cannons from Philadelphia to Hallifax)³ I am of opinion that they will Try to make their Retreat to Hallifax but that at all Events they will Quit New york[.] your Excellency will pardon this Trouble & believe me to be with Every Sentiment of Respect [&c.]

Jn^o. Sullivan

PS Since writing the above I Read the Inclosed Intelligence from Colo Williams have also Examined the Deserter & find he adds that he Saw the Enemy Embarking their Light Brass pieces in order to Come & Attack this place⁴ I have in Consequence called in the militia to oppose any Design they may have formed against this place & to keep them within proper Bounds⁵

JS

L, DLC, George Washington Papers, Series 4. Addressed at the bottom of the first page: "His Exc^t Gen^l Washington." Docketed on separate sheet: "From/M Genl Sullivan/July 22^d. 1778" and on a different part of the same page: "Gen^l Sullivan/22 July 1778/ans^d. 27."

1. Sullivan probably enclosed an undated and unsigned letter found in the Washington Papers reporting that a boat had just returned from Newport with word that the reinforcement "lately" arrived had numbered 3,000 British troops and that the British were fortifying Brentons Point and Conanicut Island "in Expectation of the French Fleet which they have intelligence of." DLC, George Washington Papers, Series 4. A portion of this letter is published in *GW Papers, Rev. War Series* 16: 135n1.

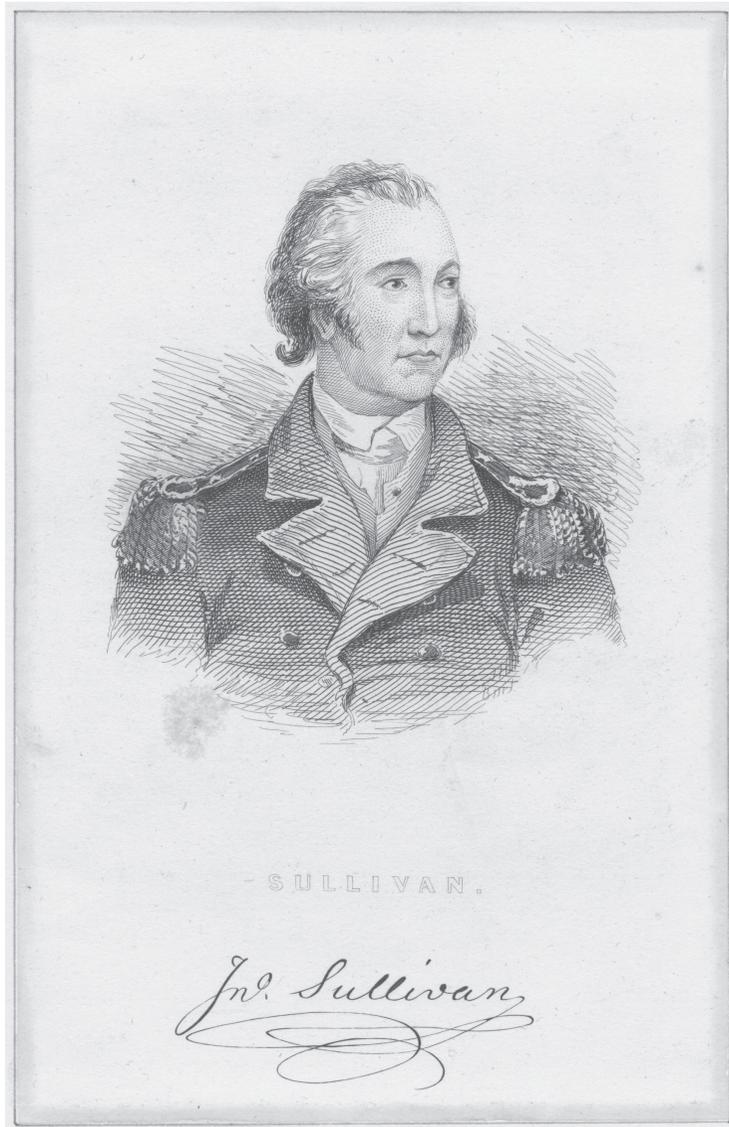
2. For more on this movement and the reason behind it, see the diary entry of Capt. Frederick Mackenzie, 20 July, above.

3. This report, which appeared in the *Independent Chronicle, and the Universal Advertiser* (Boston) of 9 July, was credited to "a Gentleman late from Halifax."

4. Sullivan enclosed a copy of the letter from Rhode Island Lt. Col. James Williams of 22 July. In addition to reporting that the British intended to attack Providence, Williams' source—a deserter—also reported that a fleet of twenty-two sail, mostly ships, left "yesterday" "and was followed by two or three others which went out in the Evening." He further reported that a fleet with additional reinforcements was expect-

ed "And that the Light House is ordered to be lighted for them to Come in by." DLC, George Washington Papers, Series 4. The letter from Williams is published in *GW Papers, Rev. War Series* 16: 135–6n4.

5. Sullivan wrote to Gov. William Greene of Rhode Island, President Meshech Weare of New Hampshire, Gov. Jonathan Trumbull of Connecticut, and Massachusetts Council President Jermiah Powell, to "forward immediately to Rhode Island such numbers of Militia, as can possibly be spared." *Sullivan Papers* 2: 97, 98–99, 102, and 107. Connecticut Governor Jonathan Trumbull provided a summary in his letter to Washington of 25 July, below.



John Sullivan

THE CONNECTICUT JOURNAL (NEW HAVEN), WEDNESDAY, JULY 22, 1778

NEW-HAVEN, July 22.

Last Friday a small Privateer belonging to this Port, drove ashore on Long Island an arm'd Sloop of the Enemy's, when the Crew abandoned her; on which a Boat from the Privateer went on board the Sloop, stripped her of her Sails, Rigging, &c. and set her on Fire.

GENERAL GEORGE WASHINGTON TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

[Extract]

Sir

Camp near White plains [N.Y.] July 22^d: 1778

Since I had the honor of addressing you on the 14th. I have been favoured with your Letters of the 11th and 17th. with their respective inclosures.¹

The next morning after the receipt of the former, which came to hand on the 17th. I dispatched L^t. Col^o Hamilton another of my Aides, with the best Pilots and the most skilful masters of ships, I could procure to Admiral Count D'Estaing, to converse with him more fully on the subject of his operations than I was able to direct L^t. Col^o Laurens to do, for want of the information which I afterwards obtained from Major Chouin, and a knowledge in several other points besides.² On sunday night M^r Laurens returned and I found by him, that it was the Count's first wish to enter at Sandy hook in order to possess himself of, or to destroy, if possible, the whole of the british fleet, lying in the Bay of New York; and that for this purpose he had been much engaged in his inquiries about the depth of water, and in sounding the channel to ascertain it.³ The result of which was, that the water from the experiments made, was too shallow at the entrance to admit his large Ships—or if they could be got in, it appeared that it would not be without a great deal of difficulty and risk. After this disappointment, the next important object which seemed to present itself was an attempt against Rhode Island, which the Count inclined to make unless I should advise the contrary, as soon as the *Chimere* frigate which had carried his Excellency Monsieur Girard, into the Delaware, should rejoin him. L^t. Col^o Hamilton, who was well informed of our situation and of my sentiments on every point, was instructed to give the Admiral a full and accurate state of facts, and to acquaint him, what aid and how far we could co-operate with him, in case of an attempt, either against New York or Rhode Island, and also to obtain his ideas of the plan and system, which, he might think, ought to be pursued, and to agree with him on certain Signals.

Previous to my dispatching M^r Hamilton, from the information I received on my inquiries respecting the navigation at the Hook, I was led to suspect, however interesting and desirable the destruction or capture of the British fleet might be, that it was not sufficient to introduce the Count's Ships. Under this apprehension, I wrote General Sullivan on the 17th. by Express, that an Expedition might take place in a short time against Rhode Island, and urged him, at the same time, to apply to the States of Massachusetts- Rhode Island & Connecticut for as many men, as would augment his force to Five Thousand, and also to make every possible preparation of boats- provision- pilots &c, as if the event was fixed and certain.⁴

From this time till about Twelve OClock on Sunday the Troops continued passing the River, when I crossed with the last division. On Monday after noon I arrived at this

place, in the neighbourhood of which the right and left wing encamped that night, with the second line a few miles in their rear. And here I am happy to add, that their passage across the river was effected without any accident, or without any more delay than necessarily attended the work.

Being persuaded now from the conversation which I had had, with several pilots and Masters of Vessels of character, as well as from the accounts of other Gentlemen and Colo Laurens's report on his return, that the passing of the Count's Ships by the Hook would be extremely precarious-if not impracticable, I determined yesterday, which was as soon as it could be done, without waiting for further intelligence upon the subject, to put Two Brigades under marching orders. They accordingly marched this morning at Two O'Clock for Rhode Island, under the particular command of Generals [*James M.*] Varnum and [*John*] Glover respectively-and both under the direction, for the present, of the Marquis de la Fayette. A Water conveyance was thought of, and wished for the ease of the Troops,- but on consideration of all circumstances, such as the difficulty of providing vessels-the change and precariousness of the winds-The risk from the enemy's Ships &c, their route by land was deemed by far the more eligible. The force with General Sullivan from the best and latest advice, I have been able to obtain is about Three thousand.- A Detachment under Col^o Jackson⁵ will follow Varnum & Glovers brigades. . . .

1 O'Clock. PM.

I this minute received a Letter from Colo Hamilton, who is on his return to the Army, dated the 20th at Black point.⁶ He informed that the Count D'Estaing would sail the next Evening for Rhode Island, being convinced from actual sounding that he could not enter his Ships. He was anxiously waiting the arrival of the *Chimere*, but at all events, meant to sail at the time he mentions.⁷ The Admiral has agreed on Signals with M^r Hamilton- Immediately after this Letter came to hand, my aid M^r Laurens set out for Providence, having many things to communicate to General Sullivan upon the subject of his co-operation, which neither time nor propriety would suffer me to commit to paper. Gen^l Sullivan is directed not to confine the number of his Troops to Five thousand, but to augment it, if he shall judge it necessary to ensure his success.⁸

I was informed by M^r Laurens that the Count D'Estaings magazine of bread is not so large as we could wish, and that in the course of a few weeks he will be in want. This circumstance I thought it right to mention, and I should suppose, that any quantity of Biscuit may be provided in a little time at Philadelphia.

The Inclosures No 2, are Copies of three Letters from myself to the Admiral.⁹ I flatter myself the present of stock, which I directed for him, on his first arrival in behalf of the States, will be approved by Congress. . . .

I have the Honor to be [&c.]

G^o. Washington

L, DNA, PCC, item 152, vol. 6, pp. 183-89 (M247, roll 168). The portions not included concern: a dispute between New York State officials and commissioners from Vermont over the exile to British-held New York of persons suspected of loyalist sympathies; a promotion for Capt. Caleb Gibbs; Indian incursions on the frontiers of New York and Pennsylvania and the actions that Washington had taken to check those incursions. Docketed: "(Entered)/Letter from gen^l Washing/ton. 22 July. 1778/Read 27/referred to the board of/war, in what respects/cpⁿ. Gibbes-."

1. Henry Laurens's letter to Washington of 11 July and Washington's letter to the President of Congress of 14 July are above. Laurens's letter of 17 July acknowledged the receipt of Washington's letter of 14 July and sent Washington a congressional resolution concerning prisoners captured by d'Estaing's fleet. See Laurens to Washington, 17 July 1778, *GW Papers*, *Rev. War Series* 16: 92.

2. On Lt. Col. John Laurens's mission, see Washington to d'Estaing, 14 July 1778, and on that of the Marquis de Choin, see d'Estaing to Washington, 13 July 1778, both above.

3. In a letter to Congress of 26 August, d'Estaing charged that a Delaware River pilot had duped him into believing his fleet could easily pass the bar at Sandy Hook. DNA, PCC, item 111, pp. 24–47 (M246, roll 136). D'Estaing offered a reward of 50,000 crowns to anyone who could take the fleet in, but the pilots who accompanied John Laurens and Lt. Col. Alexander Hamilton and the soundings taken by his own officers convinced d'Estaing that it could not be safely done. See, also, Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, French Navy, 20 July, above.

4. See Washington to Gen. John Sullivan, 17 July 1778, above.

5. Col. Henry Jackson, Continental Army, in command of an Additional Continental Regiment.

6. Lt. Col. Alexander Hamilton's letter is above.

7. The French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp, Chevalier de Saint-Cézaire, commanding, had gone to Philadelphia to carry the new French ambassador, Conrad-Alexandre Gérard, to his station. Maj. Gen. Benedict Arnold attributed d'Estaing's delay at Sandy Hook to a request from Gérard that he stay there. See Arnold to Washington, 22 July 1778, *GW Papers, Rev. War Ser.* 16: 123–24.

8. See Washington to Sullivan, this date, below.

9. Washington enclosed his letters to d'Estaing of 14 and 17 July, which are printed above, and 15 July. FrPNA, Marine B¹, vol. 146, fols. 248–53. The letter of 15 July accompanied a gift of “a small quantity of live stock.” The letter of 17 July introduced Hamilton, whose mission Washington discussed earlier in this letter to Henry Laurens.

GENERAL GEORGE WASHINGTON TO MAJOR GENERAL JOHN SULLIVAN

Dear SirHeadquarters [*White Plains, N.Y.*] 22^d. July 1778

When I had the pleasure of writing to you on the 17th. Inst.¹—I mentioned the probability of an enterprize being meditated against Rhode Island, as the next capital object, in case the shallow entrance at Sandy Hook, should frustrate Admiral D'Estaing's first design of an attack upon the Enemys Fleet, in new York Harbour,—The most experienced Pilots have been employed in sounding, and after the deepest consideration of what might be effected by lightening the ships and the like, the attempt has been determined unadvisable—nothing detained the admiral from sailing immediately to Newport, but the absence of a Frigate which he was daily expecting from the Delaware. But as she has probably joined him by this time—I think it proper to apprise you, that the instructions which were given in my last, relative to collecting a proper force &^{ca.}, are to be regarded as having an immediate object.—I have this morning detached two Brigades to reinforce your your strength, and am this moment instructed of the sailing of the fleet for Rhode Island. You will, I am well assured, pursue every measure in your power that can render the enterprize happy, and fortunate,—and as its success will depend in a great degree on the promptness & energy of its execution, I trust the conduct will answer the spirit & hopes of the expedition.

The inclosure will shew you the demonstrations of the admirals arrival on the coast, and point out to you what is to be done on your part.²

This letter is entrusted to one of my aids Lt. Colo. Laurens³; he has had an interview with the Count D'Estaing, and is fully possessed of all such information, as concerns the present enterprize. I am [&c.]

G^o: Washington

P^s.

In my letter of the 17th. I mentioned the drawing together as many men as would make up 5,000 including your present force—I do not mean to restrict you to that number—but wish you to get as many as will insure your success. I should suppose

there will be many volunteers on this occasion.

I opened the letter after it was sealed to subjoin this Postscript.

G^o: Washington

L, DLC, George Washington Papers, Series 9. Addressed below the close: "To/Major Gen^l Sullivan."

1. Above.

2. For the signals agreed on with the French fleet, see Lt. Col. Alexander Hamilton's letter to Washington of 20 July, above.

3. Lt. Col. John Laurens.

GENERAL GEORGE WASHINGTON TO LIEUTENANT COLONEL JOHN LAURENS

Memorandum.—

[22 July 1778]¹

Col^o. Laurens will suggest to his Excellency Count de Estaing the advantages which would more than probably result from a French Ship of sufficient force getting into the Sound, as far up as the Lyons tongue, or somewhere thereabouts²—A Measure of this kind would clear that channel of the British armed Vess^{ls}. which now infest it, and cover the Passage, & landing of a party of Men which might be sent to Long Island for the purposes of removing the Cattle out of the way of the enemy, destroying their Horses &c^a—& would afford supplies of Fresh Provisions to the Fleet,—vegetables & other comforts.

The Vessels belonging to the Harbours of Connecticut, would presently take off the fat Cattle & other stock, if the British Cruizers were driven from the communication between the Island and the Main

How far the enterprize upon Rhode Island is compatible with a watch of the Fleet in the Harbour of New York is left to the Admirals superior judgment—But, as an embarkation of the Army at that place cannot happen without notice being had of it, nor an evacuation of the harbour after it is begun in less than 48 hours, it is submitted whether a capitol strike might not be aimed at that Fleet upon its departure from the hook.

The enterprize upon Rhode Island might be followed by an attempt upon Halifax; which, if fortunate, would be a deadly stroke to G. Britain; as it is the only Dock on the Continent in which Ships of large Force can Careen and moreover abounds in Naval & Military Stores of all kinds

G^o: Washington

DfS, DLC, George Washington Papers, Series 4. Docketed: "to/L' Col^o Laurens/July 22^d: 1778."

1. The date was taken from the docketing. As seen by his letter to Henry Laurens, this date, above, Washington was at the army's camp at White Plains, New York.

2. Washington was presumably referring to Lionhead Rock, which is on the south side of Gardiner's Bay in Long Island Sound.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

the 22 the Wind Came on very hard from Eastward and whole French fleet Ca[me] Sail and Continued Turning to the wind the whole of the Day without getting very far from the Land at about Sun Setting the High Land of the never Sink¹ Bore NW by N somewhat North, the fleet Standing of[f] to the SE Close by the Wind Distance about 6 Leagues

D, RPJCB, Jonathan Lawrence Journal.

1. That is, Navesink, New Jersey.

REVEREND JAMES CALDWELL TO COL. ELIAS BOUDINOT

My dear friend,

Monmouth [N.J.] 22^d July 1778.

I informed you the other day that his Ex^y Gen^l W_ having ordered a present to Count D Estaing, the Com^y had requested me to procure the Cattle sheep & Poultry & send them on Board.¹ I accordingly hurried down the Cattle, 50- & yesterday got them on Board. The Sheep & Poultry cou^d not be procured in time, & cannot now be sent, but they have a very plentiful supply. Hard money easily tempted the Monmouth people to repair to this market.

As I had sent on the letters respecting the present & informed the Count when I should be at the Shore I found a Barge ready, & with a Number of friends went on Board[.] As the Admirals ship lay next Long Island we passed the whole fleet & had a fine view of them. It was very grand indeed. We were first politely received on Board a Frigate on our way & then on Board the Admiral when we dined. We were politely rec^d & pleased with every body & thing we saw except a proud Scot, who bears the Commission of Cap^t, but is called Col^o. his name M^cDonnold.² He was impertinent to some of the Gentlemen—and I strongly suspect from some hints is no friend to Congress Measures. But as they call him, one proud scotch-man, I hope he will not have much influence—

The Admiral in the politest terms begged me to present his thanks to the Congress & General Washington for the acceptable present of the Cattle, which he intended also to do by letter as soon as opportunity served. We had not much time to stay on Board as they expect to sail first opportunity. The reasons & circumstances of which I need not inform you. The day before I had an express from Gen^l Green³ to establish expresses betwixt this Fleet & the Army—Strange that Congress & other folks did not better know the soundings of the Hook, than to expect what was expected here. The fleet are furnished with good Pilots for there purpose.

One matter I have seen which I think requires the attention of Congress, altho' I know the subject is delicate. Upon the arrival of the Fleet, many fishing Vessels from Statten & Long Islands fell into their hands. Among the Hands were several of the most faithful inhabitants, who for their own support are obliged to fish they are taken and carried off. Application was made to the Admiral by Cap^t Dennis⁴ to have those men sent on shore for trial by their Countys & it was consented to, & afterwards seemed to be refused & as the fleet are now under way, I suppose they are carried off except Young Samuel Deheart whom I happened to see as I was coming out of the Admirals Ship & got him off with me. Might not the Ambassador be applied to, that all inhabitants so taken upon the Coast shoud be sent on Shore at convenient places to abide the trial of their country. The Officers of the fleet were exasperated by a murther committed by the Hands of a fishing Boat that was taken On board of which were left some French men—the Boats [ran?] in the Night murthered one & wounded another and went off. But why shoud innocent men suffer for that. Some of our best subjects on the coast may fall into their hands, & have no chance for trial if some mode is not established.

I was also sorry to see the Brigs, schooners &c taken by the fleet striped & be sunck or burnt. Several Vessels were preparing for destruction as I passed thro the

fleet which would have been exceeding useful to us as coasters &c. Col^o Hamilton,⁵ Cap^t Dennis & others proposed how they might be usefully employed, but their proposals were not attended to. Cap^t Dennis offered to man one & sail ahead & that was not accepted.

I wrote in hurry upon the road & therefore you will excuse incorrectness. I sent a letter the other day from M^s Boudinot who was well at that time.⁶

With kindest regards & best wishes your most [&c.]

James Caldwell

L, MdAN, Rosenbach Collection. Addressed: "The Hon^{ble}/Elias Boudinot Esq'/In Congress." Docketed: "Rev^d James Caldwell/26 July 1778." Notation at bottom of last page: "M^r Boudinot."

1. On 15 July, Gen. George Washington had written the comte d'Estaing presenting him, "in behalf of the United States," with a "small quantity of live stock, which I flatter myself, after a long sea voyage, will not be unacceptable." Washington to d'Estaing, 15 July 1778, *GW Papers, Rev. War Series* 16: 82n1. On the same day, Washington directed Commissary General Jeremiah Wadsworth "to select Fifty of your best Bullocks, and give orders to have two hundred Sheep if to be procured and a parcel of poultry purchased in the most convenient part of the Country...as a present to the Count D'Estaing." He also ordered Wadsworth to offer d'Estaing "any assistance that he may want in victualling the Fleet under his command." Washington to Wadsworth, 15 July 1778, *GW Papers, Rev. War Series* 16: 81–2.

The Reverend James Caldwell, a Presbyterian minister, served as assistant deputy commissary and assistant deputy quartermaster at Springfield, New Jersey. Wadsworth himself had written to d'Estaing, giving him much the same information on 15 July, as well as mentioning Caldwell's participation; FrPNA, Marine B¹, vol. 246, fol. 245.

2. Jean-Baptiste MacDonald, a captain in the Régiment de Dillon. In Heitman, *Register*, his name is given as Macdonnall.

3. Maj. Gen. Nathanael Greene, the Continental Army's quartermaster general.

4. Capt. Patrick Dennis, a local pilot whom Gen. George Washington had sent to assist the French fleet.

5. Lt. Col. Alexander Hamilton, Gen. George Washington's aide-de-camp, who had been sent by Washington to consult with comte d'Estaing.

6. Caldwell wrote Boudinot again on 23 July and again addressed the question of the fishing boats. While conceding that the "greater part of their crews were vile Tories," he contended that "some were faithful subjects." Despite applications to d'Estaing, the fishermen had been forced to remain on board the French fleet when it sailed "yesterday." Caldwell added: "If unarmed Vessels are to be thus treated on our Coast we are not safe & broils may soon arise." He again suggested that Congress and the French ambassador work out an arrangement "agreeable to both & safe for all." In that letter Caldwell also reported intelligence that the British transports were taking on water and that some of the transport captains had talked of going "home if they could get away." Caldwell to Boudinot, 23 July 1778, MdAN, Rosenbach Collection.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO GOVERNOR RICHARD
CASWELL OF NORTH CAROLINA

Sir

[Philadelphia] 22nd July [1778]

As I have nothing public in charge for your Excellency I must request you Sir to indulge me in this private with a cover of six Marine Commissions, Instructions and Bonds, and of a letter to Captain Cottineau.¹ The Captain applied to me in York Town for a Commission for his own Ship and for one or two which he said he intended to equip and to form a little squadron.² Congress are not inclined to grant Commissions for Vessels in distant States unless special descriptions are previously laid before them Your Excellency will be capable of judging of the propriety of Capt Cottineau's pretensions and will act as you shall think for the benefit of the public—at this Critical moment it is highly probable demands will be made on Your Excellency for all that remain after Captain Cottineau shall be supplied. I am told no less than 12 Prizes lately

taken are advertised for sale on tuesday next at Egg Harbour—³ Vice Admiral Count d'Estaing has captured a much greater number at Sandy Hook, some of them Armed Vessels and some very valuable, but we have not learned particulars. The Admiral finding his large ships of too great a draught of Water for the Bar of the Hook after lying several days in view of the British squadron within, sailed as we are informed for Rhode Island, where he must be content to play a smaller game than that which he had originally had in view—if General Pigot and his garrison shall be compell'd to surrender the thing will not be very inconsiderable. . . . I have the Honor to be &c

LB, ScHi, Henry Laurens Letter Book. The portion not included concern newspapers that Laurens sent Caswell and dealing with the Carlisle Peace Commission.

1. Laurens's letter to Capt. Denis-Nicolas Cottineau de Kerloguen is printed in *Letters of Delegates* 10: 338–39.

2. The application made at York, Pennsylvania, as is clear from Laurens's letter Cottineau, was done orally. Cottineau was master of the armed French merchant ship *Ferdinand*, which was at Beaufort, North Carolina. From what Gov. Patrick Henry wrote to delegate to Congress Richard Henry Lee on 28 May, in *NDAR* 12: 275–76, it appears that Cottineau proposed an attack on British posts on the coast of Africa.

3. The Philadelphia newspaper *Pennsylvania Packet or the General Advertiser* in its 21 July edition advertised for sale at the “forks of Little Egg Harbour” three vessels and their cargoes. The sale was to be held on Tuesday, 28 July. The same notice also advertised the sale on 29 July of five additional prizes at “Chesnut Neck.” On 28 July the *Pennsylvania Packet* advertised the sale at the “Borough of Chester” of two additional prizes taken by Vice-amiral comte d'Estaing's fleet. These two were *Bonite* (also rendered *Bonette* and *Bonetta*) and *Charlotte*. On the details of their sale, see Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, French Navy, 8 to 9 July, above. This sale was scheduled for 29 July as well.

LIST OF PENNSYLVANIA NAVY RATIONS

[*Philadelphia*, July 22d, 1778.]

10s.	10 lb Beef	⌘ man	⌘ Week.
3	7 lb Bread, or 6lb Flour,	⌘ man	⌘ Week.
7	1 half Pint Rum, or in Lieu thereof,	1 s. ⌘ man	⌘ Day.
<u>6</u>	6d. Vegetables	⌘ man	⌘ Week.
20s.	6d.		

Quantities and Rates of Rations from 1st Jan., 1778.

	£	s.	d.
1 lb Beef or Fish or $\frac{3}{4}$ lb Pork,	0	1	0
1½ lb Bread or Flower,			9
1 Gill Liquor ¹			6
Soap,			2½
Candles,			1½
	£0	2	6

Pennsylvania Archives, 1st ser. 6: 656–57. This list was included as an enclosure in a letter from Col. Lewis Nicola, Town Major of Philadelphia, to the Pennsylvania Supreme Executive Council, 22 July 1778; it is printed in *ibid.*

1. A gill is one-quarter pint.

GOVERNOR CAESAR RODNEY OF DELAWARE TO CAPTAIN JOHN CARSON

Sir Dover [*Del.*] July the 22d 1778.—

As the English armed Vessels have all now left the Delaware, and As a powerfull French Fleet is lying off our Coast. The Inhabitants of this State Do not in my opinion appear to be in that danger from an invasion of the Enemy, so Justly Apprehended by the General Assembly. when they Entered into the Resolution for Establishing the Independent Company You Command in this County—I Do therefore, in Virtue of the powers Given me by the General Assembly, hereby Disband the abovementioned Independent Company.¹ You are therefore Immediately to discharge the officers and Privates thereof from further Service—You are also, So soon as it may be Convenient, to make me a Regular Return of those who may have been Engaged, and done Duty. in said Company Yrs &ca

Caesar Rodney

N.B. The Newcastle and Sussex Companies were Ordered to be disbanded on the 11th Instant.—

DfS, NNPM, Signers of the Declaration of Independence Collection. Addressed: "Captain Carson." The *nota bene* is written vertically in the left margin of the letter. Carson commanded the special militia discussed in note 1.

1. The Delaware Assembly on 8 May 1778 had established a special militia company of 75 men commanded by a captain and two lieutenants to protect Kent County. The unit was "to prevent the enemy and refugees from landing in the State, to apprehend, take up and secure any person or persons going to, coming from, or trading with the enemy or the said refugees." Claudia L. Bushman, Harold B. Hancock, and Elizabeth Moyné Homsey, eds., *Proceedings of the Assembly of the Lower Counties in Delaware, 1770–1776, of the Constitutional Convention of 1776, and of the House of Assembly of the Delaware State, 1776–1781* (Newark: University of Delaware Press, 1986), pp. 413–14.

GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND TO THE CONTINENTAL BOARD OF WAR

Gentⁿ Annapolis 22^d July 1778

This by Captain Hawker of the British Frigate *Mermaid* chaced on Shore by the French Fleet.¹ The Captain & his principal Officers have been allowed their Parole, & are furnished with Copies. I have been induced to give this indulgence from the Information I have received of his having treated the Americans who have fallen into his hands with Humanity, & many of them with Generosity. The hope of having some of our friends in Exchange for the Officers & Men of the *Mermaid* has led me to give into his request, that he & the Officers may go to Philadelphia as likely to facilitate an Exchange, and I send the Petty Officers & Men there with the same view—I have a Confidence that it is unnecessary for me to request that Captain Hawkers treatment of our friends may have its influence in your Orders with regard to him.² I am [&c.]

Th. Johnson—

,Copy Ja^s Hawker

Copy, UKLPR, Admiralty 1/1904. Addressed at the foot: "Honble the Board of War/Philadelphia—."

1. On the capture of H.M. frigate *Mermaid*, see Capt. James Hawker to Vice Adm. Viscount Howe, 29 July, below.

2. In his letter to Howe, Hawker mentioned that he and his officers had been well treated from the time of their capture until 28 July when they arrived in Philadelphia and were confined in jail.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 22nd day of July 1778.

Present.

Mr Whiting Mr Travis Mr Archer and Mr Innis.—

Ordered that Mr Goodson deliver Mr Masterson three hundred weight inch square barr iron, three hundred weight of broad ditto, two coil of spun yarn, one thousand weight of Junk and several yards of old sail Cloth for the use of the Ship *Tempest*.¹—

Ordered that the Keeper of the public store deliver Mr Masterson one cable one two hour glass- fifteen pounds of sewing and ten pounds of Bolt rope twine, and eight Bolts of sail Cloth for the use of the Ship *Tempest*.—

Ordered that a Warrant issue to Mr Isaac Mercer for ten pounds on acco^t for the purpose of furnishing necessaries for the use of the Boat *Nicholson*.²—

Mr Mercer of the Boat *Nicholson* reced Orders to proceed to Osbornes and take on Board such Whiskey as will be delivered him by Mr Love, then apply to Cap^t Thomas at Warwick³ for the match Rope he was to have made for the navy, and then apply to Colo: Trent at Manchester⁴ for the remainder of the Bacon he has in his possession belonging to the Navy, all which articles he is to bring to the College Landing and inform the Board thereof.—

Ordered that Mr Goodson deliver to Lieutenant Jones ten yards of old sail Cloth for the use of the *Lewis*.⁵—

Ordered that the keeper of the public store, deliver to L^t Jones four Blankets, two hundred pump nails, five hundred of large ditto and ten Gallons of Spirits for the use of the *Lewis* Galley.—

Ordered that Dr M^cClurg⁶ deliver to L^t Jones two pounds of salt, and two penny weight of tartar for the use of the *Lewis* Galley.—

Ordered that the keeper of the public Magazine, deliver Lieutenant Jones twenty pounds of Grapeshot for the use of the *Lewis* Galley.—

D, Vi, Navy Board Journal, pp. 432–33.

1. Virginia Navy ship *Tempest*, Capt. Celey Saunders. Thomas Masterson was a Virginia Navy midshipman.

2. Lt. Isaac Mercer commanded the Virginia Navy armed boat *Nicholson*.

3. Capt. Charles Thomas was in charge of the ropewalk at Warwick, Virginia.

4. Peterfield Trent operated a store in Chesterfield County.

5. Lt. Lewis Jones commanded Virginia Navy armed galley *Lewis*.

6. Dr. James McClurg, director of the Virginia General Hospital.

July 23

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern Department
Boston July 23rd 1778.

Dear Sir

I yesterday received yours of the 21st¹ with regard to the Cannon. it will be some time before we shall want them, and perhaps the General² will have no Occasion for them then. I dont observe by the Resolve that Gen^l Sullivan has given his Opinion of this Matter,³ but I suppose that has been done. With regards to the Officers I leave the matter to your Conducting, but must still be of the Opinion that our Navy Officers, who are Starving on their pay only, and wishing for any kind of actual Service should be employ'd. I think such a Vessell would be properly commanded by a Lieutenant, but if Capt^s are wanted, they may be had. I say more on this subject, because I would do justice to the Officers, and avoid Censure to ourselves. The *Warren* is not yet out of the Harbour. She has attempted to get out every day since Sunday, but cant effect it. I have just wrote to him⁴ to watch for the Cork Fleet. I will endeavour when 10 or 12 of the Cannon are cast to send some person from here to prove them if you can get no suitable Person there. we have no news. I am Sir Your Friend and Servant

J. Warren.

"Papers of William Vernon and the Navy Board," pp. 253–54. Addressed at foot: "W^m Vernon, Esq^r"

1. Not found.

2. Maj. Gen. John Sullivan.

3. Presumably this is a reference to the Resolve of the Continental Congress, 25 June, for the building of three large galleys to defend Providence, Warren, and Taunton Rivers, above. The Resolve requested Sullivan's opinion on the subject.

4. Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, JULY 23, 1778

BOSTON, July 23.

Tuesday last¹ arrived a Prize Sloop,² from Dominico bound to New-York, laden with Sugar, Coffee, Cocoa, Limes, &c. She was captured by Captain Greely, in the *Speedwell*,³ three Days after his leaving this Port. Captain Greely was in chase of a Brig when the Prize left him.

1. That is, 21 July.

2. Sloop *Molly*, Robert Tully, master.

3. Massachusetts privateer brigantine *Speedwell*, Jonathan Greely, commander.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

[Extract]

Sir

New London July 23 1778

. . . I acquainted your Excellency that the Flag for New York & Newport had both Sailed. The one from Newport returned yesterday & notwithstanding the Conductor had positive orders to bring the prisoners back unless they delivered him the persons sent for, they sent up in return one Virginia Cap^t & a number of French men—declar-

ing they had positive orders from Lord How not to Exchange any prisoners blonging to the New England States, aludging as a reason that some time Since a number of American Prisoners made their Escape from a Flag into Salam or Marblehead & that they expect we account for them.¹

We are informed by this Flag that y^e Enemy are Fortifying Cannicut that y^e Fleet y^t arrived there a few Days since from N York Landed about 3000 men & returned yesterday for New York empty 22 in Number.² I am with the greatest esteem [&c.]

Tho^s Shaw

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 166a–b. Addressed after close: “To His Excellency Gov^r Trumbull.”

1. On the seizure by American prisoners of war of the British cartel ship *Royal Bounty*, see Master’s Journal of H.M. brig *Cabot*, 12–13 Jan. 1778 and 14 Jan. 1778, *NDAR* 11: 99 and 115–16; and *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan. 1778, *NDAR* 11: 229. For discussions of the controversy, see Capt. Walter Griffith to Secretary of the Admiralty Philip Stephens, 12 Apr. 1778, *NDAR* 12: 95 and Vice Admiral Viscount Howe to Stephens, 9 May 1778, *NDAR* 12: 303–7. The prisoners brought their “prize” into Marblehead, Massachusetts.

2. On 9 July, Sir Henry Clinton sent 1,850 troops and enough provisions to endure a siege to Newport. Gen. Robert Pigot did establish batteries on Conancicut Island, but he was not prepared to defend them and ordered that they be abandoned as soon as the French fleet passed them. McBurney, *R.I. Campaign*, pp. 76–77 and 82–83.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

the Next morning 23^d. Sounded had 28 fathoms water with Course yellow Sand or Gravel at Noon by observation found the Ship to be in Lattitud 39°..26’ at Evening Sounded and had but 20 fathoms fine Grey Sand. Stood off[f] to the ESE under Low Sail, Close by the wind

D, RPJCB, Jonathan Lawrence Journal.

COLONEL JEREMIAH WADSWORTH TO COLONEL EPHRAIM BLAINE

D^r S^r Camp at White plains [N.Y.] July 23rd 1778

I re^d ye several letters—thank You for the news they contained and congratulate you on the very prosperous appearance of our affairs—There is to be at providence 5 thousand Troops which will occasⁿ a great demand for flour—it will therefore be necessary to ship a quantity from Virginia—Apply to Congress for their directions in this matter—no time should be lost as the french fleet will protect our Vessels on their passage—& it would be necessary to have a Magazine of Flour in New England were there no immediate demand.¹ In case of any expedition Eastward we should be distressed for Bread. I wish you to pay immediate attention to this matter—as soon as I can see this Army in a way to be fed, I will come to Philadelphia—I hope this will be soon as I have a plenty of fat Bullocks & they are falling in price. I am Sir [&c.]

Jere^h. Wadsworth CGP

Copy, MdHi, Carroll Papers, vol. 6, p. 1 (493). Addressed at bottom: “Col^l E. Blaine DCGP-.” Notation: “Copy.”

1. On 31 July Blaine submitted this letter to Congress, which appointed a three-man committee to consider it. *JCC* 11: 734. That committee reported on 24 August that the “transportation of flour to the

eastern states by sea, is wise and necessary” and, as a result, Congress ordered: that 20,000 barrels of flour be obtained in Pennsylvania, Delaware, Maryland, and Virginia; that Wadsworth procure vessels to carry that flour to New England; and that Wadsworth confer with the Continental Marine Committee, which would provide “convoy” for those vessels. JCC, 11: 831. On the day Congress issued this order, Wadsworth wrote the president of Congress to remind him, that owing to the scarcity of flour in New England, there was need of a congressional resolution authorizing the shipment of flour to New England from Virginia if the army was to be supplied. Jeremiah Wadsworth to Henry Laurens, 24 Aug. 1778, MdHi, Carroll Papers, vol. 6, p. 1. Despite Congress’s order, however, the convoy was not assembled. On 14 September the Continental Marine Committee advised Wadsworth that the British controlled the seas between the Capes of Virginia and Boston and it would therefore be unwise to ship the flour by water. Continental Marine Committee to Jeremiah Wadsworth, 14 Sept. 1778, DNA, PCC, Marine Committee Letter Book, fol. 196 (M332, reel 6).

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

23^d [July 1778, *New York*]

Three of Our ships ly out where the french lay Yesterday. A Fisherman came up, says he was taken by the french & has been a week with them, Says they landed their sick at shrewsbury¹ about 4 or 500, that they wanted water & could only get triffling Supply from thence the Landing being difficult they lost eight men, That they took several fishing boats and Twenty Prizes Viz. The *Roebuck’s* tender *Stanly*, M^r Rich^d. White-worth,² with her four prizes, a NYork armed Brig^a with two, a Phil^a. brig^a & two French, they detained. The others were West india men Six of which from Antigua they sent the prisoners on shore to the Rebels reshipped their sick & went off having only a Months Water. Tis supposed they are gone either to Delaware or Chesapeak they was full of men. [The?] War was not declared when they left France but the day was fixed when it was to be done. It is suspected a Number of Vessels are loading Tobacco in Chesapeake for France which they are to Convoy, we have [*damaged*] latly about 700 prisoners exchanged, 400 of which [are] Hess[ians and] the others Chiefly highlanders from Boston.³

D, UKLi, Parker Family Papers, Captain Parker’s Journal during the American War in the form of letters to Charles Steuart.

1. That is, Shrewsbury, New Jersey.

2. That is, H.M. armed brigantine *Stanley*, Acting Lt. Richard Whitworth, commanding.

3. The “highlanders” were men of the 71st Highland Regiment. One company had been captured aboard the transport ship *Anne* on 8 June by Gen. Washington’s schooners *Lee*, commanded by Capt. Daniel Waters, *Lynch*, commanded by Capt. John Ayres, and *Warren*, commanded by Capt. William Burke. See Maj. Gen. Artemas Ward to Gen. George Washington, 9 June 1776, *NDAR* 5: 434–35 and the *Boston-Gazette*, 10 June 1776, *NDAR* 5: 448–49. Another two companies had been captured later in June when their transports were taken in Boston Bay by the Connecticut State Navy brig *Defence*, Capt. Seth Harding, commanding, who captured the brig *Annabella*, the ship *George*, and the ship *Lord Howe*. See Capt. Seth Harding to Gov. Jonathan Trumbull, 19 June 1776, in *NDAR* 5: 618–19. A list of the prisoners appears in Lt. Col. Archibald Campbell to Maj. Gen. William Howe, 19 June 1776, *NDAR* 5: 619–21. The Hessians were undoubtedly from the Convention Army that had been captured after British Gen. John Burgoyne’s surrender to Maj. Gen. Horatio Gates at the Battle of Saratoga in Oct. 1777.

INTELLIGENCE REPORTS

[ca. 23 July 1778, *New York*]

Examination of N^o. 1.

Left Staten Island last night—the troops about one hour before Sun down began to strike their tents, and go on board of Small vessels to go to New York and Kings-bridge They are chiefly leaving the Island, even the highlanders¹ formerly stationed

there were going.—the new levies did not move, he Saw 100. load of Baggage Sent off.—They are in great distress for forage—flour is very Scarce; but they are in daily expectation of the Cork fleet, which they hope is to be convoyed by an English fleet,² Sufficient to drive off the french fleet,³ and give them relief. They Sent off a frigate trough the Sound to hasten the English fleet and inform them of their Situation—She Sailed last Wednesday—The english Ships have fallen down to the hook, where they now lay—the général conversation is that the ennemy is going up the East or North river, but beliven to Kingsbridge first.—

As it is expected general Washington will attack that post—they have removed Some heavy cannon to the narrows where they are throwing up works to prevent the French fleet comming up.

Examination of N^o. 2.

Left Staten Island last night, where he has been Since Saturday last—the troops are except about 1200. leaving the Island for Kingsbridge as is Said, they removed 24. brass cannon 6. and 9. pounders on to long Island 2. days ago—they are at their encampment at flat busch—the 15th. 17th. and 52th. regiments.⁴ 4. are on Sandy Hook fortifying—and all the British Ships are fallen down to defend them—A Number of heavy cannon 40. or 50. that were taken in the Swedish ship, are Sent to the Hook—plateforms were Sent from the batteries in New York to the hook Colonel Trumbull⁵ is removed from powels hooks⁶ and 1. bataillon of the 71th.⁷ put there in his place—the british Ships⁸ are, the *Eagle*, *Somerset*, *S' Albans*, *Ardent*, *trident* of 64. Guns the *Preston*, *Isis*, *Experiment* of 50. guns, two 40. 6. frigates, and 5. or 6. Smaller—they are fitting up the old *Northumberland*⁹ a 74. gunship but She is to mount but 50. guns being very old and —they are also fitting up 3 [*East*] India Men, who are to mount by 30. guns each Lord howe called a Councill of war and proposed attacking the french fleet, but was overruled, This the exam^t saw in a letter to General Skinner¹⁰—Governor Johnstone¹¹ dined with general Skinner last Sunday and told him that he received informations that Admiral Byron was off New foundland and he was expected at every moment—The Governor Johnstone has gone on board the *Eagle* as a volunteer, at the dinner he expressed himself in very bitter terms against America joining with a damn'd rascally Set of poltrons¹² the Governor's own words.—

Lord Carlisle¹³ has hired frankelins large house and gave 300. guineas forth untill next may Said he would not live in a rebels house least Some exceptions Should be taken to it—Lord howe has Sent for the Ships from Rhode Island—and the following are Said to be coming up the Sund viz; the *Reasonable* of 74. guns, the *Centurion* of 64. and the *Renown* of 50. guns,¹⁴ they are to be towed through hell gate at high water—they are very uneasy about the (Cork fleet) in to hollifax¹⁵ all the Shiping are ordered off from the docks into the Stream—40. ships transports lay at the watering place—the examinant counted them—their hopes are centered in Admiral Byron they think they have made a lucky escape from Philadelphia—General Skinner told this exam^t that he Knew John handriks Moses hertfield and had passes from the rebels and that he told them a number of Story that they might commun[icate.]

Confirmation of N^o. 2.

he Saw the french fleet and they are very advantageously posted—So that they would be able to deffend themselves against twice their force coming out of New York—as all their forces can play on the Channel between the bank which is very narrow.

FrPNA, Marine B¹, vol. 143, fols. 118–19.

1. The British 71st Regiment of Foot (Fraser's Highlanders), under the command of Lt. Col. John Maitland.

2. The British anxiously anticipated the arrival of Vice Admiral John Byron and his fleet to reinforce the ships already in North America under the command of Vice Admiral Viscount Howe, as well as supply ships from Cork.

3. The French squadron under the command of Vice-amiral comte d'Estaing.

4. The 15th Regiment of Foot, Lt. Col. Hugh Powell; the 17th Regiment of Foot, Lt. Col. Henry Johnson; and the 52nd Regiment of Foot were all with the British Army in the area of New York. Katcher, *British, Provincial, and German Army Units*, pp. 34–5, 36, and 59.

5. Lt. Col. George Turnball of the regiment of New York Volunteers, a loyalist formation.

6. That is, Paulus Hook, New Jersey.

7. 71st Regiment of Foot (Fraser's Highlanders), under the command of Lt. Col. John Maitland.

8. These reports of the composition of Howe's fleet are largely accurate. For British accounts of their strength, see the Diary of Capt. Henry Duncan, 2 Aug., List of Vice Adm. Viscount Howe's Fleet, 6 Aug., and Order of Sailing and Battle Formation of Viscount Howe's Fleet, 6 Aug., all below.

9. H.M. armed storeship *Leviathan*, formerly H.M.S. *Northumberland*, carried fewer than 50 guns. For the fitting out and armament of *Leviathan*, see Journal of Captain Henry Duncan and Rear Admiral James Gambier to the Earl of Sandwich, both 21 July, both above.

10. New Jersey loyalist Brig. Gen. Cortland Skinner.

11. Carlisle Commission member George Johnstone, who was a former governor of West Florida. The Carlisle Commission had been dispatched to North America to seek a negotiated end to the American Revolution with the colonies remaining part of the British Empire.

12. That is, the French.

13. Frederick Howard, Earl of Carlisle.

14. These three ships, as indicated, all arrived at the end of July, H.M.S. *Raisonable* on 28 July, H.M.S. *Centurion* on 30 July, and H.M. frigate *Renown* on 31 July. See Howe to Philip Stephens, 31 July, below.

15. That is, Halifax, Nova Scotia.

JOURNAL OF H.M. FRIGATE *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

July 1778

Thursday 23

The [Sandy Hook] light house NW by
W^t 2° W^t 17 Leagues Mod^{te}. weather Got up top G^t Y^{ds}. saw a Ship
to the SW^t, Gave chace came up with the chace which Prov'd to
be the ship *Betsy* from North carolina Bound to New London with
8 Carriage Guns & four Swivels, loaded with Naval stores took out
what was Necessary & Scuttled Her—¹

D, UKLPR, Adm. 51/227, Part III.

1. Ship *Betsy* was of 200 tons burthen, manned by a crew of 16 seamen and had a cargo of "Tar, Turpentine, &c." Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

LIEUTENANT COLONEL ALEXANDER HAMILTON TO GENERAL GEORGE WASHINGTON

Sir,

Newark [*N.J.*] July 23^d. One Oclock

I wrote to Your Excellency the evening of the 20th by Major Neville.¹ I remained in the neighbourhood of Black Point 'till the afternoon following. The Count² had received his expected dispatches from Congress and was to sail, as I mentioned before, the first fair wind. At Brunswick yesterday, M^r Caldwell joined me.³ He was immediately from the Point and brought intelligence that the fleet got under way yesterday morning. The wind unfortunately has been much against them, which is so much the more to be regretted, as they are rather in want of water.

I need not suggest to your Excellency that an essential part of the Rhode Island plan, is to take every possible measure to watch the enemys motions and to establish

expresses from place to place to give the Count instant information of any movement among their fleet. This will enable him to be in time to intercept them should they attempt to evacuate New York, while he is at Rhode Island, and will in general facilitate the intercourse and cooperation between ~~the Fleet~~ him and your ~~army~~ Excellency.

I have nothing new to communicate, besides what was sent by Major Newille and what I now send. All the ideas interchanged between the Count and myself were such as were familiar before I left Head Quarters. He was to go to Rhode Island and in conjunction with General Sullivan endeavour to possess himself of the enemy ships and troops there; if on his arrival he had good reason to think it could be effected without further assistan[ce.] If not he will be glad of reinforcem^t from you in the most expeditious manner possible. What manner you think will be most expeditious you will adopt and if his aid may be useful he will afford it, as soon as he is informed of it.

This being the case my immediate presence at Head Quarters is the less necessary as to this business; and I hope your Excellency will indulge me, if I do not make all the dispatch back, which a case of emergency would require; though I do not mean to delay more than a moderate attention to my frail constitution may make not improper.

L, DLC, George Washington Papers, Series 4. While the letter is not signed, a copy with Hamilton's signature attached in the Alexander Hamilton Papers, DLC, establishes that it was from Hamilton.

1. Maj. Presley Neville, aide-de-camp to Marquis de Lafayette. For the letter, see Hamilton to Washington, 20 July, above.

2. Vice Amiral Charles-Henri comte d'Estaing.

3. Assistant Deputy Quartermaster General Rev. James Caldwell. See his letter to Washington of this date, immediately below.

REVEREND JAMES CALDWELL TO GENERAL GEORGE WASHINGTON

Sir

Springfield July 23: 1778

The Comy. General having requested me to convey to the Count D Estaing Your Excellencys present,¹ I hurried the Cattle down & got them on board in time. For fear of some delay I went down myself and the Count in politest terms desired me to return his thanks to your Excellency for the seasonable Present, and told me that as he had a supply of sheep & Poultry in another way, he woud not have those sent on Board directed by your excellency, till I shoud receive farther order from him. The next morning, Yesterday, the fleet got under way.

By faithful men from New York, I am informed the Transports are wattering, & the common report is that they woud get home if they could, The inhabitants suffer for Provisions & only hope for relief by a superior fleet from England. Officers openly curse the Ministry, & the noise increases.

The report at the Hook is that part of your Army is to return & the Troops from the fleet to land & join them—that the fleet sail out for a blind & decoy. Howe² will probably be perplexed—Although he well knows that large ships cannot come in to disturb him, & he has nothing to fear from small ones. With kindest wishes & due respect
[&c.]

James Caldwell

L, DLC, Washington Papers, Series 4. Addressed below close: "His Excellency/Genl Washington." Addressed on separate sheet: "His Excellency/General Washington/Head Quarters." Docketed: "Springfield 23^d. July/1778/from/Rev^d. M^t Caldwell." Caldwell, a Presbyterian minister, was serving as an assistant deputy quartermaster general.

1. On 15 July, Washington ordered Commissary General Jeremiah Wadsworth to "select Fifty of your

best Bullocks" and to purchase 200 sheep and a "parcel of poultry" and send them to Sandy Hook as a "present" for comte d'Estaing. DLC, Washington Papers, Series 4. A published version of the letter appears in *GW Papers, Rev. War Series* 16: 81–82.

2. Vice Admiral Viscount Howe.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Thursday the 23rd day of July 1778.

Present.

Mr Whiting, Mr Travis Mr Archer and Mr Innis.—

Ordered that the Keeper of the public store, deliver to Captain Barret¹ seven Blankets for the use of the Men on Board the *Hero* Galley.—

Ordered that Lieutenant Thomas² turn over nine of his Hands to the *Lewis* Galley³ under the command of Lieutenant Jones.—

Ordered that the keeper of the public store, deliver to Lieutenant Jn^o. Thomas six Blankets for the Use of the *Protector* Galley.—

D, VI, Navy Board Journal, pp. 433–34.

1. Virginia Navy Capt. John Barrett, in command of the armed galley *Hero*.

2. Lt. John Thomas, Virginia Navy, in command of the galley *Protector*.

3. Lt. Lewis Jones, Virginia Navy, commanded the armed galley *Lewis*.

JOHN WEREAT TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir,

Savannah [Ga.] 23rd. July 1778

I wrote the Hon^{ble} Marine Committee two Letters respecting the three prize Vessels taken from the Enemy, the former on the 18th. May and the latter the first of June by Richardson who went Express to Congress and Edw^{dt}. Telfair Esq^r.—¹ As I apprehend there cannot be the least doubt of both those Letters having been received I think it needless to send Copies of them. This accompanies the proceedings against them in order to be laid before Congress;² the curious and extraordinary adjudication of the Assistant Justices in Liberty County³ on the 18th instant has made an appeal to Congress necessary, which I entered immediately as the Decree was drawn up and pronounced.—

In order to explain this business it is necessary to inform you that the Officers of the Army obstructed the sale as is set forth in my Letter of the 1st. and summoned me to shew cause why the amount of the Sales should not be paid into the hands of Colonel Elbert,⁴ this was at length got over by a Confirmation of the original Decree on a hearing before the Chief Justice, when this was done I thought every difficulty was got over, and endeavored to bring the Sheriff⁵ to Account and apply the amount Sales agreeable to the resolves of Congress, to effect which a Rule was obtained from the Chief Justice for the Sheriff to shew cause why an Attachment should not issue against him for Contempt and a day assigned for a hearing, when the Chief Justice on the Motion of the Officers Attorney referred the hearing to be had before the Assistant Justices of Liberty County on the 18th. Instant, at which time and place I attended in expectation of putting a finishing hand to the business; but to my astonishment, found that the assistant Justices took no notice of the Rule that was before them for

the Sheriff to shew cause, but wisely took up a matter that was before them and decreed the Brigantine *Hinchinbrook* to the United States, as appears by the proceedings herewith transmitted; this was so gross an imposition and so absurd withal, that it exhausted my patience and determined me to appeal from so stupid a Judgment^e

Colonel White⁶ might as well have bought the Vessel at twenty thousand pounds and when he found the plan he had figured to himself was not fell in with, get the Court to take the burthen off from his Shoulders and throw it on the United States.— The Copy of Colonel White's Letter to me which I enclosed to the Marine Committee will help to throw some light upon this business, and shew the original intention of purchasing the Vessel.— I have been prevented from forwarding the exemplification before, as the Clerk of the Court in the other County sent the papers to me imperfect, altered one part of the proceedings and suppress^d another, which made it necessary to send again to Sunbury to get it properly done, and I have not got it done till to day, I hope however it will reach you within the time limited by Congress as I have given in Security for twenty thousand pound to prosecute it.—

If my Conduct upon this business shall be justified by Congress, which I presume will be the case, I hope the extra cost and expences attending it will be paid by those who caused the extra trouble, and obstructed the regular proceedings in the first instance.—

The question to be determined by Congress I apprehend is, if I shall be oblig'd to take a Vessel for the United States, which was bought by another person without my knowledge or concurrence, and with which I refused to have any thing to do upon an application made to me by the purchaser for that purpose, and assigned reasons to him and the Marine Committee for such refusal, which I hope will prove satisfactory; others may now be offered, which is the impossibility of Manning the Vessel; before this can be effected her Bottom will be eat out by the Worms without great care, and the price of her a dead loss to the public if I had acquieced in the decision of the Court.— As nothing in this way had happened here before, and being desirous to do what was right, I wrote to Charles Town to be informed how the business of the *Randolph*⁷ Frigate's Prizes was conducted and resolved to observe the same Conduct my self as nearly as possible, which I suppose to have been proper. I am with great respect
John Wereat

L, DNA, PCC, item 78, vol. 23, p. 517 (M247, reel 104). Addressed below close: "His Exc^t: H: Laurens Esq^r." Docketed on the back of the last page: "[illeg.]/Rec^d 19th. Read 20th August-/Referred to the comee/on Appeals—."

1. Neither letter has been found, but the contents of the letter of 1 June are discussed in a resolve of Congress of 29 July, below. George Richardson was an express rider; Edward Telfair was a delegate to Congress from Georgia who took his seat on 13 July.

2. Wereat enclosed a series of court findings and orders of Georgia Chief Justice John Glen and of the "Special Court" held at Sunbury. He discusses most of these in his letter to Laurens.

3. The county seat of Liberty County was Sunbury, which was where the associate justices met.

4. Col. Samuel Elbert of the Georgia Continental line who commanded the galleys that captured the three British vessels. For more on this engagement, see Elbert to Maj. Gen. Robert Howe, 19 Apr. 1778, *NDAR* 12: 138–39.

5. Sheriff Samuel Moorcock.

6. Presumably, Col. John White, who commanded a detachment of troops serving on board the Georgia galley *Lee* during the capture of *Hinchinbrook*.

7. Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander. *Randolph* blew up and was destroyed during an engagement with H.M.S. *Yarmouth* on 7 Mar. 1778.

COLONEL CHARLES COTESWORTH PINCKNEY TO BRIGADIER GENERAL WILLIAM MOULTRIE

Dear General,

Sunberry, [*Ga.*], July 23d, 1778.

It is with the greatest pleasure I embrace this opportunity of informing you that the sea air has already had a surprizing effect on the men with me; the weak and convalescents are getting strong daily, and the sick recovering fast. We have been hitherto, very much crowded in our vessels, but as the Georgia troops will be landed here, we shall soon have more room: I shall be able to procure the gallies of Georgia by Gen. Howe, and Commodore Bowlan's¹ orders, to carry us to Port-Royal ferry, from thence, (without I receive orders to the contrary, as the Georgia gallies will go no futher with us) I shall march the men to Charlestown; the sick and ailing I shall send round by water, together with our baggage, and that the men may be better accommodated on their short march, I shall send off in detachments of 40's and 50's, so that they will be able to sleep under cover in gentlemen's barns at night. I shall direct the commanding officers of these detachments, to draw upon you for money, to pay for what rations the men may want on their march: if you do not approve of any thing above proposed, an express will meet me (if you chuse to send one) time enough to bring me your orders, at Port-Royal ferry, as our passage through the inland navigation is very tedious and slow, and I do not imagine we shall be able to get from this place these two days. I dare say it will be a fort-night before we arrive in Charlestown. . . . I do not write to Gen. Howe, as I do not know whether he has left Georgia. One campaign to the southward is more fatiguing than five to the northward. The artillery I shall order to Fort Lyttleton at Port-Royal. I am. &c.

Charles Cotesworth Pinckney

Moultrie, *Memoirs* 1: 212–14. Addressed at the foot: "Gen. Moultrie." Moultrie's printed version of this letter is not complete. The portion Moultrie did not include is indicated by ellipses.

1. Maj. Gen. Robert Howe and Commo. Oliver Bowen of the Georgia Navy.

JOURNAL OF REAR ADMIRAL SAMUEL BARRINGTON

Thursday 23 [July 1778]

[In Carlisle Bay, Barbadoes.]

AM His Majesty's Ships the *Ariadne* and *Ceres*¹ sailed hence with the homeward-bound Trade.

The first part, fresh breezes with frequent showers of rain; middle and latter, little wind and fair weather.

The Launch employed watering.

D, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers.

1. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

July 24

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,
Sam^l Ph^{'ps} Savage Esq^r

Boston July 24th. 1778—
Eleazer Johnson Esq^r

John Browne Esq^r
Thomas Walker Esq^r

Isaac Phillips Esq^r
Jon^a. Glover Esq^r

Sam^l. Ph[']ps Savage Esq^r President—

Order'd, That Cap^t Hallet¹ for Fresh Provisions he purchas'd for the Brig^t *Tyrannicide* £50..—..—

Order'd, That Cap^t Roger Bartlett deliver Cap^t Hallet from the Snow *Penet*,² one Hauser, 90 Fath^m. 8 Inches, half wore

Order'd, That Thomas Lewis be paid the Ballance of his Account against the Brig^t *Tyrannicide* . am^s to £31.. 1..10-

Order'd, That Cap^t Hopkins³ deliver the Com^y Gen^l⁴ three Firkins Butter, (he receiv'd from the Brig^t *Tyrannicide* on her returning from her last Cruise,) cont^s 197^{lb}.—

Order'd, That the Com^y Gen^l deliver Cap^t Robbins⁵ for three Portuguese Seamen lately belonging to the Snow, *our Lady of Mount Carmel* &c.⁶

1 B[']ll Beef

1½ C^{wt} Bread

2 Water Casks, cont^s 200 G[']lls

½ Bush^l Pease—

28^{lb} Rice—

½ Barrel Pork—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 382–83.

1. Capt. Allen Hallet commanding Massachusetts Navy brigantine *Tyrannicide*.

2. Massachusetts State trading snow *Penet*, John Harris, master.

3. Caleb Hopkins.

4. David Devens.

5. Capt. Thomas Robbins.

6. That is, snow *Nostra Senhora de Carmel e Santo Antonio*, João Garcia Duarte, master. For more on her illegal seizure, see John Rowe to Robert Morris, 29 Sep. 1777, *NDAR* 10: 9–11; Rowe to the Massachusetts General Court, 3 Oct. 1777, *NDAR* 10: 22–23; Capt. Joseph Cuninghame to Thomas Willing and Robert Morris, 13 Oct. 177, *NDAR* 10: 135–36; Morris to Rowe, 27 Oct. 1777, *NDAR* 10: 318–20; and Rowe to Massachusetts General Court, 19 Jan. 1778, *NDAR* 11: 160–61.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[*Lebanon, Conn.*]

At a meeting of the Governor and Council of Safety at Mrs. Alden's, Lebanon, specially called and met on Fryday the 24 July, 1778.

Letters just received from Gen. Sullivan,¹ advising that they are in expectation of immediate attack from the enemy at R. Island,² who will be 11,000 strong, in a day or two &c., requesting aid &c.

Another from Gen^l Washington of the 22d. at W. Plains, informing that the French admiral, not able to get into N. York for want of sufficient depth of water &c., were sailing to New Port &c., and requesting aid to cooperate with them, and that he is sending a detachment from his army &c. &c., and requesting pilots for the fleet &c.³

Considered those and a number of other letters, and agreed to request and direct Mr. Shaw⁴ to furnish a sufficient number of pilots forthwith and send off to the fleet;⁵ and a letter prepared and signed by the Governor and sent by express (Loomis) for that purpose.

1. Maj. Gen. John Sullivan, Continental Army. Sullivan received intelligence on the evening of 22 July that made him fear that the British intended an attack. See Sullivan to Washington, 22 July, above. In consequence, Sullivan wrote to the various New England governors requesting that they call out the militia. The letter placed before the Connecticut Council of Safety was the one that Sullivan sent to Gov. Jonathan Trumbull; see Sullivan to Trumbull, 22 July, *Sullivan Papers* 2: 102.

2. That is, the island of Rhode Island.

3. Vice-amiral comte d'Estaing. For Washington to Trumbull, 22 July 1778, see *GW Papers Rev. War Series* 16: 136–37.

4. Nathaniel Shaw Jr., Continental Agent for Connecticut at New London.

5. On 31 July it was reported from New London that “A Number of Pilots have been sent from this Place on board the [*French*] Fleet.” *Connecticut Courant, and the Weekly Intelligencer*, 4 Aug. 1778.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

the Wind blowing hard the Next morning 24th the wind Still Continuing to the NE but much abated, our Course I Conclude must have been made good about–SE By S 96 miles in the afternoon the wind Shifted to Eastward and Continued Shifting till it got to about South South East and Calmed in the Evening

D, RPJCB, Jonathan Lawrence Journal.

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

The Commiss^s of the Navy Board at Boston

Gentlemen

[*Philadelphia*] July 24th 1778

We have received your Sundry Letters of the 12th 24th & 29th. ultimo and of the 4th 7th & 8th Current to which we shall now reply in their order.¹ To yours of the 12th Ultimo. Our letter to you of the 11th instant will convey our Instructions for every possible endeavour being exerted in preparing for Sea the Continental Vessels of war in your department and for sending them out one after another to join the Squadron of France under the command of vice Admiral the Count D'Estaing therefore we hope before this will reach, that you will have dispatched the *Warren* and that others will shortly follow. We enclose herewith A Set of Signals received from the french Admiral, Copys of which you will deliver to our Commanders enjoining great Secrecy and in case of necessity that they destroy them.² We approve of your having purchased A Schooner for bringing round the flour and Iron from Senepuxent. In a Letter from William Smith Esq^r our Agent in Maryland of the 15th instant is the following Paragraph. “I am sorry to inform you there is the greatest reason to beleive Captain Whippy of the Schooner *Loyalty* is Captured by the enemy in his outward bound passage from Senepuxent—he had on board upwards of 900 Barrels flour and A quantity of bar Iron, and I am informed he was imprudent as to go to sea when three of the enemies Cruizers were in sight—they were seen in chase of him, and as he is so dull a sailor, there is very Small hopes of his having escaped—The *Swan* Captain Stiles arrived from Boston at Senepuxent about the 23d ultimo, his Cargo of flour and Iron was all ready and doubt not she is dispatched before this.” Should the Schooner be taken it will be a disappointment and we think Captain Whippys conduct will be highly reprehensible.³—

To yours of the 24th ultimo. The estimate of Monies wanted in your Department

hath been laid before Congress who have granted the full amount we therefore send you five hundred & Twenty four thousand by the Bearer according to his Receipt enclosed⁴—this large sum we hope will be fully adequate to all your wants, and enable you to prosecute with vigour the business of your Department, we have no doubt but that you will render the expenditure thereof as beneficial to the public as possible.

To yours of the 29th Ultimo. We are much pleased to hear of Captain Scimmers Success and the arrival of his Prizes.⁵ To prevent delay and inconvenience hereafter as was the Case with regard to the Brigantine *Resistance* being without a Commander, we empower you to appoint to any Vessel under 20 Guns any Captain that may be unemployed in your department. We shall lay before Congress the Sentences of the Courts Martial relative to Captains Manly and McNeill.⁶ The Account you give of the *Hampdens* Stores has determined us to Countermand the Orders we formerly gave to build a hull accomodated to them therefore we desire you may drop that plan.⁷ When a proper opportunity shall present and you may think M^r Pecks⁸ Talents in the construction of Ships will be useful to the Public, you will please to give us notice. We shall overlook Captain Waters mistake and consider his appointment the first oppor^t.⁹ We enclose herewith an order of the Board of War to their Agents in the Eastern States to furnish you with Blankets, Duck, Oznabrigs Coarce Linnen, Stockings and Coarse Cloths, lead Copper &c: which they may have in their possession, and you may want for fitting out the Ships of war in your Department. As most of these articles are essentially necessary for the Army and will be much wanted in the Winter we request you will be sparing of them as possible. To yours of the 4th instant. We enclose herein A Resolve of Congress of the 15th November 1776 respecting the Bounty allowed for Men and Guns taken from the enemy at sea.¹⁰ It is the opinion of this Committee that Men of war and Privateers are the only Vessels that comes within the meaning of this Resolve, therefore on all Vessels coming within this discription the Bounty is to be paid but none other. We have ordered the Navy Board here to make a return of the British Seamen that are Prisoners within their district, when they do we shall attend to your proposal of Exchanging them for ours at Halifax and will write you.¹¹ For the present we desire you will engage Pilots for our Ships of war on the best terms you can. We wish to know your reasons for having Pilots established in the Navy—we apprehend they are founded on some local custom with you with which we are unacquainted.—You will also inform us what pay and share of Prize Money should be allowed to Pilots. We never have allowed any Commission to any of our Captains for disbursing Money, and would by no means have that Custom introduced. As we do not think proper that the Public should be concerned with individuals in Vessels of War we cannot accept of M^r Ginons proposals.¹²

To yours of the 7th instant. We do not approve of going into the custom of allowing travelling expences to the officers of the Navy, but on account of the particular circumstances attending Lieutenant Leeds¹³ of the Navy Brig *Resistance* we make him a gratuity of the amount of his account viz £56.7.9 which you will please to pay.

To yours of the 8th instant. As you think the ship *Queen of France* will do for a Cruizing Ship we desire she may be equipped accordingly and the Command of her given to Captain Joseph Olney. The One half of the sea Books you mention you will please to send forward to this place.

It is our desire that you have the accounts of the building fitting &c of the *Hancock* & *Boston* frigates compleatly settled and examined and sent forward to us. It is also our desire that you keep seperate and distinct accounts of all Vessels ordered to be built

within your Department, and that you regularly furnish this Committee with the Cost of each when fitted for the Sea; and that afterwards you keep separate and distinct accounts of the Disbursements of each Vessel and furnish us with them in that manner. You will direct the Commanders that sail by your Orders to inform this Committee of all occurrences that may happen on their Voyages.

You will please to hold a Court of Inquiry on Captain Johnstons conduct relative to the loss of the Continental Brig *Lexington* of which he was Commander.¹⁴ M^r. Bradford the Agent at Boston hath lately remitted to us a bill drawn by Otis & Andrews on the Clothier General James Mease Esq^r. at this place for 29.651 $\frac{1}{3}$ Dollars being for Prize Goods which they purchased of him—we desire you will inform M^r Bradford, that he is to charge this Bill to your Board and not to the Marine Committee, as he and all other Agents in your department are to settle their transactions with you. We shall shortly transmit you the Money for the above Bill. We are Gentlemen [&c.]

P:S: we send this Letter by Post being anxious to communicate the contents—the 254000 dollars shall be sent off immediately after it

LB, DNA, PCC, Marine Committee Letter Book, fols. 165–67 (M332, roll 6).

1. None of the board's letters has been found.
2. Recognition Signals between American Vessels and the Ships of the Line and Frigates of Vice-amiral comte d'Estaing's Squadron, After July 14, above.
3. As seen at Continental Navy Board to the Eastern Department to William Vernon, 20 July, above, Continental trading schooner *Loyalty*, Capt. Zebulon Whippy, commander, had not been captured.
4. *JCC*, 11: 696. On 29 July, the committee sent \$200,000 to the board. In a letter accompanying the money, John Brown, secretary to the committee, wrote: "The Treasurer at this time is not able to pay more of the Warrant [than] the sum now sent you, but in a few days he will have it in his power when we shall send forward the balance." DNA, PCC, Marine Committee Letter Book, fol. 167 (M332, roll 6).
5. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commanding, and Massachusetts Privateer brigantine *Hawk*, Capt. Jonathan Oakes, commander, had captured the ship *Jenny* and the brigantine *Thomas*.
6. The verdicts of the courts-martial of Capt. John Manley, dated 13 June, and Capt. Hector McNeill, dated 24 June, are both above.
7. The orders of the Continental Marine Committee are in their letter to the Continental Navy Board of the Eastern Dept., 30 May, in *NDAR* 12: 488–91.
8. John Peck, shipbuilder at Boston.
9. On Capt. Daniel Waters' refusal to assume command of Continental Navy brig *Resistance*, see *ibid*.
10. Journal of the Continental Congress, 15 Nov. 1776, *NDAR* 7: 179–80.
11. In August, the Continental Marine Committee ordered the commissary of prisoners to send captured British seamen to New York in exchange for "American seamen lately Sent out from thence." There was no mention of American seamen held at Halifax, Nova Scotia. Continental Marine Committee to John Beatty, 12 Aug. 1778, below.
12. The proposal has not been found.
13. Lt. William Leeds, Continental Navy.
14. On the petition of Capt. Henry Johnson for an inquiry into his conduct, see Journal of the Continental Congress, 13 July, above.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

The Council met

Philadelphia, Friday, July 24, 1778.

Present. hon^{ble} George Bryan, Esq^r. Vice President, Jos. Hart, Esq^r. Jacob Arndt, Esq^r. Joseph Read,¹ Esq^r. & Jonathan Hoge, Esq^r.

Ordered, That two or three of the Barges or Guard boats, properly equiped &

manned, be immediately sent into Delaware bay to watch the Cruisers of the Enemy; procure & transmit intelligence; & seize upon any of their Merchant Vessels, which may be found there: And that as many of the Gally's, be furnished with Cannon & fitted out, as can be manned; sent down the River & employed, in watching & guarding the same against the Enemy, or any disorderly persons disturbing the Navigation. That the Galley rigged as a Brig² be repaired, & fitted out with all expedition, under the Command of a proper Officer & employed in defending & protecting the Navigation of Delaware Bay.

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 324.

1. That is, Joseph Reed.
2. Pennsylvania Navy brig *Convention*.

CONRAD-ALEXANDRE GÉRARD, FRENCH MINISTER TO THE UNITED STATES TO
VICE-AMIRAL COMTE D'ESTAING

N^o. 9.

A Philadelphie le 24. Juillet 1778

Monsieur

Le pilote Thomson m'a fait grand plaisir en m'aportant de vos nouvells et en me faisant pressentir que par votre genie et par votre activité les difficultés que vous rencontrés pourront être Surmontées et vos Succès assurés. Oserai, je vous Suplier de charger quelqu'un de profiter des occasions qui Se presenteront, pour me faire instruire des nouvelles courantes de l'Escadre. On m'en demande tous les jours de la part du Congrès.

Le Pilote m'assure que vous étiez instruit de la croisiere du *Roebuk* et d'une autre fregatte.¹ M de S^t Cesaire² esperoit que vous l'envoyeriés degager ; il attend toujours les avis que les officiers des lieux ont ordre de lui donner Si les deux vaisseaux ennemis quittent leur Station. L'eau et les vivres abondant maintenant sur l'Escadre. M de S^t Cesaire se determinera peutêtre à laisser les deux prises dans la Delaware.

Depuis que j'ai remis un paquet pour vous, Monsieur, au Cap Nicholson,³ j'ai appris que le Gnal Washington vous avoit envoyé un Aide de Camp.

Le Cap Courter⁴ qui aura l'honneur de vous remettre cette lettre, passe ici pour un homme plein de zele, de bravoure et d'intelligence. Il va vous offrir Ses Services. Il a envoyé son batiment au [*bout*] de la riviere nous rapporter des nouvelles à M de S^t Cesaire. Ce batiment Suivra la fregatte.

On S'occupe fortement à preparer le tiers des approvisionemens que j'ai demandé, ainsi que j'ai eu l'honneur de vous en rendre compte. J'attends instructions ultérieures sur cet objet et sur tous ceux que vous voudrés me charger de traiter d'après les bases eventuelles que vous aves bien voulu me confier. Je Suis [&c.]

Gerard

P.S. Je me Suis informé, Monsieur, Si le Congrès pouvoit vous faire fournir du plomb; on l'espere et je suis chargé de vous pier de me mander la quantité qu vous desirés.

[Translation]

N^o. 9.

At Philadelphia 24 July 1778

Sir

The pilot Thomson has given me great pleasure in bringing your news and in informing me that by your genius and by your activity the difficulties that you will meet

can be surmounted and your success assured. I dare to beg you to assign someone to profit from occasions that present themselves to inform me of the current news of the squadron. I am asked about it every day on the part of the Congress.

The pilot assures me that you are informed of the cruising of the *Roebuck* and of another frigate.¹ M. de S^t Cesaire² hopes that you will send to extricate him; he still awaits the advice that the officers of the place have orders to give him if the two enemy ships leave their station. The water and the victuals abounding now in the squadron, M de St. Cesaire might decide to leave the two prizes in the Delaware.

Since I sent you a packet, Sir, by Capt. Nicholson,³ I have learned that Gen. Washington has sent you an aide de camp.

Capt. Courter,⁴ who will have the honor of delivering this letter, passes here as a man full of zeal, of bravery, and of intelligence. He will offer you his services. He has sent his ship to the mouth of the river to report news to M de S^t Cesaire. This ship will follow the frigate.

They are strongly occupied in preparing the third of the provisions that I have requested, as I have had the honor of reporting to you. I await the latest instructions on this matter and on all those that you may want to charge me with handling according to the contingent bases that you have chosen to entrust to me. I am [&c.]

Gerard

L, FrPNA, Marine B¹, vol. 143, fol. 120. Addressed at foot of first page: "M le Cte d'Estaing."

1. H.M.S. *Roebuck*, Capt. Andrew Snape Hamond, had been stationed in Delaware Bay to warn approaching British ships from sailing to Philadelphia, from which place the British army had recently evacuated.

2. Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire who commanded the French frigate *Chimère*.

3. Probably Capt. John Nicholson, Continental Navy, who had joined d'Estaing's fleet in Toulon, France, as a pilot.

4. Privateer captain Harmon Courter.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 24th day of July 1778.

Present

Mr Whiting, Mr Travis Mr Archer, Mr Lewis and Mr Innis.—

Ordered that the Keeper of the public store, deliver to Lieutenant William Christian ten gallons of spirits one Lanthorn, and one two hour glass for the use of the Ship *Gloster*.¹—

Ordered that a Warrant issue to Lieutenant William Christian for twenty five pounds on acco^t for the purpose of furnishing necessaries for the use of the ship *Gloucester*.—

D, Vi, Navy Board Journal, pp. 434–35.

1. Virginia Navy ship *Gloucester*, commanded by Capt. Thomas Lilly.

A GAZETTE EXTRAORDINARY OF THE STATE OF SOUTH-CAROLINA, FRIDAY, JULY 24, 1778

CHARLES-TOWN, July 22.

Malcolm, M'Guire, and Johnson, 3 deserters from the 2d regiment of this State,¹

taken on board the *Tonyn's Revenge* privateer from St. Augustine,² having been tried, and received sentence of death, the first has been shot, and the two others reprieved.

The further proceeding in the expedition from Georgia into East Florida is suspended; as there is little to fear from the incursions of the enemy in that quarter, since they have destroyed and abandoned Fort Tonyn on St. Mary's River, which they quit- ted so precipitately, as to leave all their baggage behind, hidden in different places, to fall into the hands of our troops.³

1. *The South-Carolina and American General Gazette* of 30 July, gives the deserters' regiment as the "first regiment." This would have been either the First or Second South Carolina Continental regiment.

2. On the capture of the East Florida privateer sloop *Tonyn's Revenge*, Capt. Peter Bachop, see *The Gazette, of the State of South-Carolina*, 24 June, above.

3. On the decision to end the American invasion of East Florida see the Proceedings of a Council of War of Field Grade Continental Officers Serving in the Expedition into East Florida, 11 July, above.

THOMAS SMITH TO CAPTAIN THOMAS GIBBONS

Sir

Williamsburg [Va.] 24 July 1778.

You will please to proceed immediatly over to Gloucester County, and apply to Captain John Young, who has at present the Command of the Schooner *May Flower*, and is now having her Caulked and fitted properly for the reception of a Cargo,¹ as soon as she is in readiness, bring her up to the landing Called Blasinghams on Queens Creek, then come to Town to receive orders, for loading.² At present I conceive Cap- tain Young has more hands than are immediatly necessary for his use, therefore you will apply for such as he can Conveniently spare,³ if not a sufficient Number, you must engage others of the best terms you can, giving a preference to Stout able Bodied Negro's which I have always found may be hired at lower Wages, and be made to do more duty then Common white men, Be cautious and run no risk in coming two far up the Creek, make what dispatch you can—I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, pp. 94–95. Addressed before opening: "Captain Thomas Gibbons."

1. On 27 July, Smith ordered Gibbons to take the Virginia trading schooner *Mayflower* to "Fraizers Fer- ry on Mattapony River" and there have the vessel "over hauled properly, such repairs as are really wanting, to put her in good order; to receive a cargo, you will please to have done on the best terms you can." Ibid., p. 99.

2. On 27 July, Smith informed Gibbons that the cargo was "A Loade of Powder, for Fredericksburg." Ibid. By "Town," Smith means Williamsburg. See also, Smith to Capt. John Young, this date, immediately below.

3. Young was to command a new vessel that was about to be launched. See, Smith to Young, this date, immediately below.

THOMAS SMITH TO CAPTAIN JOHN YOUNG

Sir

W^mburg [Va.] 24th July 1778

This will be delivered you by Cap^t Thomas Gibbons who comes over to take the Command of the Schooner *May Flower*;¹ I hope she is refitted by this as she is much wanted for the purpose of carrying a Load of Powder to Fredericksburg and other purposes if you can spare Captain Gibbons any hands pray do it. and give him any assistance you can in getting the Schooner over to Queens Creek, & inform him how

far he may venture to run her up with safty to Load, I observe by a letter received from Captain Charles Thomas at the Publick Rope yard, that he has furnished you with a large Quantity of different kinds rope. let me know what you have kept. for the use of your Boat & what was delivered Captain Wrenn,² also an account of the Bread you retained— On Consulting with the Honble David Jamerson Esq^r.³ he is of Opinion that your Boat should be Rigged as a schooner or sloop either of which you may do, but by no means think of her being Rigged as a Brigg, which you will take notice accordingly⁴ I hope before this the Boat is launched, and that you will soon be ready for Orders where to load, Let me hear from you soon, and write me fully how matters are going I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, p. 95. Addressed before opening: “Captain John Young.”

1. See Smith to Gibbons, immediately above.

2. Capt. Joseph Wrenn commanded the Virginia Trading schooner *Defiance*.

3. David Jameson was a member of the Council of State of Virginia, a merchant of Yorktown, and a man of some scientific attainments. *Letters of Patrick Henry*, p. 69n.

4. Schooners and sloops are fore-and-aft rigged; brigs are square-rigged.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN

[Extract]

My Lord

[S^t Augustine 24th. July 1778]

. . . From the best accounts the Rebel Forces appear to have been about Eight hundred with their Gallies and armed Vessels, and between two and three thousand Land forces of which one half were Carolinians under the Command of the Rebel General How and Williamson, the other regulars and Militia from Georgia immediately under the Command of their Rebel Governor Houstoun,¹ mostly forced into the Service and many were enticed by the prospect of plunder thrown out as a Bait by their Governor’s Proclamation.²

In twelve days after our Provincial Naval forces were stationed in S^t John’s River so as effectually to secure it, Captain Elphinstone of the *Perseus* and the *Otter*³ arrived off this Coast, and soon after nigh five hundred Seminoly Indians advanced within a days march of the Enemy, and a short distance from the King’s forces.

These concurring circumstances I apprehend and finding their scouting Parties continually embarrassed by our Troops on the north of S^t John’s, determined them to relinquish their designs, and I have the honour of informing Your Lordship of their retreat without being able to effectuate any mischief in the Province or indeed doing any more than showing their numbers and Strength.⁴ Plans were formed to destroy their Gallies by Captain Elphinstone with our Naval force, but I apprehend they will have made their escape, and I wish the army could have been attacked in their retreat. . . .⁵

After pointing out the Establishment of proper Posts for the defence of S^t Mary’s River, I shall meditate on the necessary preparations for the conquest of Georgia and Carolina when Lord Howe and Sir Henry Clinton’s Operations are turned that way, that all our assistance may be in readiness for exertion with the Fleet and Army, so as to employ our Rangers and our Naval force to the best advantage, as the expenses of Equipment and maintaining these departments have been very considerable. I have the honour to be [&c.]

The Right Honourable }
 Lord George Germain }

Pat. Tonyn
 S^t Augustine 24th July 1778

Copy, UKLPR, C.O. 5/558, fols. 207-8. Notation before heading: "N^o. 59 (Duplicate)." Docketed: "S^t Augustine 24 July 1778./Gov^t Tonyn/(N^o. 59)/Dup^t. Orig^l. Not recd./2 Inclosures."

1. Maj. Gen. Robert Howe, Col. Andrew Williamson, commanding a body of South Carolina militiamen, and Gov. John Houstoun of Georgia.

2. In the spring, the State of Georgia had issued a call for volunteers to meet Governor Houstoun at a camp in Burke County, to "partake of the Laurels and Profits" of an enterprise against the British. The state promised, "Provisions and Ammunition will be supplied Gratis, and all Captures free Plunder." Undated proclamation, in Tonyn to Lord George Germain, 15 May 1778, UKLPR, C.O. 5/558, fols. 160-61.

3. H.M. frigate *Perseus*, under the command of Capt. George Keith Elphinstone, and H.M. ship-rigged sloop-of-war *Otter*, acting commander Lt. John Wright.

4. For the American explanation of why the invasion was abandoned, see Proceedings of a Council of War of Field Grade Continental Officers Serving in the Expedition into East Florida, 11 July, above, and Gov. John Houstoun to Henry Laurens, 20 August, *Laurens Papers* 14: 187-93.

5. In a letter of 17 July to Brig. Gen. Augustine Prevost, Tonyn wrote that after conferring with George Keith Elphinstone they had agreed that if Prevost could send 250 men on an expedition with the naval forces, Elphinstone could "with the *Perseus*, *Otter*, and our provincial naval armament, render their designs against the Province abortive by cutting off the rebel galleys in St. Mary's or by penetrating to Savannah or Sunbury." *Keith Papers* 1: 109-10.

July 25

GOVERNOR SIR FREDERICK HALDIMAND TO LORD GEORGE GERMAIN

[Extract]

(N^o. 1.)

Quebec 25th July 1778—

My Lord:

I had the Honor of acquainting Your Lordship by a former one of the 30th of June,¹ of my Arrival here at Night the 26th, landing the next Day, and immediately, with the usual Ceremonies, put into Possession of the Government, and Command of the Forces, agreeable to His Majesty's Commissions—². . .

The Want here of Intelligence, for a long Continuance of Time, principally from Europe and the Scene of War, might prove highly disadvantageous to the King's Service in this Part of the World; till the Arrival of our Fleet, there had been no accounts from Great Britain for nine or ten Months, but what were conveyed in Rebel Newspapers, or those brought in from foreign Ports, or the West Indies; I am assured, that the Intelligence brought in by scouting Parties, Royalists, or Deserters, has hitherto in General proved far wide of the Truth, and no wonder, considering the Number of Lies industriously circulated through every Part of America; a Vessel or two from Halifax have arrived this Season, and we are still ignorant of the real State of Affairs to the Southward—

This determined me to purchase a small Rebel Privateer, that came up within forty Leagues of the Town, taken by the *Triton*, after having made four Prizes, and plundered one of the King's Post, in the River,³ and as she goes exceedingly well, I design her for a Advise Boat between this Place and Halifax, for which Service she is now preparing; this may however prove of little Avail, except the Commander in Chief upon the Sea Coasts⁴ be directed to forward there, for my Information, from time to time, Accounts of the Movements upon that side, and the Intelligence He procures of the Rebels Designs, as that may help to decide the Measures, the King's Service

requires me to take upon this, and the Vessels employed in this Business, will still be cruising against the Enemy—

Your Lordship must be the best Judge of the Mode of conveying more frequent Intelligence from Europe to this Province; were some of the unemployed Packets, or other light Vessels, well armed, to sail at the Interval of a Month or six Week from each other, while the Navigation is open, it might prove of singular Advantage to the King's Service, it would be very agreeable, and Beneficial, I believe, to the trading Interest, both at Home & abroad—. . .

Several Applications have been made to me since my Arrival for Letters of Marque, but notwithstanding Your Lordship's circular Letter of 10th. January,⁵ I do not find, I am impowered to grant them, the Lords of the Admiralty not having yet vested me with any Authority for that Purpose—. . . I have the Honor to be with great Respect My Lord: Your Lordship's &c

(signed)
Fred^k. Haldimand

Copy, UKLoBM, Haldimand Collection B42-BM21702, pp. 7-10. Docketed: "To Lord George/Germain Secretary/of State- 25th. July/1778-(N^o. 1.)/Ent^d. Book Letter C. folio 1." With the letter, Haldimand enclosed a "Sketch of the Military State of the Province of Quebec." In a paragraph of that report that discusses naval affairs, Haldimand wrote: "The navy upon the lakes are by the best accounts in very good order and put upon an exceeding proper footing. An unremitted attention must be paid to the keeping them up to see they are well officered and well manned, for upon securing the navigation of the lakes as well as the portages the safety and preservation of the upper posts must very much depend." Davies, *Documents of the American Revolution* 15: 171.

1. UKLPR, C.O. 43/14, p. 53.

2. Haldiman's predecessor as governor was Sir Guy Carleton.

3. This was the Massachusetts privateer schooner *Pompey*, Capt. Silas Smith, which was captured by the *Triton*, under the command of Capt. Skeffington Lutwidge, on 14 June. See Journal of H.M. frigate *Triton*, 14 June, above. Three of the captures made by *Pompey* are listed there. *Pompey* was captured in the St. Lawrence River near the Isle du Bic.

4. Presumably, Sir Henry Clinton.

5. Germain's circular letter to the British Colonial Governors in America of 10 Jan. 1778 is printed in NDAR 10: 900-1.

JOURNAL OF H.M. FRIGATE AMBUSCADE, CAPTAIN JOHN MACARTNEY

July 1778

Friday 24th

Cape Sable N46West Dist^{acc}. 26 Leag^s—

At 5 (AM) Set Mizⁿ: Tops^l: up Foresail and bro^t too M. Tops^l: to the Mast, At 9 filled and stood on Punished Thomas London Mar^c: and Jn^o Bush Seamⁿ: w^t: 12 lashes each for Neglect of Duty.

Cape Sambro NbE Distance 41 Leag^s—

Moderate & hazey, At 4 (PM) Wore Ship At ½ past 5 Saw 2 Sail to the Nw^d out Reefs and Gave Chace, At ½ past 6 fired 1 Gun at the Chace and brot: her too. The Ship to Windw^d: fired a Gun to Leeward, and the Private Sig^l: which we answered. Sent the Cutter on board the Chace. She proved to be the *Argos* Sch^t:¹ taken by an American Privateer took 6 Prisoners out of her and sent a Mate and 4 hands on board, Spoke His Maj^s. Ship *Vulture*,² In 2^d Reefs TS and stood on, Parted C^o: w^t: the *Vulture*

Saturday 25th

At 6 (AM) took the Prize in tow, Saw 2 Sails bear^g: WbS, Gave Chace.

At 10 TK^d left off Chace supposing it to be the *Vulture* in chace of a Vessel, Sent the Cutter on board the Prize with Provisions and Water; At Noon filled and Stood on, emp^{dt} work^g up Junk—
 Cape Sambro NNE Dist^{cc}. 46 Leag^s.—
 Light breezes & Cloudy, PM, A Great Swell from the Eastw^{dt} At 7 Sounded lost the Deepsea Lead and line, At 12 Sounded 68 f^m. fine Sand & black Stones,

D, UKLPR, Adm. 51/36, part 3, fol. 18.

1. Schooner *Argos*, master unknown, owned by Cavenagh, bound to Quebec with fish, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 488. This schooner was of 30 tons, mounted 4 guns and had a crew of 9 seamen. Gambier's Prize List, 20 Dec. 1778. *The London Gazette*, 2–6 Feb. 1779.

2. H.M. ship-rigged sloop-of-war *Vulture*, Comdr. James Feattus, commander.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—	Boston July 25 th . 1778—
Sam ^l Ph ^{'ps} Savage Esq ^r	Eleazer Johnson Esq ^r
John Brown Esq ^r	Isaac Phillips Esq ^r
Thomas Walker Esq ^r	Jon ^a Glover Esq ^r

Samuel Phillips Savage Esq^r President.—

Order'd, That Col^o Crafts¹ deliver M^r William Thomson L^t of Marines on board the Brig^t *Tyrannicide*,² all the Arms deliver'd him from the said Brig^t.—

Order'd, That M^r Thomas Foster deliver M^r Dolliver³ all the powder deliver'd him from the Brig^t *Tyrannicide*,—Also, that he deliver him Six Barrels more for the use of said Brig^t.—

Order'd, That Cap^t Hopkins⁴ deliver Roger Bartlett for Caulkers on Board Sloop *Republick*⁵ three Gallons N England Rum.—

Order'd, That Edmund Ranger for Plank, Boards &c. for the Brig^t *Hazard*,⁶ as p^r Account, be paid £31.. 2.—

Order'd, That Col^o Glover⁷ be requested to proceed to Marblehead & tarry their till the 29th Instant to assist Cap^t Hallet in procur^g Men for the Brig^t *Tyrannicide*.—

Order'd, That Cap^t Hopkins deliver Maj^r Cross⁸ for the Frigate building at Newbury-Port, the follow^g Articles, viz:—

2 Coils. 2½ Inch Rope—
 30 Fathoms, 3½ Inch d^o.—
 2 Barrels Turpentine—
 1 Barrel Tar—

Order'd, That the Com^y Gen^l⁹ deliver Major Cross for the Frigate building at Newbury-Port 1 Barrel Sugar—10^s.

Order'd, That Cap^t Roger Bartlett be paid for Six Labourers on b^d Snow *Penet*¹⁰ . . as p^r Bill . . am^g to . £12..--.—

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), 383–85.

1. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

2. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander, which was fitting out for a cruise.

3. Joseph Dolliver.

4. Caleb Hopkins.

5. Massachusetts Navy sloop *Republic*.
6. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander, which was fitting out for a cruise.
7. Col. Jonathan Glover, member of Massachusetts Board of War.
8. Either Stephen or Ralph Cross who were building the 20-gun frigate at Newburyport named *Protector* in 1779.
9. David Devens.
10. Massachusetts State trading snow *Penet*, John Harris, master.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

Head Quarters Providence [R.I.] 25 July 1778

My Dear Sir

Though I feel myself exceeding happy in having so able & approved an Officer as the Count De Estaing to co-operate with the Forces I have the Honor to command in reducing the common Enemy and though I already anticipate the Joys of Victory from the Strength of Your Fleet, the Zeal of Your Troops and the Ardor of my own, yet it becomes my Duty to inform You of every unfortunate Event which has already happened or may probably turn up in the Course of our Efforts to reduce the Enemy General Washington's Letter of the 17th Inst^t notifying me that there was at least a Possibility of Your Excellencys being disappointed in Your Designs against the Enemy's Fleet at New York for Want of a sufficient Depth of Water to come at them and that in Case of Failure You would operate in this Quarter did not arrive 'till the 22^d. Ins^t. after Noon;¹ the positive Order for the Attempt & which notified me of Your Excellencys having sailed from Sandy Hook was handed me by the Generals Aid Lieut. Col^o. Laurens² the 24th at 2 °Clock At that Time I had sixteen Hundred standing Forces, & scarcely a Sufficiency of Provisions for them & was under no Apprehension of such an Attempt in this Quarter. Added to all this the Enemy in their Descent on the 25th of May last had burned almost all the Boats prepared for a Descent³—But as this short Notice arose from natural & necessary Causes which could not have been foreseen I have used every Endeavor to prevent Your Excell^{ys}. being delayed in Your Design—I have forwarded the Pilots who will wait Your Signal at Point Judith: I have also collected a considerable Number of Boats sufficient I hope to make good our Landing under the Fire of Your Ships: I have established a Chain of Expresses on both Sides Rhode Island⁴ upon the Main for the Purpose of receiving from & carrying to Your Excell^y every Kind of Intelligence that may be thought necessary I will also have Boats plying in the Bay round Your Fleet for the same Purpose when it arrives—I have taken every Step to procure Provisions & other necessaries that the Time would permit & I flatter myself we shall not be disappointed. I am exceeding sorry that our Situation renders it uncertain whether we can co-operate the Moment of Your Arrival—The Marquis La Fayette⁵ is on his March with a division of the main Army. I trust he will be here in four Days—As his Troops may be depended on & mine are principally Militia I think the Attempt even if we were ready in other Respects would be hazardous before his Arrival But as Your Fleet is superior to every Thing on the Sea I think no great Difficulty can arise from a Delay of one or two Days after Your Arrival should that from the above Circumstances happen. There are three Entrances to the Harbor viz. one on the East of Rhode Island at Seconnet Point,⁶ one on the West called the middle Channel which runs between Rhode Island and Conannicut which Island of Conannicut⁷ lies to the westward of Rhode Island to the westward of which is still another Channel called the West Channe^l⁸—This will at once appear to Your Excell^y. on View

of the Map which I sent You by Lieu^t Col^o Laurens & will be sufficiently explained to You by the Pilots sent onboard—

I have not sufficient Knowledge in the Management of Fleets to give Your Excell^y any Advice or useful Hints upon Your Operations under the present Circumstances but You will pardon me in offering the Thoughts which have occurred upon View of the Harbor, the Ships of the Enemy &c; and if my Hints should betray a Want of Knowledge in Naval Operations You will please to remember that I have already confessed my Ignorance in these affairs & am far from a full Dependence on my own Judgement—

I think the Mouth of the East Channel should be blocked up immediately on Your Arrival by three Frigates or by two Frigates and a small Ship of the Line: The Enemy have in that Channel a small Sloop of War⁹ with two large Gallies:¹⁰ they cannot remove as our Batteries above will prevent their going up & Your Ships below will prevent their going out—These Frigates will be ready to move up when notified that we are ready to go on & can soon silence the Enemy's Vessels & cover our Landing from Tiverton—I would also place four of the next smaller Vessels that can be spared at the Mouth of the west Channel, three of which should be sent up to capture two small Frigates¹¹ which lay in that Channel—These Ships may turn Conannicut Island on the North, fall into the Bay above Rhode Island & lay out of Shot from any Part of the Shore with their Prizes & remain there till they are notified to fall down to cover the Landing of Troops or assist in such other Operations as Your Excellency shall order—The Rest of Your Fleet should in my Opinion take Possession of the Middle Channel leading between Conannicut & Rhode Island and commonly called ~~Rhode Island~~ Newport Harbour & lay there out of Reach of their Forts till we are ready to co-operate with You—This Disposition will in my Opinion cut off all Possibility of Retreat from the Enemy, prevent their receiving Reinforcements & enable Your Excell^y to co-operate with us whenever we are ready to act of which Your Excellency shall be timely advised—There are not in this Department more than seven or eight small Frigates¹² unless lately arrived & cannot at any Event be sufficient to injure You in this Disposition.

I shall notify Your Excell^y when we are ready and of the Plan of Landing that You may order such Ships as You think proper to cover our Landing—The Enemy have a Number of Redoubts scattered through the Island upon commanding Eminences all of which I mean to pass after my Landing & proceed to the Town of Newport, which is defended on the Land Side by a Chain of Redoubts on an Eminence which runs nearly across the Island & commands the Town: These must be stormed & I doubt not will be carried without much Difficulty if attacked in the Manner hereafter mentioned—I wish at the Time of our Landing Your Excell^y would make a Show of landing Your Troops at or near Newport to deceive and amuse the Enemy & to give us an opportunity of getting possession of the Island—When we are ready to storm the Redoubts we will fix upon a Signal to notify Your Excell^y & then if it appears advisable You will move up Your Ships to cannonade the Town of Newport which must soon be abandoned and then land all the Troops You can possibly spare under Fire of Your Cannon to co-operate with us in our Attempt upon the Redoubts above the Town—The Reason of my passing the Redoubts on the north Part of the Island is because we can pass clear of their Fire & as no Possibility of Retreat or Escape will remain we can reduce them at our Leisure after having made ourselves Masters of the Town—I shall have a sufficient Number of Troops to watch their Motions & keep them within

bounds—The Reason of my wishing the larger Part of Your Force being destined to block up the Middle Channel is to prevent a Reinforcements being thrown upon the Island from New York, to render Your Fleet so strong as to prevent any Attempt of the Enemy's Fleet from New York & to co-operate with those Ships which pass up the west Channel & turn Conannicut in preventing three British Reg^{ts}. now encamp'd on that Island from passing over in their Boats to reinforce the Troops on Rhode Island who after that is carried must all become Prisoners of Course—Your Excell^y will please to pardon my Freedom in giving these Hints—Your much superior Judgement will induce You to reject those which You conceive improper & improve on those which You may deem worthy of Notice—I should be happy to have Your Advice & Opinion upon the Operations which Colo. Laurens will instruct Your Excell^y how to forward—I shall be exceeding happy to have Your Excell^{ys} Opinion with Respect to every Land Operation as well as Your Instructions respecting those by Water—I shall cheerfully co-operate with You in executing those Measures which You may think most adviseable & have the Honor to be [&c.]

J:S:

Copy, DLC, George Washington Papers, Series 4. Enclosed in Maj. Gen. John Sullivan to Gen. George Washington, 26 July.

1. Washington to Sullivan, 17 July, *GW Papers, Rev. War Series* 16: 92–4.
2. Lt. Col. John Laurens, Continental Army.
3. See Diary of Captain Frederick Mackenzie, 25 May 1778, *NDAR* 12:442–45.
4. Island of Rhode Island.
5. Maj. Gen. Marquis de Lafayette, Continental Army.
6. Sakonnet, or East, Passage.
7. Conanicut Is.
8. Narragansett, or West, Passage.
9. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.
10. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander, and H.M. galley *Spitfire*, Lt. James Saumarez, commander.
11. Perhaps, H.M. frigates *Juno* and *Orpheus*.
12. Capt. John Brisbane's squadron at Newport consisted of 5 frigates, 2 sloops of war, and 4 galleys.

LIEUTENANT COLONEL JOHN LAURENS TO GENERAL GEORGE WASHINGTON

Point Judith [*R.I.*] 40 Miles from
Providence—25th July 1778.

Sir.

I had the honor of writing to your Excellency from Lebanon- the 23^d ins^t the day following at 3 o'clock in the afternoon I arrived at Providence- as soon as I had delivered Gen^l Sullivan Your Excellencys dispatches and instructions- I set out for this place with Colo Wall and an ample number of Pilots which General Sullivan had provided,² and put under his command—Col. Wall is a man of Character and property perfectly acquainted with the coast &ca—those under him are experienced Pilots and men of responsibility—We arrived here at nine O'clock this morning—having been detained till that time in procuring a party of militia—and making arrangements both for securing such boats as we shall want for our own immediate use—and such as without this precaution might be employed in communicating intelligence to the enemy—We have agreed with four whale-boat privateers belonging to Connecticut manned with enterprising experienced mariners—and pressed four belonging to this state—we have given them to understand that the Frigate laying at Connecticut River³ is to push out of the sound—and that we are to meet her with hands to enable her to go round and join

the french fleet—for which purpose their boats are necessary—the number that we have is amply sufficient for our business—and now we are in readiness—two Sentinels will be posted in an advantageous place whose business will be to attend to whatever signals may be given from the Sea-board—besides which Col Wall the Master-pilots and myself will alternately hold watch and keep our attention awake—’till last night 12 OClock, unfavorable winds have prevailed—if the Gale which we have at present does not prove inconstant, it will not be long before we are called upon—Our Situation commands a view of the several entrances to New-port— and block island is directly opposite to us—so that nothing can pass to or from New-port unnoticed—Gen^l Sullivan estimates the enemys land force here at 7000—the state of their Shipping he informs me is as follows—in the E. Channel (or that between Seconet Point and Rhode Island) 2 Galleys and 1 Small frigate—in the East Channel (or that between Boston neck⁴ and Connanicut Island) 2 small frigates—In the Middle or main Channel 2 Frigates—at Newport 2 or 3 Frigates[.] As Gen^l Sullivan will probably write to Your Excellency—I forbear descending to farther particulars—he has been indefatigable and nothing on his part will be wanting—I have the honor [&c.]

John Laurens
Aide de Camp

L, DLC, George Washington Papers, Series 4. Addressed on a separate sheet: “His Excellency/General Washington/Commander in chief/of the American Forces/White Plains.” Docketed: “Point Judith 25 July/1778/from/Col^o. Laurens.”

1. See Laurens to Washington, 23 July, *GW Papers Rev. War Series* 16: 143–44.

2. Lt. Col. William Wall of the Rhode Island State Artillery regiment. According to a letter from Providence published in the 30 July edition of the *Continental Journal, and Weekly Advertiser* (Boston) on 24 July “thirty pilots were dispatched for Point-Judith, to go on board the fleet.”

3. Continental Navy frigate *Trumbull*. It was not preparing to sail into Long Island Sound.

4. Boston Neck, Rhode Island, was north of Narragansett, Rhode Island, and west of Conanicut Island, Rhode Island. For a detailed discussion of the location of British naval forces at Newport, see Captain John Brisbane to Viscount Howe, 27 July, below.

EXTRACT OF A LETTER FROM PROVIDENCE, DATED SATURDAY MORNING, JULY 25, 1778

“The express just going, shall employ the present moment to inform you, that yesterday afternoon Col. Laurens¹ (Aid to Gen. Washington) arrived in town in forty-eight hours from Head-Quarters, with dispatches for Gen. Sullivan.² What I have collected of material consequence is, to hold himself in readiness to co-operate with the French fleet,³ who might be expected at Rhode Island every moment. Last evening thirty pilots were dispatched for Point-Judith, to go on board the fleet; and every disposition is making for landing a body of troops on the island.⁴ The enemy have, for ten days past, wrought with great industry in fortifying every entrance into the harbour,⁵ and thrown up many additional works on their out posts. Their Strength is supposed to be near six thousand. Two brigades are on their march from the main army.⁶ Col. Laurens was on board the French Admiral⁷ at Sandy-Hook a few hours, *in which time* they captured eight of the enemy’s ships, four or five of them armed vessels, private property.[”]

Boston-Gazette, and Country Journal, 27 July 1778.

1. Col. John Laurens.

2. Maj. Gen. John Sullivan, commanding the Continental forces in Rhode Island.

3. The French squadron commanded by Vice-amiral comte d’Estaing.

4. That is, the island of Rhode Island.
5. Newport harbor.
6. Brig. Gen. John Glover's brigade and Brig. Gen. James M. Varnum's brigade.
7. That is, comte d'Estaing's flagship, *Languedoc*.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, JULY 25, 1778

PROVIDENCE, July 25.

Capt. Hoxsie,¹ in the armed Boat *Seven Brothers*,² and Capt. Jenckes,³ in the armed Boat *Hornet*,⁴ both belonging to this State, have taken and brought into a safe Port a Sloop of 45 Tons,⁵ bound from Antigua to Halifax, laden with Rum and Sugar.

1. Capt. Gideon Hoxse (Hoxsie).
2. Rhode Island privateer armed boat *Seven Brothers* was commissioned on 23 June. R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 74.
3. Capt. Charles Jenckes.
4. Rhode Island privateer armed boat *Hornet*, 7 tons burthen, mounting 1 swivel gun and carrying 8 small arms, was commissioned on 1 and 2 July. R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 78.
5. Sloop *Fancy*, Miller Johnston, master. She was libeled on 25 July in Rhode Island Maritime Court for trial at Providence on 12 Aug. *The Providence Gazette; and Country Journal*, 25 July 1778.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]
the 25th. in the morning a Small Breese from the Southward observed in Latitude 38°:51' in the Evening the wind Shifted to the NE stood of[f] to the southward

D, RPJCB, Jonathan Lawrence Journal.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO GENERAL GEORGE WASHINGTON

[Extract]

Sir

Lebanon 25th- July- 1778

I received a Letter from Maj^r General Sullivan of the 22nd advising that he expects the Enemy will make a Descent on Providence in a very short time—that they are now 7,000 Strong, and in a day or two will be eleven, requesting aid from this State—¹ Although we are exceedingly exhausted of Men &c—and this critical moment for securing the Labours of the last and the produce of this year, which is of essential consequence, rendered it additionally distressing to take off more of our Militia—yet, I doubt not, we should have made an effort to support them—But before we had come to a full determination, Your Excellency's Favor of the 22nd from White Plains came to hand, advising of Admiral D. Estaing's Design at Rhode Island which has greatly relieved our anxiety for the Fate of Providence.² I was this Day with my Council³ considering how and in what manner to raise or furnish aid &c agreeable to your Excellency's Requisition when I just received another Letter from Maj^r Gen^l Sullivan of yesterday requesting,⁴ from authority derived from you, five hundred Militia from the State, to act under his Command at Providence—So exceedingly difficult was it to take off any more from the pressing Labours in the Field, that instead of it, we have

thought it necessary to call these Companies from our Sea Coasts, which strips them from Fairfield to New London, and leaves us none of four Regiments raised heretofore by enlistment and detachment for our own Defence, in addition to all in the various Continental Services in which so many of our Inhabitants are engaged—

If a larger number of the Enemy's Troops should be drawn from New-York to New-Port than Your Excellency was aware of, perhaps you may be able to spare a further Detachment from your Army, so as to release our Men who will leave our Sea Coasts exposed—

Agreeable to your desire signified by Lieu^t Colonel Lawrens,⁵ I yesterday gave orders for a suitable number of Skillful Pilots to be sent out from New London in quest of the French-Fleet whose seasonable aid appears probable to be of very great importance, and with whom this State will be forward to cooperate to the utmost of our power—. . . I am with great Esteem & Regard [&c.]

Jonth. Trumbull

L, DLC, George Washington Papers, Series 4. Addressed at bottom of first page: "His Excellency General Washington." Addressed on separate sheet: "Public Service/Jonth Trumbull/His Excellency/General Washington/Head Quarters/White Plains—/M Gen^l Sullivan's/Express." Docketed: "Lebanon 26 July/1778/ from/Gov^r Trumbull/Ans^d. 28^h."

1. Sullivan discussed his request in his letter to Washington of 22 July, above. For Sullivan's letter to Trumbull of 22 July, see *Sullivan Papers* 2: 102.

2. Washington's letter of 22 July to Trumbull regarding the arrival of d'Estaing and preparations with the militia, see *GW Papers Rev. War Series* 16: 136–37.

3. For the Journal of the Connecticut Council of Safety, see immediately below.

4. Sullivan sent two letters to Trumbull on 24 July, and in the first one requested 500 militia be sent to aid him. Based on the Journal of the Connecticut Council of Safety below, one concludes that Trumbull had not received the latter of the two letters yet. See *Sullivan Papers* 2: 110.

5. Washington's aide, Lt. Col. John Laurens.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Lebanon, Conn. 25 July 1778]

Saturday 25th, met again, at the Governor's.

Considered further of the affairs under consideration yesterday. And a letter of the 24th came in by express, from M. Gen^l Sullivan at Providence, counting upon the resolve of Congress of the 11th inst. authorizing Gen^l Washington to call upon the Eastern States for aid to coöperate with the French Admiral De Estaing, and by directions from Gen^l Washington, he, Gen^l Sullivan, requests 500 militia from this State, for that purpose.¹

Upon the requisition of his Excellency Gen^l Washington and Maj^r Gen^l Sullivan's letter for five hundred men to be sent to Providence &c.: Resolved, that Col. Oliver Smith with the two companies of draughted militia, except the guard stationed at Lyme, and Lt. Col. Gallop² with one company of the six battalions now at New London, Major Backus³ with the two of draughted militia at Newhaven, Capt. [blank] Pitkin with his company at Fairfield, and Capt. [blank] with his company at Fairfield, and Capt. Tyler⁴ with his company of matrosses, be ordered by the Capt. General⁵ forthwith to march to Providence and join the forces there under command of Major Gen^l Sullivan. The seven companies of infantry to form one under the command of the abovementioned field officers.

Resolved, That Sam^l Eliot, Esq^r, agent for this State, be directed by the Governor

to sell the prize goods belonging to this State which were taken by the *Oliver Cromwell*⁶ and *Defence*⁷ and bro't into Boston, to the best advantage of this State: except the lead and such other military and naval stores as he shall think will be best to have saved, *viz*: the goods taken on board the *Cyrus* and the *Admiral Keppel*.⁸

Hoadly, ed., *Public Records of the State of Connecticut* 2: 100–1.

1. Maj. Gen. John Sullivan, Continental Army. This paragraph makes reference to the first of two letters Sullivan sent to Connecticut Gov. Jonathan Trumbull on 24 July. See *Sullivan Papers* 2: 110.

2. Possibly Lt. Col. Nathan Gallup, Connecticut Militia.

3. Maj. Andrew Backus, Connecticut Militia.

4. Capt. Daniel Tyler, Connecticut Militia.

5. Gov. Jonathan Trumbull.

6. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.

7. Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander.

8. British letter of marque ship *Cyrus*, Capt. Christopher Deake, commander and British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown, commander. For accounts of these captures, see Journal of Timothy Boardman, Carpenter's Mate of Connecticut Navy Ship *Oliver Cromwell*, 15 Apr. 1778, *NDAR* 12: 120–21; Capt. Timothy Parker to Trumbull, 20 Apr. 1778, *NDAR* 12: 155–56; Samuel Eliot Jr. to Trumbull, 20 May 1778, *NDAR* 12: 401–2; and, John Bradford to Continental Marine Committee, 21 May 1778, *NDAR* 12: 410.

ADVERTISEMENT FOR SEAMEN FOR CONNECTICUT PRIVATEER BRIG *NEW BROOME*

ALL Gentlemen VOLUNTEERS who are desirous of making their fortunes in eight weeks time, are hereby informed, that the fine new Privateer, called *NEW BROOME*,¹ mounting sixteen sixes and four pounders besides swivels, ISRAEL BISHOP commander, is now compleatly fitted for an eight weeks cruize near Sandy-Hook and in the Sound, where she will be under the protection of His Most Christian Majesty's fleet, and will have the best chance that there has been this war of taking prizes: She only waits for a few more men and then will immediately sail on her cruize. All those who are desirous of entering for the cruize are requested to apply soon on board said brig now laying in Connecticut river, or on board her in New London harbour, where she will be on the first day of August.

Wethersfield [*Conn.*] July 25. 1778.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 28 July 1778.

1. Connecticut privateer brig *New Broome*, Capt. Israel Bishop, of New Haven, commander, was commissioned by Gov. Jonathan Trumbull in July 1778. Middlebrook, *Maritime Connecticut*, 2: 168.

PETITION OF CAPTAIN HECTOR McNEILL TO THE CONTINENTAL CONGRESS

To The Honourable, The Continental Congress.

The Petition of Hector McNeill, most humbly Sheweth,

That your petitioner, haveing had the honour of commanding the continental ship *Boston*, did Sail on a cruise from Nantasket road, on the 21st. of May 1777; in company with, and under the command of John Manley Esq^r: commander of the *Hancock*—

That dureing the aforesaid cruise a British Frigate, call'd the *Fox*;¹ was capture'd, by the continental Ships above mentioned; which Frigate was lost on the 7th of July Last, and the *Hancock* Also on the day following, both taken by the Enemy—

That in consequence of this Loss—courts Martial have been held on both the commanders of the Continental Ships,—by the proceedings of which courts and more es-

pecially their finall Sentence,²—Your Petitioner thinks hims[elf] exceedingly agreived; inasmuch as he finds himself thereby rob'd of his reputation and exposed to perpetuall infamy (as he humbly conceives) without even the Shaddow of Law, or justice, as will Sufficently appear by the Severall reasons set forth in his protest of the 30th. June 1778—³

Your Petitioner humbly presumes, that he can make it appear—That he has not been guilty of any offence within the compass of any of the Articles of war Prescribed by the Honourable Congress for the government of the american Navy—and thinks it extreemly hard to be condemn'd by Opinion or Prejudice, without Law—he therefore most humbly implores the mercy, & justice of the honb^{le} Congress, to Save him from the impending ruin, with which he is threatned, and prays that they would order the proceedings of the aforesaid Court Martial to be revised, or take Such other Steps as their wisdom Shall think most Expedient for procureing him that Justice which he finds himself under a Necessity of Seeking from them alone—and your Petitioner as in duty bound will ever pray &c^a &c^a.

Hector McNeill

Philadelphia 25th July 1778.

D, DNA, PCC, item 42, vol. 5, pp. 73–76 (M247, roll 55). Docketed: "July 25, 1778/N 23 Hector McNeills petition/to the Honb^l Continental/Congress/July 25th 1778/Read 29 July 1778/Referred to the marine/Com^{tee}."

1. H.M. frigate *Fox* (28 guns), Capt. Patrick Fotheringham, commander. It was captured on 7 June 1777.

2. See Sentence of Court-Martial of Captain Hector McNeill, Continental Navy, 24 June, above.

3. See Protest of Captain Hector McNeill against his Court-Martial, 30 June, above.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Saturday, July 25, 1778.

Present. hon^{ble} George Bryan, Esq Vice President. Jos. Hart, Esq^f Jacob Arndt, Esq^f Joseph Read,¹ Esq^f & Jonathan Hoge, Esq^f

. . . The Council taking into consideration the report of the proceedings of a Court Martial held at Trenton, May 19th. 1778,² wherein John Gilfroy, boatswain of the late Ship *Montgomery*, being found guilty of Mutiny & deserting to the Enemy, was adjudged to be worthy of Death: Ordered, That John Gilfroy, late boatswain, of the Ship *Montgomery*³ now under sentence of Death for Mutiny & deserting to the Enemy, be pardoned, this being the first conviction of an offence of this kind, in the State fleet.

Ordered, That Commodore Hazlewood⁴ be authorized to issue a Proclamation offering full pardon to all deserters from the State Fleet, who shall return to their duty & deliver themselves up to him, or some one of the Officers of the said Fleet, on or before the first day of September next.

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 324–26. The portions not included concern: the arrest of a reputed Loyalist, Congress, certain Continental military and supply officers, and the disposition of British goods left in Philadelphia by the evacuating British army.

1. That is, Joseph Reed.

2. For the court-martial of John Gilfroy, 19 May 1778, see NDAR 12: 391–93.

3. The Pennsylvania Navy ship, *Montgomery*, which had been commanded by Capt. William Allen until

it had been burned on 21 Nov. 1777.

4. Commo. John Hazelwood, commander of the Pennsylvania Navy.

PENNSYLVANIA EVENING POST, SATURDAY, JULY 25, 1778

PHILADELPHIA.

The following is a list of prizes taken by the French fleet, under the command of his excellency count d'Estaing:

The ship *Peggy*, from Barbados to New York, belonging to Liverpool, fourteen guns, fifty-seven men;¹ a ship from Rhode island, bound to New York, belonging to ditto, fourteen guns, forty-three men;² a ship from the West Indies, four guns; a snow from New York, bound to Lord Howe's fleet, with thirteen half tons of gunpowder, driven by a violent squall near Long Island shore, and taken by the boats of the fleet;³ a snow from Barbados, six guns; a sloop from St. Kitts, six guns; a sloop from Antigua; a brig from Barbados; a sloop from the West Indies; a sloop from Antigua; a brig from the West Indies, a sloop from ditto, six guns;⁴ all bound to New York or head quarters; the sloop *York*, a tender, commanded by a lieutenant, twelve guns, fifty-three men;⁵ a brig, tender to the *Roebuck*, twelve guns, fifty-four men; a schooner, tender to ditto, four carriage guns, twelve swivels, and two cohorns.⁶ Retaken with the ship *Peggy*, a brigantine belonging to M. Marmajon.⁷

1. Ship *Peggy*, Capt. William Buddicom. For more on *Peggy*, see Journal of French Navy Frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, 17 July, above, esp. note 4.

2. The privateer *Fanny*, master John Wignall. For more information on it, see Notes Made on Board the French Navy Ship of the Line *Languedoc*, at the start of July, American Theater, above, esp. note 18.

3. The snow *Carcass*, master John Marshall. For its capture, see Journal of French Navy frigate *Engageante*, 12 July, above.

4. These ships remain unidentified. For discussions of the ships captured by the French squadron under the command of Vice-amiral comte d'Estaing until this point, see Notes Made on Board the French Navy Ship of the Line *Languedoc*, beginning of June, European theater, note 4, below; and Notes Made on Board the French Navy Ship of the Line *Languedoc*, beginning of July, American theater, notes 2, 3, 11, 13, 15, 18, 19, 20, and 21, above.

5. H.M. armed sloop *York*, Lt. Thomas Walbeoff, commanding.

6. The two tenders referenced are H.M. armed brigantine *Stanley*, commanded by Lt. Richard Whitworth and carrying 12 cannon of 4 pounds and the sloop *Dauphin* (or *Dolphin*), commanded by Lt. Christopher Christie, which carried 2 3-pound cannon and 6 swivels. On the capture of *Stanley* and *Dauphin*, see the Notes Made on Board the French Navy Ship of the Line *Languedoc*, at the start of July, American Theater, esp. note 20, and the Journal of French Navy frigate *Engageante*, 19 July and 20 July, above.

7. Probably Antoine (also known as Anthony) Marmajou, owner of the brigantine *Little Polly*. See Journal of the Continental Congress, 28 Feb. 1776, *NDAR* 4: 109. The French brigantine recaptured with *Peggy* was the brig or sloop *L'Heureuse Famille*. See Journal of French Navy frigate *Engageante*, Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville, 17 July, above, esp. note 4.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Saturday 25 July 1778

[Ordered] Commission of a Letter of Marque and Reprisal issued to Nathaniel Cooper Master of the Sloop called the *Richardson*, mounting two Carriage Guns and four Swivels, navigated by ten men belonging to Thomas Russell, Thomas Noel Edward Noel, Thomas Dawson, James Lloyd Chamberlaine & Co William Perry and William Hindman

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777–1779, S1071-23 (MdHR 3842), pp. 256–57.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 25th day of July 1778.—

Present Mr Whiting, Mr Travis Mr Archer, Mr Lewis and Mr Innis.—

Ordered that a Warrant issue to Mr David Henderson for the use of Captain Eliezer Callender for three hundred pounds on acco^t for the purpose of furnishing necessaries for the use of the ship *Dragon*.¹—

Ordered that Captain Taylor deliver Captain Callender what white Lead he can spare for the use of the ship *Dragon*.—

D, Vi, Navy Board Journal, p. 435.

1. Virginia Navy ship *Dragon*, commanded by Capt. Eleazer Callender.

THOMAS SMITH TO CAPTAIN FRANCIS KIRBY

Sir

W^mSburg [*Va.*] 25 July 1778—

With the Schooner *Betsey* under your Command you will proceed without loss of Time over to the Eastern Shore of Virginia and wait on Southy Simpson Esq^r¹ and he can in probability inform you in whose care the State's Goods were Lodged that came in the *Rambler* Captⁿ Buffington—² if not, you must make diligent enquiry after them, which being found you'll take, such steps as are necessary to get them on board your Vessel, as I suppose they are not sufficient to Load you, it will be incumbent on you to endeavour to procure an Additional Freight to make your Load complete—However do not spend any unnecessary Time in this pursuit, as the States Goods are much wanting here, I must recommend to you to use all possible care & Industry and return to Queens Creek & come up to Blessinghams Landing—³ Forward my Letters, I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, p. 98. Addressed before opening: “Captain Francis Kirby.”

1. Simpson was the assistant State Agent on Virginia's Eastern Shore.

2. Merchant schooner *Rambler*, Jonathan Buffington, master.

3. Queens Creek, a tributary of the York River, was close to Williamsburg.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir,

[S^t Augustine 25th. July 78]

As it was discernible, no attempt would be timely made of a diversion in Georgia, with design to compel the rebels to divide their forces Your favours of the 19 & 23. Instant¹ were no surprises to me—

When the rebels came forward to this province they left on Cumberland Island three hundred men sick of a bad infectious fever, they may have views of fortifying that Island and renewing the old fort on the south end of it, which commands the Harbour; it appears probable as the Gallies are stationed in proximity to the Fort.²

I think it would be an important object to the rebels to seize this advantageous Post, and perhaps it is their intention. This once effected they would be enabled to

make this province in a very uneasy situation.

It would therefore be of equal consequence to us to prevent such operation and could it be discoverable immediately dislodge them before they had strengthened the Island. Saint Mary's Harbour would be rendered useless to us without we were Masters of that Island. I have for these reasons wrote to Captain Moncrief and beg'd of him to take measures accordingly, and I intreat you will second the report if any be made, that our views to fix S^t Marys harbour for the accomodation of the Kings Ships may not be frustrated and of holding the Rebels at a greater distance from this province.³

The arrival of the french Squadron in the Chesopeak leaves little room to doubt of an immediate declaration of War on the part of Great Britain, which is likewise signified to me by the proper Channel, to make the necessary preparations for such event, and to encourage the fitting out privateers for that purpose.

Our post of Saint Mary's is therefore more necessary to be secured from attempts which may be made by french Ships.

We hear L^d Viscount Howe had collected all his force at Sandy Hook consisting of seven 64, 5 fifty's & 4 forty fours. If this be true I am in certain hopes that the french Squadron are by this time totally defeated and will never get out of the Chesopeak.

The Brigadier General⁴ mentions that he had orderd Captain Wolf⁵ to cooperate with you with a hundred and forty men, and had left them purposely at Hesters Bluff.

If you require further assistance the Rangers⁶ are posted at Trout Creek and may easily march to the Town Ship on St Mary's, or pass the narrows to Amelia Island.

I have some thoughts of paying you a visit I could come to Hesters Bluff and the Narrows in case your operations extend so far.

The Carpenters here warrant the *Thunderer* to be sufficient to support the Guns, She was tried with them before she went from hence, and bore the weight of metal admirably, Your Carpenter on a tryal I hope will find her fit for the purpose⁷

The Commissary has received my directions respecting the *Ballahoo* prisoners,⁸ The rebels are indebted to this province nigh a hundred prisoners, the names of your men are inserted as a demand and opposed to others upon the Cartel List. The Cartel Vessel shall be dispatched as soon as she can be ready. If you desire it she shall call on the *Perseus* for the four men borne on the Books.

Some difference of opinion has taken rise with Captains Wright and Mowbray,⁹ I shall be much obliged to you to settle any clashing, that no detriment may happen to His Majesty's Service from mistaken punctilios in the Officers. I have the honour to be with great regard, and esteem, Sir, [&c.]

Pat. Tonym

S^t. Augustine 25th. July 78

L, UkGrNMM, Admiral Viscount Keith Papers, KEI/2/2. Addressed at bottom of last page of letter: "Hon'ble/G: K: Elphinstone." Docketed: "*Perseus*/Governor Tonym's Letter/25th July 1778/E^d: N Swiney."

1. For Elphinstone's letter of 19 July, see *Keith Papers* 1: 113; the letter of 23 July has not been found.

2. The Americans did not have plans to fortify Cumberland Island or "renew" the fort there.

3. British Army engineering officer Capt. James Moncrief and Elphinstone did recommend fortifying the southern end of Cumberland Island, but Brig. Gen. Augustine Prevost, the only person who could issue the necessary orders to have the fort built, did not do so. Searcy, *Georgia-Florida Contest*, p. 153.

4. Brigadier General Augustine Prevost.

5. Captain William Wulff.

6. East Florida Rangers, a provincial unit.

7. Elphinstone had relayed the doubts of his ship's carpenter concerning the East Florida Provincial galley *Thunderer* in his letter to Tonym of 19 July, *Keith Papers* 1: 113. He addressed the same concerns in his letter to Brig. Gen. Augustine Prevost of 19 July, above.

8. The Americans held thirteen prisoners taken in *Perseus's* scout boat tender *Ballahoo*.

9. Lt. John Wright, acting commander of H.M. sloop *Otter* and Capt. John Mowbray, commander of East Florida Provincial galley *Germain*.

July 26 (Sunday)

JOURNAL OF H.M. SLOOP *VULTURE*, COMMANDER JAMES FEATTUS

July 1778 [Cape Sambro WNW Dist: 2 Miles, long.
Satd^y 25 42°, 02' N] [*Nova Scotia*]
Mod^t & hazy, [AM] saw a Sail, gave Chace—spoke HMS *Ambuscade*
whose boat boarded our Chace found her a Schooner¹ from S^t
Peters² left her in Charge the *Ambuscade*
[Cape Sambro WNW Dist: 2 Miles]
L^t Breezes & Cloudy [PM] saw a Sail & gave her chace
Sund^y 26 AM bro^t too the Chace found her a Snow³ from S^t Maloes⁴
bound to Boston Exchanged the people, no Sail in sight—
[Cape Sambro NW Dist: 4 L^s]
Light Breezes & Cloudy W^t prize in Company

D, UKLPR, Adm. 51/1044, part 3, fols. 74–75.

1. Schooner *Argos*. For more on this recapture, see Journal of H.M. frigate *Ambuscade*, Capt. John Macartney, 24 July, above.

2. That is, Saint-Pierre and Miquelon Islands, French North America.

3. This snow has not been identified.

4. That is, Saint-Malo, France.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

26th July. Fine Weather. Wind S.W.

The *Faulcon* Sloop of War¹ came in this Evening from New York by way of The Sound,² with dispatches from Lord Howe and General Clinton, notifying that the French fleet sailed from off Sandy hook the 22^d Instant; and that in all probability they would make their appearance before this place.

It appears that Lord Howe is at anchor with his fleet within the Bar of Sandy hook, but too weak to venture out to pursue and attack the Enemy.

Admiral Byron³ is hourly expected on the Coast with 11 Sail of the line from England; and as letters directed to him at Halifax have been received there from England three weeks ago, Frigates have been sent to that port, and others are cruizing for him, to give him information of Lord Howe's situation, and direct him to proceed to New York.

Mackenzie, *Diary* 2: 317–18.

1. H.M. sloop *Falcon*, Comdr. Harry Harmood, commander.

2. That is, Long Island Sound.

3. Vice Adm. John Byron.

GENERAL GEORGE WASHINGTON TO VICE-AMIRAL COMTE D'ESTAING

Sir

Head Q^{rs}: White Plains July 26th 1778

I had the honor of writing you the Inclosed Letter from Haverstraw Bay, which was intended to introduce Col^o Sears,¹ the Bearer of this, to your notice. This Gentleman set out with a Captain Dobbs,² a pilot of the first established reputation, to offer their services to the Squadron under your command. Before they had an opportunity of reaching the fleet, they sailed from the Road off Sandy Hook. Col^o Sears is still desirous of manifesting his zeal in this our common cause, and will be happy, if he can contribute in the smallest degree, to the success of the Enterprize, which you have formed against Rhode-Island. I have the Honor to be [&c.]

G^o: Washington

L, FrPNA, Marine B¹, vol. 146, fol. 237. Addressed below close: "Adm^l Count D'Estaing."

1. Washington's letter of introduction for Col. Isaac Sears, a ship captain and merchant originally from New York City who in 1777 relocated to Boston. He also had investments in a number of privateers.

2. For more on Capt. William Dobbs, see Lt. Col. Alexander Hamilton to Captain Patrick Dennis, note, and Gov. William Livingston of New Jersey to Washington, 16 July, and notes, above.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]
the 26th in the morning had much rain with Light Airs of wind to the NE. at about Noon the wind Shifted to the SE and Cleared Judged our selves in Lattitude 39^o. 6—with Montauk point on Long Island Bearing North the afternoon fair fine weather: and a remarkable Smooth Sea with a Lite Breese of wind from SE prepared for Landing the men our Quota being 374 the whole to be Landed out of the fleet is 4000 men Lite winds from the SE the whole of the Night,

D, RPJCB, Jonathan Lawrence Journal.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Duplicate
Number 70.
Sir,

Eagle Sandy Hook
July the 26th: 1778.

I wrote by the *Grantham* Packet to advise You, for the Information of the Lords Commissioners, that the Army returning from Philadelphia, was moved from the Jersey Shore for New York on the 5th Instant. That on the 29th: preceding, in my Passage from the Delaware,¹ I received your Dispatch of the 3^d: of May, respecting the Force and Destination of the Toulon Squadron, and Appointment of Vice Admiral Byron with the Ships of His Majesty's Fleet under his Command for Halifax; And that I was thereupon preparing those with me here, in readiness for being employed as Circumstances might require.

By this Opportunity you will receive the farther Reports of my Proceedings sent subsequent to the 6th: Instant,² the Date of my first Letter,³ by the *Grantham* Packet and a later Conveyance.

I have to add, that on the 22^d: in the Morning, the Enemy weighed and stood from

before this Port to the Southward, with the Wind to the Eastward, Followed by the Advice-Boats which I had stationed without them. They were left the 23^d: in the Morning in the Latitude of the Delaware and about thirty Leagues from the Land, steering by the Wind at least, on the Larboard Tack.

The Weather having been very favorable the last three Days for prosecuting an Attempt to Force the Entrance of this Port, and the Toulon Squadron not appearing on this Part of the Coast, I conclude the French Commander has desisted from the Purpose he is reported to have declared, to that Effect; But his further Intentions are not yet sufficiently apparent, for enabling me to form any decisive Opinion on the immediate Object of them. I have not therefore seen Cause to make any Change in my former Requisitions left for Vice Admiral Byron to join me here as early as he is able; And must still postpone any positive Resolution on the Part it may be expedient for me to take in the mean Time, with the Force assembled at this Port.

On the 25th. Instant the *Dispatch*,⁴ sent for Halifax the 10th:, returned with Letters from Captain Feilding⁵ of the 19th;; By which I learn that no Intelligence has been received of the Arrival of Vice Admiral Byron in these Seas.

Captain Feilding, on the most laudable Motives, ordered away the *Centurion*⁶ and *Raisnable*⁷ from that Station, to strengthen the Squadron here, as soon as he heard of the Appearance of the Enemy on this Coast. The two Ships are not yet arrived; But from the last observed Position of the French Squadron, and Easterly Winds since prevailing, I flatter myself they will escape to the Northward of the Enemy, and may be daily expected at the Hook.

The *Renown*,⁸ which had been appointed to conduct the West-India Convoy to the Latitude of 31°, and 61° Longitude, came in here from Antigua the same Evening with the *Dispatch*.

Judging the safe Arrival of Letters in England by the Packets, at this Time more especially, to be very uncertain, most of those Vessels proving as ill adapted for fast-sailing as Defence; And being yet unable consistently to detach any Frigates from this Squadron fit for such expeditious Service; I have forwarded Duplicates of the Information⁹ now transmitted by the *Hannah* Armed Vessel,¹⁰ engaged for the Occasion on the Terms stated in the enclosed Agreement, which I am to hope will meet with their Lordship's Concurrence. I am, with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 304–7. Addressed at foot of first page: "Philip Stephens Esq'/Secretary of the Admiralty." docketed: "N^o. 70/26 July 1778/Sandy Hook/L^d. Visc^t. Howe/R, 13 Sep^r/By Capt. Venture/(Duplicate)/original not come to hand." On 18 Sept. the Admiralty forwarded the original letter, which was received on 14 Sept. by Major Agnew, to Lord George Germain for the King's information. UKLPR, C.O. 5/129, fols. 72–73.

1. Marginal notation: "R, 13 Sep^r/Original not rec^d."

2. Howe to Stephens, 6 July, above.

3. Here Stephens inserted two attention marks with the notation "N^o. 68" and "N^o. 69" in the margin.

4. H.M. sloop *Dispatch* (16 guns), Capt. Christopher Mason, R.N., commander.

5. Capt. Charles Feilding, senior officer commanding at Halifax.

6. H.M.S. *Centurion*, Capt. Richard Braithwaite, commander.

7. H.M.S. *Raisnable*, Capt. Thomas Fitzherbert, commander.

8. H.M. frigate *Renown*, Lt. John Botham, commander.

9. Here Stephens inserted an attention mark in the margin.

10. Armed brigantine, Thomas Venture, commander.

PROCLAMATION BY COMMODORE JOHN HAZELWOOD, PENNSYLVANIA NAVY

PROCLAMATION

ALL DESERTERS from the Pennsylvania State Navy Fleet, since their retreat above the city of Philadelphia,¹ that do return and deliver themselves up to me, or any Officer of the said fleet, on or before the first day of September next, shall have full pardon.

JOHN HAZELWOOD, C.P.F.²

Philadelphia, July 26.

The Pennsylvania Packet or the General Advertiser, 26 July 1778.

1. That retreat took place in Nov., 1777.
2. That is, Commodore Pennsylvania Fleet.

THOMAS BRADFORD TO DANIEL HUGHES

D^r Sir

Philadel^a July 26th 1778.

The Continental Navy Board thinking it Necessary for them to have a return of all Sailors in our Custody, I am Desired by Col^l Beatty¹ who left this Yesterday to Write you to make Out a Return of all the Seamen & Sea Officers under your Care with the Ship they Belong and the time and place of their Capture which please to forward to me as soon as possible—

I am Informed the Crew of the *Mermaid* as Sent to Baltimore if so I think you had Better order them to fort Frederick or some place of Grater Safety then Baltimore and more under your Own Eye—² probably Col. Beatty may not have mentioned it therefore I must inform you that no Sea Officer is to have has [his] parole till further Orders but are to be Confined in Goal as a reta^tion for the hard usage our seamen and Officers meat with on Board their Prison Ships—I am sir Yours &ca—

Thomas Bradford
Com^r of Prisoners

Copy, MdAA, Maryland State Papers, Red Books, vol. 9, no. 255, S989-14-52 (MdHR 4570-49). The notation, "Copy," is written to the left of the signature. Bradford was deputy commissary general of prisoners and Hughes was a deputy commissary general and a Maryland militia officer from Hagerstown, Md.

1. Col. John Beatty was commissary of prisoners.

2. As seen at Capt. James Hawker to Vice Adm. Viscount Howe, 29 July, below, the officers and crew of H.M.S. *Mermaid* had been sent to Philadelphia.

JOURNAL OF H.M. FRIGATE *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONE

July 1778
Sunday 26th.

[At anchor about six leagues northwest
of Saint Johns Road, East Florida]

at 7 AM weighed and run further off, at ½ past anchored, S^o: end of Amelia Island SbE^t: and the N^o: end of d^o: WbN^o: 5 or 6 miles, and the N^o: end of Cumberland Island, NbW 4 Leagues; at Noon the *Otter*,¹ *Dreadnought Galley*² and prize³ in C^o.

At Single Anchor off St Mary Bar East Florida.

D^o: Weather [Light airs and variable], at 3 PM the *Dreadnought Galley* assisted by the Sloop and Boats passed over Saint Mary Bar,⁴ Em-

ployed variously

D, UKLPR, Adm. 51/688.

1. HM sloop *Otter*, acting commander Lt. John Wright.
2. East Florida Provincial galley *Dreadnought*.
3. Rhode Island privateer sloop *Betsey*. For its capture, see Journal of H.M. frigate *Perseus*, 26 June, above.
4. The American expedition against British East Florida began its withdrawal from the area the previous week, including most of the Continental troops who traveled by water. Brigade Orders of Colonel Samuel Elbert, 17 July, above.

After July 26

NATHANIEL SHAW, JR., AND THOMAS MUMFORD TO CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT

[*New London, Conn. post 26 July 1778*]¹

Gentlemen we Received yours 26th Inst. and Agreeable to your Desire sett our People to work in fitting for Service the Brigg *Nancy*² & Sloop *Two Brothers*,³ which Vessells will be Ready for Sailing with all their Stores on Board by the Return of the Barer—This day we have been Inform'd that three British Cruising Ships have got into New Port, for which Reason we shall wait your further orders by the Return of this Express, Mess^{rs}. Broome & C^o. have a Brigg of 16 Guns⁴ and a Sloop of 12 Guns⁵ Ready fitted would you have them also if we Can Prevail on the Owners to let them Come, they will be hear next Monday, we are Gentlemen [&c.]

Nath^l. Shaw J
Tho^s. Mumford

L, CtY, Nathaniel and Thomas Shaw Papers, packet 132, no. 8606. Addressed at foot: "To Mess^{rs} W^m. Vernon & John Deshon Esq^{rs}."

1. The date is conjectural, based on the assumption that this letter is a response to a call issued by the Continental Marine Committee (see letter to Continental Navy Board of the Eastern Department, 11 July, above) for armed vessels within the Eastern Department to cooperate with the fleet of Vice-amiral comte d'Estaing off Rhode Island.

2. Connecticut privateer brigantine *Nancy* (16 guns), Michael Melally, commander, owned by Nathaniel Shaw, Jr., of New London.

3. Connecticut privateer *Two Brothers* (8 guns), Thomas Chester, Jr., commander, owned by Thomas Mumford, of Groton, Conn.

4. This brig cannot be identified.

5. Probably, Connecticut privateer sloop *Beaver* (12 guns), Joseph Dodge, commander, owned by John and Samuel Broome, of Hartford and Wethersfield, Conn., respectively.

July 27

VICE ADMIRAL JOHN MONTAGU TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

[Extract]

Europe in S^t. Johns Harbour
Newfoundland 27th: July 1778

Sir

For their Lordships information I beg leave to acquaint you I arrived here the 25th Ins^t: having parted Company with two Transports (I called at Cork for.) on the 4th Ins^t:

in a hard gale of Wind. they are not yet arrived. nor is the *Martin* with her Convoy.¹

By² a Vessell I spoke with from Trinity bound to Bilboa on the 17th Ins^t: I had just time to write a few Lines to Lord Sandwich acquainting his Lordship that on the 10th Ins^t: in Latitude 48°: 35´ [N] Long^{td}: 33°: 54´ [W] I fell in with Rear Admiral Parker,³ and Six Sail of Vice Admiral Byrons⁴ Squadron, four of which were disabled as follows. The *Royal Oak's*⁵ Foremast Sprung, *Grafton's*⁶ Main Mast Sprung, *Sultan's*⁷ Main Mast Sprung and had a Jury Topmast, The *Bedford's*⁸ Main Mast was also sprung, the *Fame*,⁹ and *Conqueror*¹⁰ were the only two of this part of that Squadron that had not received damage. I was likewise informed that the *Albion*¹¹ had lost her Main Mast and all her Topmasts, and was in the Night of the Gale seen to Fire several Guns in Distress, but at a time when it was not in the power of the Squadron to give her any assistance; The gale which seperated this Squadron was on the 4th Ins^t: since which they could give no account of M^r Byron, nor had they seen any thing of the *Albion* [since] the Night she Fired her Guns in distress.

On my Arrival here I found the *Surprize*,¹² *Romney*,¹³ and *Proteus*,¹⁴ with the *Postillion*,¹⁵ and *Bonavista*¹⁶ [armed] Vessels, I am sorry to inform their Lordships that the¹⁷ *Surprize* in her Passage from Ireland lost her Main Mast; but this misfortune Captain Linzee had recovered before my Arrival by taking the Main Mast out of the *Proteus*. that Ship being rendered useless, as their Lordships will see by the inclosed report of a Survey taken on her.¹⁸ The *Postillion* is also, so bad as to make it exceedingly hazardous sending her to Sea. And it is with great concern I acquaint their Lordships that on the 16th of last Month as Captain Frederick¹⁹ of His Majestys Sloop *Spy* was going in quest of some small Privateers (who had been comitting great depredations on the several Harbours about S^t: Maries²⁰ and Placentia Bay) unfortunately got upon the Rocks off Cape Race in a Thick Fog, and is totally lost. but (with great difficulty) her Crew were all saved. In this situation I am greatly distressed how to perform the services required of me, as also for Ships to Convoy the Trade bound to Market unless their Lordships will be pleased to send me a reinforcement to my Squadron.

By²¹ the inclosed Letters²² their Lordships will see how exceedingly the Harbours to the Southward have been Alarm'd by the small American Privateers. . . . I am Sir [&c.]

J: Montagu

L, UKLPR, Adm. 1/471, fols. 216–17. Addressed at foot of first page: "Philip Stephens Esq^t." Notation in Philip Stephens' hand on first page: "R, 21 Aug^t./with 5 Inclosures & Read." The last paragraph, which is omitted, concerns the resignation of the purser of H.M. frigate *Surprize*.

1. The two transports and H.M. sloop *Martin*, Comdr. Thomas Chamberlayne, commander, had arrived by 29 July. See Vice Admiral John Montagu to Secretary of the Admiralty Philip Stephens, 29 July, below.

2. Here Stephens inserted attention marks for the Lords Commissioners of the Admiralty.

3. Rear Adm. Sir Hyde Parker Sr.

4. Vice Adm. John Byron.

5. H.M.S. *Royal Oak*, Capt. Henry Francis Evans, commander.

6. H.M.S. *Grafton*, Capt. Andrew Wilkinson, commander.

7. H.M.S. *Sultan*, Capt. John Wheelock, commander.

8. H.M.S. *Bedford*, Capt. Edmund Affleck, commander.

9. H.M.S. *Fame*, Capt. Stephen Colby, commander.

10. H.M.S. *Conqueror*, Capt. Thomas Graves, commander.

11. H.M.S. *Albion*, Capt. George Bowyer, commander.

12. H.M. frigate *Surprize*, Capt. Robert Linzee, commander.

13. H.M.S. *Romney*, Capt. George Montagu, commander.

14. H.M.S. *Proteus*, Capt. Samuel Warren, commander.
15. H.M. armed boat *Postillion*, Lt. George Lumsdaine, commander.
16. H.M. armed boat *Bonavista*, Lt. Cheney Hunt Garrett, commander.
17. Here Stephens inserted a beginning bracket.
18. Here Stephens inserted an end bracket.
19. Comdr. Thomas Lenox Frederick.
20. That is, St. Mary's, Newfoundland.
21. Here Stephens inserted attention marks for the Lords Commissioners.
22. See William Saunders to Vice Admiral John Montagu, 31 May, *NDAR* 12: 494, and 4 June, above; and Captain Samuel Warren to William Saunders, 14 June, and Lieutenant Howell Lloyd to Captain Samuel Warren, 21 June and 12 July, all above.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present.—

Sam^l Ph[']ps Savage Esq^rJohn Browne Esq^rThomas Walker Esq^rBoston, July 27th. 1778—Eleazer Johnson Esq^rIsaac Phillips Esq^rSam^l Ph[']ps Savage Esq^r President.—

Order'd, That Col^o Crafts¹ deliver Cap^t Hallet² from the Laboratory for the Brig^t *Tyrannicide*, 12 Quire Cartridge Paper, & 6 Sheep Skins—

Order'd, That Joseph Dolliver L^t of the Brig^t *Tyrannicide* make Return of all Articles taken by Cap^t Harreden from said Brig^t—

Order'd, That Joseph Lovering deliver Cap^t Hallet for the Brig^t *Tyrannicide* 60^{lbs} Tallow . . . (paid in August)

Order'd, That Maj^r Cross³ have from Gray's Wharf Inv^o. 27, 2 H[']ds Molasses cont^g as follows, viz^t

N^o. 31 . . 98 Ga'lls-7 outN^o. 27 . . 103 . . . 5 . .

201 . . . 12

12

189 G'lls @25/. £236.. 5.-

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), fols. 387–88.

1. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

2. Capt. Allen Hallet commanding Massachusetts Navy brigantine *Tyrannicide*.

3. Either Stephen or Ralph Cross, shipbuilders at Newburyport, who were constructing the 20-gun frigate named *Protector* in 1779.

JONATHAN MASON, JR., TO JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL

[Boston, 27 July 1778]¹

Sir,

Cap^t Allen Hallet has requested me to write a few lines to the Hon^{ble} Council to inform them that he is now ready to sail immediately, equipp'd entirely, saving the want of about twenty Men.—that there are now that number & more on board our Guard Ships that are willing & desirous to enter with him, able bodied & hearty Seamen, who are so fond of going with Him, that they are daily swimming on board his Vessell.—He begs therefore that Council would grant him a power to take from the Guard Ships the Number deficient which will be about twenty, & he will be at Sea in less than four

hours.²—He now informs me that Council is not sitt^g to day,³ & begs that I would direct this to your Honor, & request you if you should think it prudent, (considering his circumstances) to grant him your permission for that purpose, which Liberty having before been granted, immediately upon solicitation. I hope his request will be deem'd a sufficient intrusion.—I am Sir [&c.]

Jon^a Mason Jun^r

In Council July 27th. Read & ordered that the Commissary of Prisoners⁴ be and he hereby is directed to permit such and so many of the Prisoners now on Board the Guard Ship who will voluntarily enlist the Number not to exceed twenty, to go on Board the Brig *Tyrannicide*⁵ Commanded by Allen Hallet Esq^r in the Service of this State

read and Accepted

Jn^o Avery D^y Sec^y

L, M-Ar, Mass. Archives Collection, vol. 169 (Revolution Council Papers, 1778–1779), fols. 38–38a. Addressed on cover: “Hon^{ble}. Jere: Powell—.” Docketed: “351/Application from: Allen/Hallet Commander of the Brig/ *Tyrannicide* belong^g to this State/for liberty to enlist Twenty Men/from on Board the Guard Ship/ July 27. 1778.” The order is entered in the Journal of the Massachusetts Council, dated 27 July, LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), p. 351. Jonathan Mason, Jr., (1756–1831) was John Adams’s law clerk.

1. The date is based on the docketing and the order in the Journal of the Massachusetts Council.

2. It appears that *Tyrannicide* did not sail until 19 Aug. and then only to Barnstable, Massachusetts, where Hallet recruited twelve men to complete his crew. See Hallet to Samuel Philips Savage, 23 Aug., Mass. Archives Coll., vol. 205 (2nd ser., Revolution Letters, 1775–1783), p. 406.

3. Either Capt. Allen Hallet was mistaken about the Council not being in session or the dating given in the docketing is incorrect, because the Council acted on the petition on 27 July.

4. Joseph Henderson, Massachusetts Commissary of Prisoners.

5. The names of the twenty seamen, who were enlisted from the guard (or prison) ship to serve with Massachusetts Navy brigantine *Tyrannicide*, are listed in a letter to the Massachusetts Council immediately following. L, M-Ar, Mass. Archives Collection, vol. 169 (Revolution Council Papers, 1778–1779), fol. 39.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, JULY 27, 1778

BOSTON, JULY 27.

Besides the grand French squadron now upon the American coast, they have stationed frigates and xebecs at different places to protect their trade. The above fleet have since arrived off Point-Judith.

Orders, it is said, are issued for all the Continental frigates, that are equipped, immediately to join the French fleet.¹

We hear that Capt. Johnson,² who has so well supported the honor of his country as a naval commander, is a first Lieutenant of a capital ship³ in the Count De Estaing’s squadron.

1. Despite these orders, no Continental Navy frigate was able to join the French squadron.

2. Capt. Henry Johnson, Continental Navy. He had formerly commanded Continental Navy brigantine *Lexington*. Johnson was one of four American captains given passage in d’Estaing’s squadron from France to the United States and served as a pilot in one of its ships of the line.

3. That is, a ship of the line.

*THE INDEPENDENT LEDGER, AND THE AMERICAN ADVERTISER (BOSTON),
MONDAY, JULY 27, 1778*

Boston.

. . . Several persons who lately left New-York inform, that the Count D'Estaing was cruising off that place, intercepting all supplies coming into the harbor: That Admiral Lord Howe had laid an embargo there for some weeks past, during which time, none but public vessels had been permitted to sail: That the press for manning the British ships was the most violent ever known, extending even to the Captains of transports, a number of whom had been obliged in the present extremity, to serve on board the British-fleet: That the largest offers had been made to Americans confined in their prison ships to engage them in their service on the present occasion, with promises of soon dismissing them, and setting them on shore in any part of the continent: That Lord Howe, had some time ago sent running vessels to collect his eastern cruizers at Halifax, and those on our coast and to the southward at New-York: That he had left at the last place, 8 or 10 sail from 40 to 64 guns, and a number of smaller ships with which he was fallen down to the Hook,¹ with a design as was given out, to fight the French fleet; and that Admiral Gambier,² had hoisted his flag on board the *Emerald* frigate, near the city. He lately brought to that place, upwards of forty thousand pounds sterling in specie for the pay of the British army and navy.

. . . .
We hear that Capt. Thompson, late commander of the *Rawleigh*, frigate, whom we mentioned some weeks ago as on trial for his behavior at the capture of the *Alfred*, is broke.³

. . . .
The *Warren*, Capt. Hopkins,⁴ and another Continental frigate, are immediately to sail, to join the French fleet; all the Continental ships have orders to do the same as soon as possible, and not wait for their complement of hands, as the French fleet is so well manned, as to be able to spare a great number of seamen.⁵

1. Sandy Hook, New Jersey.

2. Rear Adm. James Gambier, RN, Lord Howe's second in command.

3. Capt. Thomas Thompson was charged with not doing his utmost by failing to come to the aid of his consort, ship *Alfred*, on 9 Mar. 1778. For more on his trial, see Captain Thomas Thompson to William Whipple, 1 July, 8 July and 21 July, above, and 30 July, below.

4. Capt. John Burroughs Hopkins.

5. In spite of these orders, none of the Continental Navy frigates at Boston joined the French squadron, mainly because they were undermanned.

LIEUTENANT COLONEL ASA WATERMAN, NEW YORK MILITIA, TO JOSHUA HUNTINGTON

Providence [*R.I.*] 27 July 1778

Dear Sir

Gen'l Sullivan¹ has made a Requisition to Capt. John Deshon² for A Quantity of provisions that was put up for the Navy if he should Comply with the Request I Conclude the provisions is in your hands if he should Give orders to have any Quantity forwarded, Desire you would have it forward as soon as possible. if you Cant procure teames you will advise me and I will procure teams To Transport it, as the provisions must be forwarded without Delay. I am with Respect [&c.]

Asa Waterman A.C.D.³

Connecticut Historical Society *Collections* 20: 90. Huntington was superintending the construction of the Continental Navy frigate *Confederacy* at Norwich, Conn.

1. Maj. Gen. John Sullivan commanded the Continental Army in Rhode Island.

2. Deshon was a member of the Continental Navy Board of the Eastern Department.

3. The initials after Waterman's signature probably stand for Adjutant, Commissary Department.

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Copy
My Lord,

Flora off Newport 27th: July 1778

I have just now the Honor of your Lordship's Letter of the 19th: Instant¹ in Answer to mine of the 7th: by the *Falcon*, since which I wrote You by the *Fowey* on the 19th: Also your Lordships Orders to make War upon, take or destroy all Ships of the French Nation appearing on the Coast of North America, and have given Orders in Consequence thereof to the Captains and Commanders of the several Ships and Vessels under my Orders.

Major General Sir Robert Pigot acquaints me; the Batteries on Goat Island, Brenton's Neck, Dumplings² and the North End of the Town are put in the best State of Defence possible for the time in order to prevent any hostile Intention of the Enemy.

Agreeable to your Lordship's Intimation respecting the Ships under my Orders should the Enemy appear, and endeavor to get in, I shall take the best Precautions according to Circumstances for their Safety. I must observe to your Lordship that Lieu^t Knowles³ agreeable to my directions has got all the Transports and other Vessels in the inner Harbor, and placed the *Grand Duke* Store-Ship⁴ across the Mouth of the North Entrance, in order to prevent as much as possible the Enemy's destroying them; The *Pigot*,⁵ and Rebel Galley *Spitfire*⁶ are placed at the South Entrance to answer the same purpose, and in Case the Enemy should come in, Lieu^t Knowles has directed to scuttle the Transports.

As soon as I have reason to apprehend the Enemy's Intention is not to attack this Port; I shall employ one of the Advanced Ships with the *Sphynx*⁷ to convoy the Wood Vessels from Huntingdon Bay to this Port, and place the *Pigot* Galley in her Station.

In my present Situation I know no Mode of supplying the New Galley with Guns of the nearest Calibre she is constructed to bear, but by taking the two 18 Pounders out of the Rebel Galley *Spitfire*, which I propose doing if the Carriages will answer.

The Complements of the *Pigot* and *Spitfire* are nearly complete; and the deficiencies shall be made up.

I have given the Surgeon of the *Flora* a direction to purchase Medicines for the Prisoners agreeable to your Lordships directions on that head, and have divided the Prisoners into two Ships separating those taken in Arms from the rest.

The ten British Seamen brought from Boston are fit for Service; have been exchanged within the limits of your Lordships former directions; and distributed amongst the Ships in order to complete their Complements; But as I have already acquainted General Sullivan, that, agreeable to your Lordship's Orders none of the New England Prisoners could be exchanged until Restitution was made for the Circumstance of the *Royal Bounty*,⁸ and from a Rebel Colonel being very desirous to come to Newport to confer with General Pigot; He, as well as myself have reason to believe it has taken a proper Effect, from the Idea they are to be sent to England; The Conference will shew the Event.

Yesterday the *Sphynx*, arrived from assisting in Convoying the Vessels up the Sound, Intended to have sent her to cruise 10 or 12 Leagues to the South-ward of Block Island to prevent any Vessels bound to the Port of New York falling into the Enemy's hands,

but as Captain Harwood⁹ acquaints me he has been informed by the People on Long Island that they have left the Hook; I shall order her to cruise between the Harbour's Mouth and Block Island, in order to give the earliest Intelligence.

As Lieu^t Andrew Congalton first Lieutenant of the *Flora*, still continues incapable of duty from the Wound he received some time ago; I have given an Order to M^r Smith Master's Mate, to act as Second Lieu^t until his recovery or your Lordship's pleasure is known.

Captain Harwood's Orders from Admiral Gambier being to return immediately, I have therefore dispatched him, with orders to return to his Station, and forward my Letter to your Lordship as soon as possible. I am with great respect My Lord [&c.]

J: Brisbane.

Copy, UKLPR, Adm. 1/488, fols. 321–22. Addressed at foot of first page: "The Viscount Howe &c. &c." Docketed: "Copy of a Letter from Captain/Brisbane to the Viscount Howe/Dated 27th July 1778./N^o. 2/In Lord Howe's N^o. 73." Enclosure no. 2 in Vice Adm. Viscount Howe's letter no. 73, of 17 August 1778 (Duplicate), to Secretary of the Admiralty Philip Stephens.

1. Above.

2. The Dumpling Rocks off Conanicut I. opposite Brenton Point.

3. Lt. John Knowles, R.N., Agent for Transports.

4. The Armed Transport *Grand Duke of Russia*.

5. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.

6. Formerly a Rhode Island Navy galley, which was captured in May 1778. It was now commanded by Lt. James Saumarez.

7. H.M. frigate *Sphinx*, Capt. Alexander Græme, commander.

8. American prisoners had seized the cartel *Royal Bounty* on 13 and 14 Jan. 1778. See Master's Journal of H.M. brig *Cabot*, 12–13 Jan. 1778 and 14 Jan. 1778, *NDAR* 11: 99 and 115–16; and *The Continental Journal, and Weekly Advertiser* (Boston), 29 Jan. 1778, *NDAR* 11: 229. For discussions of the controversy regarding the prisoners, see Capt. Walter Griffith to Secretary of the Admiralty Philip Stephens, 12 Apr. 1778, *NDAR* 12: 95 and Vice Admiral Viscount Howe to Stephens, 9 May 1778, *NDAR* 12: 303–7.

9. Comdr. Harry Harwood, R.N., commanding H.M. ship-rigged sloop-of-war *Falcon*.

EXTRACTS FROM BRITISH SECRET INTELLIGENCE REPORTS CREATED BETWEEN 21 AND
27 JULY 1778

[Extract]

[*New York, N.Y.*]

Ebeneazer Fitch and Paul Blancher—Inhabitants of Bedford N. England—left Boston about 12_ or 14 days ago¹—came through, Worcester, Hartford, Newhaven &c was taken up by the *Halifax* in the Sound.²

They were in Springfield about a Month ago, where they saw a great number of B[rass] Cannon mounted—they came from Boston, at least 50 pieces a Number of Waggons & Military stores of all kinds guarded by a very few Men—The Report, they say is, that there is no intention of attacking R. Island, but what Troops they can collect (which they say they find very difficult) is only to defend the Continent from any landing of the British Army—

They are collecting all the Vessels & craft in the different Ports, Suspicious—ordered to be looked after—Lodge at M^r Jervis's water street near Peeks Slip. Nothing paid

. . . Captain Dobes, Daniel Marlon, John Fise, a Jeramia Tonkins³ are gone on board the French Fleet as Pilots—reported by the Rebels that only half the French Fleet are of [f] N. York, the other half are gone to the Eastward—

Washington made the Fleet a present of 500 fat oxen—they report that the French

have landed a great many Troops in the Jerseys, & mean to Besiege N. York as soon as the Rebels have got every thing ready at the White Plains—

. . . Samuel Dehart Fisher-Man—was taken Prisoner Saturday fortnight, when fishing of [f] the Sea Bass bank by the French Fleet⁴—was put on shore on Wednesday 22 Sick at Shroesbury⁵—Says by what he could learn they were going to the Delaware to Water—

that he see a Lieu^t of a Rebel Schooner & several of the Men that were on board, taken into the F Admirals Ship as Pilots for R. Island

that he heard them say as soon as they were watered they intended going there—

They were at three pints a day allowance very healthy—but—one man Sick on board the Admiral—they had taken Eleven Vessals 6 West India small Sloops—one of those a Frenchman—retaken—a Letter of Mark 24 Guns, a 14 Gun sloop, 2 three other small⁶

Extract of a Letter from New Jersey dated Sunday Evening 26 July Mr Dubois Intelligence—

G Washington is at the W plains⁷ or near it

we cannot learn of any preparations to attack any of the Posts—A General Parade will be made towards the White plains but G.W. will risque nothing—The Officers Say they have the Game in their own hands, & the General will not risque a Gen^l Engagement for fear of loosing it—

It was the French Admirals orders to Intercept the Fleet coming from Philadelphia but having a passage of 13 weeks & some days saved them⁸—It is said another French Fleet is Expected—

It is also said that the French Fleet is gone to the Southward to Collect a Convoy the Tobacco and Rice Vessels—as Congress is much in debt to the French. . .

D, DLC, United States Revolutionary Collection, “Secret Intelligence 1778 July 21-Nov 10.” The intelligence seems to have been collected by Col. Beverley Robinson, commander of the Loyal American Regiment, who helped run British secret service operations in New York. *DAB*. The portions not printed here cover a variety of topics, including the number and location of various Continental and militia units, the British-Indian raid into the Wyoming Valley of Pennsylvania, the size and placement of American supply depots, and American morale.

1. Probably 5 or 7 July.

2. H.M. brig *Halifax*, Lt. William Quarmer, commanding. The “Sound” was Long Island Sound.

3. For more on Capt. William Dobbs and other pilots—though none of those named here other than Dobbs—who joined the fleet of comte d’Estaing, see Governor William Livingston of New Jersey to General George Washington, 16 July, above.

4. The French fleet commanded by comte d’Estaing was anchored off Sandy Hook, New Jersey.

5. That is, Shrewsbury, New Jersey.

6. For a list of captures made by the French fleet, see *Pennsylvania Evening Post*, 25 July, above.

7. That is, White Plains, New York.

8. The fleet of Vice Adm. Viscount Howe; d’Estaing’s fleet had sailed from Toulon, France, on 13 Apr. and arrived off the Delaware Capes on 7 July.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JULY 27, 1778

NEW-YORK, July 27.

The *Le Despencer* Packet, Capt. Pond, mentioned in our last to be carried into New-London, was taken by two Privateer Brigs;¹ one of them called the *Satisfaction*, of Boston, of 16 Guns and 110 Men; and the other the Brig *Nancy*, Capt. Melally, of New-London, of the same Force;² Capt. Pond made a brave Resistance, and did every

Thing in his power to escape, but his Rigging and Masts were so disabled, that he was obliged to submit to superior Force.

Capt. Pond is now here, and left his Passengers Mr. Samuel Hake, of this City, Merchant, Governor Wright's Son of Georgia,³ and two other Gentlemen Passengers, in New-London. The three last mentioned Gentlemen had obtained Permission to go to St. Augustine.

On Wednesday Evening arrived here a Fleet of 20 Sail from Rhode-Island; seven of which were from Halifax, and had 35 Days Passage to that Place. The Halifax Fleet was met by the *Tryon* Letter of Marque, Capt. [*George*] Sibbles, of this Port, to the Southward of Long-Island; he informed them of the Situation of the French Fleet; they then proceeded with him to Newport, where Captain Sibbles also gave the first Intelligence of Monsieur D'Estaing.

The *Tryon* was outside Sandy Hook when the French Fleet made their Appearance, and was chased by one of the Frigates, but fortunately outsailing her, escaped, and by that Means, the Fleet under Convoy of the *Hope*,⁴ from Halifax, avoided the Snare they would have fallen into, had they proceeded to the Hook. Capt. Sibbles also assisted in conveying the Fleet through the Sound, having been directed (by Capt. Henry, of the *Fowey*)⁵ to bring up the Rear. They were dogged by a Rebel Privateer Sloop in the Sound, but she kept so much aloof, that there was not an Opportunity of bringing her too; she put into New-Haven.

The Letter of Marque Ship *Rose*, Capt. James Duncan, was met on the 6th inst. by a French Frigate of 32 Guns, with 300 Men, and, after an Engagement of 6 Hours and a Quarter, was forced to yield; the Action was fought in the Presence of 12 Sail of the Line and 5 Frigates, commanded by the Compte D'Estaing, who were at 4 Miles Distance, and could not, on Account of little or no Wind, get nearer. When the Attack commenced, the *Rose* had 60 Men on board, eight of which were sick and unfit for Duty, and when she struck, had 44 left; the Bravery of the Men and Officers, beyond Description, was applauded by more than Ten Thousand of their Enemies, Spectators of the Event. The firm Caledonian fought his Ship till she sunk; several of his Officers were killed, himself wounded, and his first Lieutenant dangerously so, his Life being despaired of.⁶

Two Schooners, one of them from France, the other from South-Carolina, that were taken by the *Active* Letter of Marque, Capt. [*John*] Powell, are retaken and carried into Egg-Harbour.

1. On the capture of *Le Despencer*, Capt. William Pond, see Journal of Ambrose Serle, 29 June, above.

2. Massachusetts privateer brig *Satisfaction*, Capt. Nathaniel Thayer, mounted 14 guns with a crew of 80, according to its letter of marque application; Connecticut privateer brigantine *Nancy*, Capt. Michael Melally, mounted 16 guns and carried a crew of 100. M-Ar, Revolutionary Rolls, vol. 7, fol. 94; DNA, PCC, item 196, vol. 10, p. 107 (M247, roll 203); Middlebrook, *Maritime Connecticut*, 2: 166. As seen at Melally to Nathaniel Shaw Jr., 16 June, above, there was some question if *Satisfaction* was one of the captors.

3. Andrew Wright, son of Sir James Wright, the Royal Governor of Georgia.

4. H.M. sloop *Hope*, Lt. Joseph Browne, commanding.

5. H.M. frigate *Fowey*, Commander Thomas Henery, commanding.

6. For the capture of the British letter of marque ship *Rose*, Capt. James Duncan, see Journal of French Navy Ship of the Line *Languedoc*, 5 July, and Journal of French Navy Frigate *Engageante*, 5 July, both above.

COMMODORE WILLIAM HOTHAM, R.N., TO SIR CHARLES HOTHAM THOMPSON

Preston off Sandy Hook [N.J.]

My Dear Sir Cha^s:

27th: July 1778.

Since my Letter of the 7th: Instant¹ (in answer to yours of March the 23^d) The Toulon Squadron under Monsieur D'Estaing² have made their appearance. they first anchored in the Delaware with a view no doubt of blocking up Lord Howe³ and the Transports, but He had fortunately left it with all his Ships about ten days before, being thus defeated, his next appearance was off this Port, on the outside of which he anchored about four or five miles from Sandy Hook, where he remained about a Week. My Lord Howe with his usual foresight had previously drawn the greatest part of his Force (which though but weak in comparison to theirs) to new york and the judicious Disposition which he made of them to defend the Entrance of the Harbour I believe weighed as much with the Count, as the pretended difficulty of passing over the Bar with his long legged Ships might do; however that might be, after looking at us for some days, the last of which he probably liked our appearance worse than the first, He thought proper to move off, and the last we have heard of them by our Scouts is, that they were seen about 30 Leag^s: to the Eastward of the Delaware standing to the SE upon the Larboard Tack, from which you are Seaman enough to know that the wind of course must be about ENE being so far off the Delaware and still standing to the SE it is concluded that Rhode Island Boston or the West Indies must be their Point. It is a mortifying stroke that we can hear nothing of Admiral Byron,⁴ whose arrival we have been eagerly expecting, and had he fortunately appeared at this Critical Juncture it would have been a happy Event for England. As it is, I can only rejoice that his Lordship is yet here instead of being upon his passage home which might have been the Case. From the very superior force of the French Squadron to that of ours, you may judge we were in daily expectation of their attempting to force the Entrance of the Harbour and to pass our small Ships (that in comparison to theirs) but it would have been difficult, and the Conflict must one way or the other have been decisive, and would at the same time have decided the Fate of the Army, for whether that, or the Transports had been destroyed I look upon pretty much the same thing. it would have been playing a deep Game, & I suppose the Count thought it too hazardous an one. The Spirit of the Soldiers and Seamen upon this occasion is not to be described; some Marines being wanted on board the Ships, a Detachment was ordered from the Army for that purpose, to be made up of Volunteers, when the whole of the Grenadiers and Light Infantry turned out to a Man, as did the whole Body of Seamen from the Transports. I am very apprehensive our Fleet will come too late, as the Expectation of it has been notified to the French Admiral by the Congress, who you to be sure have heard will have nothing to say to the Commissr^s:⁵ until the Fleet and Army are withdrawn, or that they are owned as what they say they are, Independent States. Thus have I given you the News of these parts, as I hope all the Nation will give the Credit which is due to Lord Howe for his admirable Conduct throughout this Business, for had the Squadron been divided, they consequently in this instance would have been useless, and the Destruction of the Transports by the Enemy getting possession of this Port, you will see must have been attended with the worst of consequences to the Army. Whatever was intended for me, is from this Event of course put off for the present, but be assured that in no Situation or Quarter of the Globe shall I be other than My Dear Sir Cha^s: most Affect^v: Yours

W Hotham

I beg Lady Dorothy & Miss⁶ to accept of my Affectionate Compliments & wishes for their Health—Your friend Cha^s: O'Hara commands upon Sandy Hook,⁷ and Doctor

Roberts is very well with whom I am become very intimate for all his Shyness.

L, UkJHhu, Hotham Collection.

1. See Hotham to Thompson, 7 July, above.
2. Vice-amiral comte d'Estaing.
3. Vice Admiral Viscount Howe.
4. Vice Admiral Honorable John Byron. His fleet, which was to reinforce the British naval forces in American, had sailed from England on 9 June.
5. The Commissioners for Quieting Disorders, more commonly called the Carlisle Commission. For more on their mission, see their letter to Lord George Germain, 15 June, above.
6. Thompson's wife, Dorothy Hobart Thompson, and his daughter Henrietta.
7. On the command of Col. Charles O'Hara, see Journal of Major John André, 12 July, above.

JOSIAH BARTLETT TO WILLIAM WHIPPLE

[Extract]

Philadelphia July 27th. 1778.

My Dear Sir,

Your's of the 12th instant is just rec'd¹

I am fully sensible of the force of your arguments against privateering and if some proper methods were taken to restrain it to proper bounds, I make no doubt the public would be much benefitted by such restrictions; but (for want of a competent knowledge of those affairs I make no doubt) I am not quite satisfied that a total prohibition would be serviceable:² The Congress have some time since determined as soon as possible to take up the Marine affairs and make some very essential alterations in it and also the affair of our money which seems to be going to confusion by the enormous rise of every thing, but when it will be done God knows. The almost innumerable letters and business that daily crowd upon Congress for want of regular Boards, properly appointed and filled, and the time it takes in such large Assemblies, to transact business, keeps us forever behind hand in our affairs and I am sorry to say that sometimes matters of very small importance waste a good deal of precious time, by long and repeated speeches and chicanery of gentlemen who will not wholly throw off the lawyer even in Congress.

Till we get into better regulations as to our Marine affairs, I am persuaded no class of men are so much wanted in Congress as men acquainted with that business, for though Navy Boards are established, yet there is a constant appeal to the Marine Committee of Congress, who I am sure are at this time inadequate to the business. I hope our State will have wisdom enough to appoint you to relieve me here in the fall and that you will have virtue enough still to forego your own private interest for the public good and will accept of their appointment and without flattery I really think you would be very serviceable to the public here, especially in the Marine Department.³ If I knew you would not attend Congress I should be glad you might be appointed one of the Navy Board at Boston, for I am sure that Board does not attend sufficiently to the business.

. . . The French fleet are gone to Rhode Island and you will hear of their operations sooner than we. the Admiral⁴ seems very desirous of doing something to effect and was greatly mortified when he found there was not water sufficient for his large ships to go up to New York. I have nothing to write you in the new's way—have sent you a paper or two by which you will see what is stirring here. . . .

J. Bartlett

Transcript, DLC, Peter Force Transcripts, Alfred Langdon Elwyn Collection, pp. 525–27. Addressed at top: “Josiah Bartlett to W^m Whipple.” Five paragraphs are omitted which concern the Carlisle Commission’s threat to appeal to Americans at large, the preparations by Congress for a ceremonial audience for the French Minister Conrad-Alexandre Gérard, Bartlett’s receipt of John Langdon’s letter to John Wentworth, his compliments to John Langdon and friends at Portsmouth, N.H., and a postscript explaining his hastiness in penning this letter.

1. See William Whipple to Josiah Bartlett, 12 July, above.
2. See William Whipple to Josiah Bartlett, 3 May, *NDAR* 12: 253, and 1 June and 12 July, above.
3. Whipple was elected on 18 Aug. as a delegate from New Hampshire but did not attend Congress during 1778.
4. Vice-amiral comte d’Estaing.

OWNERS OF A BRIGANTINE PRIVATEER TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

May it please your Excellency

Baltimore 27 July 1778

We are about fitting out a Brigantine of twelve fourpounders to cruize on this Coast, as a private Ship of War, but are likely to be disappointed in Guns of proper dimensions.— As we understand there are some belonging to the State, such as we want, and which are not in use at present, Can we obtain the favor of your Excellency to spare us the above number either to be paid for immediately, or return’d in kind at a future day your Excellency shall appoint.—

Short Guns that weigh about seven hundred weight, will suit our purpose best.— We have the honor to be [&c.]

Ja ^s . Calhoun	Hugh Young	Lux & Bowly
Sam & R Purviance	Jn ^o . Sterett	David Stewart
Van Bibber & Crockett		Jn ^o . Dorsey

8 Guns wanting either three or four pounders¹

DS, MdAA, Maryland State Papers, Red Books, vol. 19, no. 74 S989-28 (MdHR 4584-73). [Isaac?] Van Bibber and [Benjamin?] Crockett did not sign this petition; their names seemed to have been added by the same person who penned the note following the signatures starting, “8 Guns wanting.”

1. The Maryland Council’s reply, addressed to James Calhoun and others and dated 28 July, is below.

PAYROLL OF THE VIRGINIA TRADING BOAT *MOLLY*

A Payrole of the Boat *Molley* from the 1st Day of May to the 27th. of July 1778--

Mens Names	Quality	When Ship ^d	When Discharg’d	Wages ₧ Month	Wages due
John Archer	Captain	May 1 st .	27 th . July	£20 ₧ Mo	£58.. 0..0
Benjamin Dyer	Mate	---- 13 th .	27 ditto	18 ---	45.. 0.--
Abraham Tillerson	Seaman	---- 10 th .	27 ditto	15 ---	39.. 0..0
John Churchill	ditto	---- 10 th .	27 ditto	15 ---	39.. 0..0
Daniel Webb	ditto	---- 29 th .	27 di ^o .	10 ---	20.. 0--
John Stephens	ditto	June 1 st .	27 d ^o .	15 ---	28..10--
Joseph Turner	ditto	---- 3 ^d ..	27 d ^o .	15 ---	<u>27..10</u>

£257.. 0

By one month’s pay advanc’d the Boats Crew, in
St Eustatia by John Ball Esq.

108 --

Ballance due

£149.. 0..0

D, Vi, Papers of Various Ships, 1776-1782. Papers of *Molloy*, 1778. Docketed on separate sheet: "Boat *Mollys*-/Pay Roole—/Settled to 27th July/1778—."

REAR ADMIRAL SIR PETER PARKER TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

[Extract]

Cupid Port Royal Harbour
Jamaica the 27 July 1778.-

Sir

Since my last Letter of the 21st past by the *Southampton*,¹ I have not been honour'd with any dispatches from the Admiralty—the *Glasgow* and *Cameleon* proceed from hence this day and from Bluefields the 1st of next month, with the Trade bound to Europe²—The *Hornet* Sloop is to accompany them as far as the Lattitude of 32 North and then to return to this port³—The *Glasgow* goes on to the Downs and the *Cameleon* proceeds with the Trade bound up S^t George Channel and then repairs to Spithead for further Orders—I beg leave to offer to their Lordships consideration whether it may not be expedient, and tend more to the benefit and safety of the Trade to make some Alterations in the present Orders relative to Convoys; the passage through the Gulph of Florida is at most times hazardous but more especially so in the Winter months, and during the present contest with America every advantage may be taken by the Rebel Privateers that constantly lie in wait for the Trade under Cuba and the Florida Shore—Were it left to the Admirals option to send the Convoy through the Gulph or the Windward passage as Currents and circumstances might vary, the Rebels wou'd be in doubt & uncertainty and at a loss how to station their Cruisers. . . .

Tho the *Active* and the *Florida* Surveying Schooner saild from hence for Pensacola the 5th of last May I have not as yet heard of their arrival⁴—I have received a letter from Captain Nunn of his Majestys Sloop the *Hound* dated Pensacola May the 9th which is enclosed here with,⁵ together with Copies of the correspondence carried on by the Captains of His Majestys Sloops the *Hound* and *Sylph* with the Governors of West Florida and Louisiana⁶—Their Lordships will see that Mr. Campbells Brig is restored⁷ and all the British Vessels safe from New Orleans except the Ship *Rebecca* which the Spanish Governor refused to deliver up on the pretence that she was not taken within the Spanish Territories, but brought in there as a prize by the Americans which was a liberty allowed them in Europe⁸— . . .

I feel great satisfaction in transmitting to their Lordships a letter dated the 11th instant signed by Captain Rainier of His Majestys Sloop the *Ostrich*;⁹ the great disproportion between the *Ostrich*; and the Privateer she has taken, notwithstanding the assistance which she received from the *Lowestoffes Prize* will mark the Conduct and Character of Captain Rainer and reflect the greatest honor on himSelf, his Officers and Crew—When the prize arrives I shall be able to furnish their Lordships with a more circumstantial and clear account—I am in hopes that Captain Rainier Will soon recover, tho his wound as I am informed is more dangerous than was at first imagined—

Since my last Account of the 21st of June Twelve Prizes and Re-Captures have been brought into this port by His Majestys Ships— . . . I am sir Your most Obedient [&c.]

P: Parker

L, UklPR, Adm. 1/241, fol. 65-9. The parts not included concern intelligence of French military preparedness on Hispaniola; the careening of *Cupid*; an engagement between H.M. sloop *Ostrich* and a French privateer; and the results of courts-martial held at Jamaica. Addressed at foot of first page: "Philip Stephens Esq^r." Docketed at top of first page: "R^d 25 Oct 1778." Docketed on a separate sheet: "Vice Adm^l Sir Peter Parker/dated 27th July 1778." There are marks in the margins and corresponding parenthesis, double parentheses, and brackets in the text presumably made by Stephens when compiling a summary of the letter for the Admiralty Board. There is also a separate page of notes for the reply.

1. H.M.S. *Southampton*, Capt. William Garnier, commanding.

2. H.M. frigate *Glasgow*, Capt. Thomas Pasley, commanding; H.M. sloop *Cameleon*, Comdr. John L. Douglas, commanding.

3. H.M. sloop *Hornet*, Comdr. Robert Haswell, commanding.

4. H.M.S. *Active*, Capt. William Williams, commanding; H.M. schooner *Florida*, Lt. James Kirkland, commanding. The H.M. surveying sloop *Florida*, Lt. John Osborn, had been condemned. To replace it, Vice Adm. Clark Gayton, who then commanded the Jamaica station, had purchased a schooner, which he also named *Florida*. Gayton to Philip Stephens, 20 Apr. 1778, UklPR, Adm. 1/240.

5. See Commander Joseph Nunn, R.N., to Rear Admiral Sir Peter Parker, 9 May, in *NDAR* 12: 317-18.

6. The letters that Parker enclosed are listed at *ibid.*, note 4.

7. The brigantine *Neptune*, John Knowles, master, was owned by John Campbell, a British merchant at New Orleans. It was captured by Capt. James Willing's party and was ordered released by Gálvez. See Minutes of the Governor's Council of West Florida, 18 Mar. 1778, *NDAR* 11: 695-702; Willing to Gálvez, 18 Mar. 1778, *NDAR* 11: 706-7.

8. For more on the status of the ship *Rebecca*, see Commander Joseph Nunn, R.N., to Rear Admiral Sir Peter Parker, 9 May, in *NDAR* 12: 317-18.

9. Rainier's letter, dated 11 July, is above. See also court-martial proceedings for a full account of the engagement, UklPR, Adm. 1/5310, fols. 97-132.

July 28

"COPY OF A LETTER DATED QUEBEC, JULY 28, FROM CAPT. AITKEN, OF THE *HOWE* TRANSPORT."

"I had a passage of eight weeks, and have found ever thing in the province extremely quiet.—If a French war had been declared before my departure from Europe, I should have benefited considerably, having boarded many homeward-bound West Indiamen. In the latitude 44.0. and longitude 40.0. I fell in with a continental privateer of 18 guns, six and nine pounders, and having as I suppose from 150 to 200 men; at seven in the morning I saw her three miles to the windward, she hoisted English colours, and so did I; she directly double-reefed her top-sails, and I being under close reefed top-sails, let out one reef to make the ship work the better, and I then hauled up my courses. At eight in the morning she came so near that I could heave a biscuit on board her, but she took care to lay on my bow, therefore I could not get all my guns to bear; she then hoisted American colours, and asked what ship; I did not reply, but was impatient to get the *Howe* properly along side.

"My adversary seemed very uneasy, and hailed us, enquiring from whence we came; I answered from Great Britain, and ordered my men to commence the engagement;— the fire was very hot on both sides, until I had not a brace or bowling standing, the entire rigging being torn to pieces; the privateer was likewise in a shattered condition, therefore she hauled off to repair her damages, and I was employed in the same manner. Every thing being put to rights in half an hour, the fight was renewed, which continued until eleven o'clock, with round, grape, and cannister shot; we drove them from their guns, and still kept up the fire; I then brought the *Howe* under her stern, and discharged my guns brisk into the cabin-windows. At that time we observed the privateer's name to be the *Franklin*;¹ at length she set her sails and got under way.

"I gave chase, but to no purpose, as she went three feet for my one; had the *Howe* sailed well, I should have given a good account of the *Franklin*; one of my people was killed, and another shot through the body with a swivel ball; he is in a fair way of recovery, but not out of danger; the other accidents are very trifling.

"The *Howe* was deeply laden, had two nine pounders, 18 six pounders, and 60 men."

The London Chronicle, 6–8 Oct. 1778. The vessel was transport ship *Howe*, P. Aitkin, master, 400 tons burthen, built in Georgia in 1775, owned by Muir & Co. *Lloyd's Register of Ships, 1777–1778*.

1. Probably brigantine *Franklin*, Capt. Thomas Connolly, commanding, 200 tons burthen, carrying eighteen guns and a crew of 100. It was from Salem, Massachusetts, and was owned by Francis Cabot and others. Allen, *Massachusetts Privateers of the Revolution*, p. 136.

TRIAL AND VERDICT IN VICE ADMIRALTY COURT OF NOVA SCOTIA OF BRIGANTINE *HENRICA SOPHIA*

[Extract]

[Halifax, Nova Scotia]

CAUSE

Sir Geo. Collier Commander of His Majesty's Ship of War the *Rainbow* VS. the Brig *Henrica Sophia*, Peter Heldt Master.

July 18 } Libel filed & Entered & Order made thereon as on file—
1778 } Registers Office 21st July 1778.

John Bohannon Commander of the *Rainbows* Tender called the *True Blue* being duly Sworne Deposeth that being on a Cruize in the Bay of Fundy on or about the 7 of this Ins^t July, they fell in with a Brig¹ which they Chaced about 5 Hours, when they came up with and took her & found that she was in possession of the Rebels, who were Carrying her to Newbury,² that she was taken by the *Revenge* Rebel Privateer³ about the 31 of Last May on her Passage from London to Teneriffe, Loaded with Bale Goods, Iron & Stores that she was Armed with two three Pounders, that the Master and 4 of the Brigs Crew were on board, & 8 Rebels belonging to the Privateer, that she is about 200 tons Burthen, the Deponant put an Officer on Board who brought her into this Harbour the Brig was called the *Henrica Sophia*.

John Buchannan

Sworne before W^m. Morris D Reg^r

Peter Heldt Master of the Brigantine *Henrica Sophia* being duly Sworne Deposeth that the said Brigantine is Owned in Stockholm in Sweden, that he was bound on a Voyage in said Brig from London to Teneriffe, that in the latter end of May last being in Lat 40° & Long 12 from London they fell in with an American Privateer called the *Revenge* mounting 14 Guns & had 60 men, that the Privateer fired a Shot at the Brig and brought her too, & Ordered the Deponant to put out his Boat & bring his papers on Board the Privateer which the Deponant did that afterwards they sent an Officer, & Examined the Letters and papers, that the Capt. of the privateer one Cunningham⁴ then told the Deponant the Cargo was English property & therefore was a Prize, that he took out the Deponants mate & 7 Hands & put on Board the Brig a Prize master & 8 Hands from the Privateer, & then Ordered the Prize master to make the best of His way with the Brig for Newbury, Piscataqua or Casco Bay which ever they could get into, that the Mast^r of the Privateer told the Deponant he should have his Brig again and Freight for the Cargo Six Hundred Pounds Sterling⁵ that before this 2 Days in Lat.

42° .50′ another Privateer fired a Shott under Striped Colours brought them too, Sent his Officer on Board the Brig opened Several Chests & Boxes Looking for Papers, after examining the Papers, told the Deponant he might proceed his Voyage, And the Deponant further deposes that on their Passage towards America as aforesaid on the 7th. July Ins^t being then off the Seal Islands⁶ near Cape Sables in this Province they fell in with an Arm'd Schooner called the *True Blue*, who retook the said Brig and Brought her into this Port of Halifax.

Peter Heldt
Isaik Hallbarg
Jacob Kudding

Sworne before me

Charles Morris Jun^r. Reg^r.

Jacob Cudding & Isaac Halbaig both belonging to the Brig *Henrica Sophia*, being duly Sworne, Confirms, the Evidence of Peter Heldt

Charles Morris Jun^r. Reg^r—

June 21st }
1778 }

William Nesbitt appear'd & filed a Claim, to the Brig *Henrica Sophia* & Cargo, on behalf of Peter Heldt the Master as on File

July 28th

Court being open, as the usual Persons, appointed, to Appraise y^e Brig *Henrica Sophia* and Cargo, Reported that they should be under y^e Necessity of Unloading the whole Cargo, before they could make a just Estimation of the Value of it, and pray'd that they might be allow'd a further Time, to make a Report of their Proceeding, the Court haveing taken their Report into Consideration, Allow'd them a further time, till the sixth of August next, and then Adjourn'd to that Day at 10 oClock at Noon—

....

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 148–49, 167–68. The omitted sections concern an adjournment to 20 Aug. when the appraisal was filed. Capt. Peter Weldt objected to payment of any salvage fees because *Henrica Sophia* was Swedish property. On 24 Aug. the judge declared the brigantine a recapture and ordered one eighth of the amount of the sales of its cargo to the recaptors, the officers and crew of H.M. frigate *Rainbow*.

1. Brigantine *Henrica Sophia*, a recapture, from London bound to Tenerife with bale goods &c., taken on 8 July near Cape Sable, Nova Scotia, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm 1/488, fols. 483–84. Brig *Henrica Sophia*, Peter Weldt, master, 200 tons burthen, built of fir in Finland in 1774, owned by Varendosa, of Stockholm and London. *Lloyd's Register of Ships, 1777–1778*.

2. That is, Newburyport.

3. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander.

4. Capt. Gustavus Conyngham, Continental Navy.

5. For the circumstances of Conyngham's decision to seize *Henrica Sophia*, see Declaration by Officers and Crew of the Continental Navy Cutter *Revenge*, 31 May 1778, in NDAR 12: 788.

6. Seal I., Nova Scotia.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO CONTINENTAL COMMITTEE FOR
FOREIGN AFFAIRS

Navy Board Eastern department
Boston July 28th. 1778

Gent^l.

I have pleasure to Inform you, We provided & dispatched two days ago a fine

Scooner for France, which Agreeable to your directions Carried M^r Taylor,¹ with the remaining packages you Intrusted to our care. after a long Spell of Easterly winds She has a fine time off this Coast and We hope will arrive in Safety. The Letters for Martineco Still remain on hand, no oppertunity having presented from this or any of the Neighbouring ports. a Vessell is now preparing and will Sail in a few days—I am Gentⁿ in behalf of the Board

J Warren

L, DNA, PCC, item 37, p. 119 (M247, roll 44). Addressed at foot: “Hon^{ble}. Committee for Foreign Affairs.”
1. William Taylor.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Boston July 28th 1778—

Sam^l Ph’ps Savage Esq^r

Eleazer Johnson Esq^r

John Browne Esq^r

Isaac Phillips Esq^r

Sam^l Ph’ps Savage Esq^r President—

Order’d, That Col^o. Crafts¹ deliver Cap^t Allen Hallet for the use of the Brig^t *Tyrannicide*² 40^{lb} Slow-Match—

Order’d, That Ralph Cross Esq^r³ have from Inv^o. 34 for the use of y^e. Frigate building at Newbury-Port 631 Bars of Iron, w^g. 306^{cwt}.. 1^{qr}.. 9[#] w^h. is 15 Tons . . 6^{cwt}.. 1^{qr}.. 9[#] . . . @

Order’d, That Joseph Sargeant for freighting 100 Chests of Arms, & a quantity of Salt, f^m. Brig^t *Nantz*⁴ . . as p^r Bill . . be paid £39.. 0.. 6

Order’d, That Cap^t Hallet have from the Office for the use of the Brig^t *Tyrannicide* . . . three Quire Writing Paper—

Order’d, That Maj^r Cross⁵ have from the Office, one Case Mathematical Instruments . . Inv^o. 32 N^o 2 @ 17/

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War, 1777–1778), pp. 388–90.

1. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

2. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander, which was fitting out for a cruise.

3. Ralph Cross was a member of the shipbuilding firm Cross & Greenleaf, which was constructing the frigate named *Protector* in 1779.

4. Massachusetts State trading brigantine *Nantes*, Joseph Chapman, master.

5. Probably Stephen Cross, a member of the shipbuilding firm Cross & Greenleaf, which was building the frigate later named *Protector* at Newburyport, Mass.

CAPTAIN ALLEN HALLET TO MASSACHUSETTS BOARD OF WAR

Boston July 28. 1778

Gentlemen,

The Drummajor, Drummers and fifers of Col: Crafts Reg^l that beat up² the other day for the Brig *Tyrannicide*³ are desirous of being satisfied for that peice of service I therefore refer them to you for payment. And am with great respect Gentlemen

Allen Hallet

Gentlem, I am of oppinion that the Drum’s & fife’s would be well p^d at 10/ p^s. Drum Major 15/ Your most ob^t Humble Sev^t

T: Crafts Col Art^r

L, M-Ar, Mass. Archives Collection, vol. 205, (2d ser., Revolution Letters, 1775–1783), fol. 392. Addressed below close: “The Honb^e/Board of Warj.”

1. Col. Thomas Crafts's State Artillery Regiment.
2. That is, they were recruiting seamen for *Tyrannicide* which was ready to sail on a cruise. See Jonathan Mason Jr., to Jeremiah Powell, President of the Massachusetts Council, 27 July, above.
3. Hallet commanded the Massachusetts Navy brigantine *Tyrannicide*.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

July 1778
Tuesday 28

At Single Anchor in Rhode Is^d harbour

Emp^d watering, at 11 AM Weighed & made Sail in Company the *Falcon*¹—Working out of the Harbour

Turning out of Rhode Island Harb^r

Fresh Breezes and hazey W^r [PM] TK^d Occasionally—at 3 the *Falcon* bore up for Rhode Island—at 5 saw a Sail to y^c E^d made Sail and stood towards her, at ½ past 8 saw the Land & the Vessel on Shore, come too with y^c B^t B^r & veerd half Cable in bringing up, parted y^c Cable—let go y^c S^l B^r & veerd a whole Cable; sent y^c boats & got off a Brig from St. Eustatia bound to Bedford,²

D, UKLPR, Adm. 51/922.

1. H.M. ship-rigged sloop-of-war, Capt. Harry Harwood, commander.
2. Brig *Harriot*, master unknown, owned by Russel, Jarvis & Sears of Dartmouth, from St. Eustatius to Bedford [New Bedford], with rum, molasses, dry goods &c. Of a 150 tons burthen, mounting two guns, and manned by 3 seamen, it was taken near Quick's Hole, Elizabeth I., Massachusetts. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85; Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. It was burnt the following day; see the Log of H.M. frigate *Sphynx*, 29 July, below.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[Lebanon, Conn.]

At a meeting of the Governor and Council of Safety at Lebanon, Tuesday, 28th July, 1778.

Brig Defence,¹ to Doct^r Ezra Bushnell,² for wages from the 15th of November, 1776, to the first of March, 1777, at £6 per month, £22 0 0

At the request of Mundator Tracy, executor to the estate of Doct^r Bushnell, deceased.

Norwich May 30th, 1778.

Mundator Tracy.

To the Board of War, State of Connecticut.

By the Governor and Council of Safety for the State of Connecticut.

This account of Dr. Ezra Bushnell, deceased, for service as a doctor on board the brig *Defence* and while sick on shore &c. is referred to Mr. Nath^l Shaw jun^r, as agent for the State in the marine department, to be considered and adjusted, and to pay what ballance shall appear to be justly due to his executor, and charge the State.

Hoadly, ed., *Public Records of the State of Connecticut* 2: 102.

1. Connecticut Navy brig *Defence*, Capt. Seth Harding, commander, which was converted into a ship in late 1777 and early 1778.

2. Dr. Ezra Bushnell of New Haven signed on brig *Defence* on 10 Mar. 1776 as surgeon's mate and later acted as surgeon until the end of its first cruise on 15 Nov. 1776. See Payroll of the Connecticut State Brig *Defence*, 15 Nov. 1776, *NDAR* 7: 171. He evidently became ill and Mundator Tracy was paid by Nathaniel Shaw Jr., for boarding him from 1 Jan. until 17 Feb. 1777. See Nathaniel Shaw Jr.'s Account Against the Connecticut Brig *Defence*, 17 Feb. 1777, *NDAR* 7: 1221.

GENERAL GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

[Extract]

Sir

Head Quarters White Plains 28th July 1778

I was this morning honored with yours of the 25th.¹ I think you need be under no apprehensions for the safety of your Coast, while the Count D'Estaings Squadron lays off the harbour of Newport, as the enemy will have sufficient upon their hands to prevent their carrying on a predatory War—I took the Liberty of suggesting to the Count the advantage of sending a Ship of force down the Sound to prevent the enemy from reinforcing thro' Hell-Gate; but whether he will incline to divide his Fleet in that manner I cannot say—²

I am well aware of the inconveniency of drawing out the Militia at this time, but I am in hopes that the importance of the object, and I think I may say the moral certainty of Success, if the enterprise is supported with spirit, will outweigh every other consideration. Besides the time of service will probably be but short, as the expedition will either be immediately determined in our favour, or must be laid aside.

It is impossible for me to spare larger detachments from this Army than I have already done, as the Enemy in and about New York are superior in force to our main Body. Should they reinforce Rhode Island, I shall do so of course— . . . I am with the greatest Esteem [&c.]

G^o: Washington

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book 2, pp. 35–6. Addressed after close "Gov^r: Trumbull."

1. See Trumbull to Washington, 25 July, above.

2. See Washington to John Laurens, 22 July, above.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), TUESDAY, JULY 28, 1778

NEW-YORK, July 28.

On the 6th inst. Capt. James Duncan, in the ship *Rose*, of 20 guns and 60 men, a Letter of Marque, belonging to this port;¹ fell in with a French frigate of 32 guns and 400 men, which he engaged six hours and fifteen minutes, when finding his ship was sinking, he was obliged to strike. Capt. Duncan and his first Lieutenant were wounded, the latter, it is imagined, mortally:² He had 16 of his officers and men killed in the action, which was fought in view of the French fleet, commanded by Count D'Estaing, then about 4 miles distant, and unable to get nearer, by reason of a calm. The Frenchmen, no doubt, were greatly mortified at the gallant resistance of such a handful of men, in a vessel of such inferior force, and probably formed melancholy conjectures of the event of a war, in which their honourable connection had drawn them, from the specimen of the intrepidity and valour of British seamen;

The *Tryon*, Capt. Sibbles, was outside Sandy-Hook, when the French fleet appeared, and was chased by one of their frigates,³ but fortunately outsailing her, escaped, and by that means the fleet, under the convoy of the *Hope*, from Halifax,⁴

avoided the snare they would have fallen into, had they proceeded to the Hook. Capt. Sibbles also assisted in convoying the fleet through the Sound,⁵ having been directed (by Capt. Henry, of the *Fowey*)⁶ to bring up the rear. They were dogged by a rebel privateer in the Sound, but she kept so much aloof that there was not an opportunity of bringing her too; she put into New Haven.

Two schooners, one of them from France, the other from South-Carolina, that were taken by the *Active* Letter of Marque, Capt. Powell,⁷ are retaken and carried into Egg-Harbour.

1. In a shorter account of this incident in the 25 July edition, Rivington awarded Duncan the sobriquet, "the firm Caledonian." Although Rivington calls *Rose* a New York privateer, it bore a commission from Lords Commissioners of the Admiralty in London. In the application for a letter of marque and reprisal, *Rose*, which is described as "employed in trade," is described as a 300-ton ship, carrying 24 carriage guns of 6 and 4 pounds and a crew of 40. UKLPR, HCA 26/60. For its capture, see also Journal of French Navy Ship of the Line *Languedoc* and Journal of French Navy Frigate *Engageante*, for 5 July, above.

2. In the letter of marque application, *Rose*'s lieutenant is identified as Thomas Scott.

3. *Tryon*, a 16-gun brig, which was sailing without a privateering commission, was under the command of Capt. George Sibbles. Pougher, "Loyalist Privateering," p. 488. According to an account of this episode in *New-York Gazette* of 13 July, *Tryon* was cruising off the Virginia Capes when, on 6 July, it encountered H.M. frigate *Maidstone*, Capt. Alan Gardner, who informed him that a French fleet had arrived in North American waters and was believed heading for the Chesapeake Bay. Sibbles immediately set sail for New York to carry the news, and after a quick thirty-six hour passage, he arrived off Sandy Hook where he encountered the French frigate.

4. H.M. brig-rigged sloop-of-war *Hope*, Comdr. Joseph Browne, commander.

5. That is, Long Island Sound.

6. H.M. frigate *Fowey*, Capt. Thomas Henery, commanding.

7. British privateer sloop *Active*, Capt. John Powell. This 100-ton sloop mounted 12 four-pound carriage guns, 2 four-pound co-horns, 6 swivels, and carried a crew of 24. A former South Carolina Navy vessel, it was owned and commissioned in Liverpool, England, but operated out of St. Augustine. UKLPR, HCA, 26/61; Pougher, "Loyalist Privateering," pp. 526–27.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [at Sandy Hook, N.J.] Tuesday Morning
10 AM, July the 28: [1778]

D^r Sir/

I had late last Night, advice from one of the Cruizers, that the French Squadron was seen yesterday Evening, steering to the NE; most naturally supposed for Rhode-Island. But I wait in expectation of further accounts from some of the several Vessels attending the Enemy's Movements to ascertain their destination more certainly, & take my measures accordingly. I have the honor to be D^r Sir [&c.] Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "His Excell^y/S^r H: Clinton K.B." Addressed on cover: "His Excell^y/The Comm^r in Chief/Head Quarters/Howe."

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle Sandy Hook [N.J.]

D^r Sir/

3 PM July the 28: 1778

I thought the weather, in the morning, would have proved such as to prevent the French Squadron from attempting Rhode Island, off of which Port they would probably arrive today, if such is their destination. But as from the milder appearance of the

Weather later in the day, it is scarce to be doubted that the enemy may prosecute that Plan tomorrow at the latest; and it becomes necessary to form our final determination of the parts it will be expedient for us to take in that contingency; I will request to have the honor of seeing you tomorrow, as soon as it will be most convenient to you to so favor, D^r Sir, [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "His Exc^{ty} the Comm^r in chief." Addressed on cover: "His Excellency/S^r Henry Clinton/Comm^r in Chief &c. &c. &c./Head Quarters/to be forwarded/Howe." Docketed: "L^d Howe/July 1778."

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

28th [July].—The *Raisnable* joined us from Halifax.¹

"Journals of Henry Duncan," p. 160.

1. HMS *Raisnable*, Capt. Thomas Fitzherbert, commanding, was part of Capt. Sir George Collier's squadron stationed at Halifax, Nova Scotia. By "us," Duncan refers to the fleet of Vice Admiral Viscount Howe, which was then anchored at Sandy Hook, New Jersey.

"EXTRACT OF A LETTER FROM A GENTLEMAN ON BOARD THE FLEET, WITH LORD HOWE TO HIS FRIEND IN LONDON, DATED SANDY-HOOK, JULY 28."

[Sandy Hook, N.J.]

"You will probably have heard, before this letter can reach you, that Count d'Estaing¹ has paid us a visit with such a force as we did not dare to venture out upon without a reinforcement. This Gentleman anchored off the Hook on the 11th instant. We had notice of his arrival upon the coast a few days before. Fortunately Lord Howe² had collected the greatest part of his ships in time, of which he made such a disposition within the Hook as checked the ardor of Monsieur, and obliged him to desist of forcing his way into this harbour. Great as Lord Howe's abilities confessedly are, it is probable that the best use he could have made of his ships would have been ineffectual, not only on account of their inferior rate, but of the number of men sick at the hospital, if had had not been strengthened by the seamen belonging to the transports. These honest fellows gave a noble instance of their spirit, as well as of their affection for his Lordship, upon hearing of the French squadron's arrival upon the coast. Masters, Mates, and Seamen, all turned out as volunteers, to enable the Admiral to face the enemy, though they could have but little to expect in the event but hard blows. Of the few, whom it was thought necessary to detain at New York (which is about 28 miles above the Hook) to look after their vessels, &c. many found their way down by stealth to the ships of war, emulous to assist the noble Commander in the cause of their King and Country. Nor was the spirit of volunteering confined to the seamen only; but so many corps of the army offered their service upon the occasion, that it was necessary to draw lots to determine which should have the preference, as all could not be received.

On the 22d every thing seemed to favour Monsieur's project. A fresh easterly wind, of two days continuance, at a time when the spring tides were at the greatest height, raised the water on the bar very considerably higher than its common level. He got under way at the proper time of tide for allowing him to make a tack or two

to get into a position for lying in over the bar at high water. In short, several other circumstances concurred to persuade us that we must have settled matters with the Count on that day; but however, instead of standing in to pass the bar, after tacking two or three times, he stood off to sea, and we have not seen the Gentleman since.³ Nevertheless, we have not given up the hopes of seeing him again before he leaves the coast; and if the reinforcement under Byron,⁴ which we have eagerly expected for several days, arrive in time, the Admiral may have it in his power to turn the tables upon Monsieur, and give a proper reward to French infamy. Every body here speaks in the highest terms of the Admiral's conduct upon the occasion. I hope to send you a better account very shortly."

The London Chronicle, 22–24 Sept. 1778.

1. Vice-amiral comte d'Estaing.
2. Vice Admiral Viscount Howe.
3. D'Estaing's fleet had sailed to Rhode Island.
4. Vice Admiral Hon. John Byron. It was 26 Sept. before Byron's squadron, which had been scattered by bad weather, reassembled at Sandy Hook.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

Monday the 28th: the winds Continued between the South and East, Several Vessels appeared in Sight of the fleet at about Noon the Generals Ship¹ made a Signal for Chasing when 4 Ships made Sail and Stood to the Eastward in Chase of 2 or 3 Vessels which was Seen that way two other of the fleet made Sail to the N^oward in Chase of a Sail Seen that way The wind this afternoon Inclining to the South observed this Day in Lattitude 39^o.30' Suposed block Island to Bear about N^o by East, Distance about 100 miles this Night Lite Breeses till Toward Day when the wind Sprung up fresh,

D, RPJCB, Jonathan Lawrence Journal.

1. French ship of the line *Languedoc*, the flagship of Vice-amiral comte d'Estaing.

RHODE ISLAND DELEGATES TO THE CONTINENTAL CONGRESS TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

Philadelphia [Pa.] July 28th 1778

Sir,

We are to inform Your Excellency officially (of what we however expect before You are better informed of) That, The French Fleet were to sail the 21st. Instant for Rhode Island—And that Gen^l. Washington has detached a considerable Body of Troops from the main Army to reinforce Gen^l. Sullivan in order to make a Descent upon Rhode Island.¹—It is expected on this Occasion that a most vigorous Exertion will be made by Our State—We know in this the Publick will not be disappointed—We doubt not all possible Respect will be paid to Admiral Count D^e. Staing.—The Fleet will want to be watered, and some Supplies of fresh Provision—Vegetables &c. We wish all possible Success to this Expedition and are with great Respect to the Honorable the Gen^l. Assembly Your Excellencys [&c.]

H^y: Marchant
John Collins

L, R-Ar, Letters to the Governor (1778), vol. 12, p. 117. Addressed below close: "His Excellency Gov^t Greene/Warwick/State of Rhode Island &c." Written by Marchant.

1. Washington had advised Congress of these movements in his letter of 22 July to President Laurens, which was read in Congress on 27 July. See Washington Laurens, 22 July, above; and *JCC* 11: 722.

CONTINENTAL NAVY BOARD, MIDDLE DISTRICT, NOTICE TO BRITISH SEAMEN,
PRISONERS ON PAROLE

NAVY BOARD, MIDDLE DISTRICT
Philadelphia, July 28, 1778

NOTICE is hereby given to all *British Seamen* who are prisoners on parole, or otherwise, in the Middle District of the United States, that they may make immediate returns to this Board of their names, the times of their capture, and the vessels to which they belonged. And all gaol-keepers having British seamen under their custody, are directed to send in lists of such prisoners to this Office.¹

FRANCIS HOPKINSON,
JOHN WHARTON.

The New-Jersey Gazette (Trenton), 19 August 1778.

1. The Continental Marine Committee had ordered the Navy Board to make a return of the British Seamen who were prisoners within their district. See the Continental Marine Committee to the Navy Board of the Eastern Department, 24 July, above.

MARYLAND COUNCIL TO JAMES CALHOUN AND OTHERS

In Council [*Annapolis*] 28th. July 1778.

Gen^t

We are much inclined to give you any Assistance we can, towards fitting out your Privateer. The Guns on Board the *Johnson*¹ called four Pounders, carry about a five Pound Ball and, we believe, weigh upwards of 12^ε² they, we fear, will not suit you, if they will, or if there are any on Board Stone's Brig,³ & Cap^t. Coursey⁴ says he thinks there are, you may use them, returning the same to us again at the End of the Cruise or paying for them if lost. We have no exact Account of our Guns, nor can at present, be informed whether we have any others which may probably suit you, if you know of any others, advise us of them and we shall let you have them if we reasonably can. We are &^{ca}.

LB, MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), p. 181. Addressed at bottom: "James Calhoun & Others." See Owners of a Brigantine Privateer to Governor Thomas Johnson, 27 July, above.

1. Maryland Navy galley *Johnson*.

2. That is, the symbol for hundredweight, a unit of weight; the British hundredweight equals 112 pounds avoirdupois.

3. "Stone's Brig" was the *Friendship* formerly owned by Capt. William Stone. It had been the subject of a dispute between the Council and Stone in June 1778. See MdAA, Governor and Council, Letterbook, S1075-6 (MdHR 4007), pp. 128-29.

4. Capt. Thomas Coursey, Maryland Navy, who commanded the galley *Chester*.

COMMODORE THOMAS GRASON TO CAPTAIN THOMAS COURSEY

[*Annapolis, Md.*, July 28th 1778]

A List of the Prisoners belonging to the *Mermaid*¹ said to have been taken out of American vessels.

Henry Blundall—English has Relatives in Boston used to sail from thence & was pressed in England

John Murtaugh. Irish sailed out of Boston in Williams's privateer² & was taken & kept by the *Mermaid*—has Relations in Mary^d & used to sail in on Blades Employ

John Small____ English—took in a prize belonging to a Boston privateer Alex^r: McCarley. Irish, taken in Williams's privateer from Boston.—

Colin McMillin Scotch pressed out of the *Duke of York* in the transport Service bound to New York.³

James Bailey, English—entered in the *Mermaid* from on b^d. a Gamaican cruiser

Benjamin Davis—Welshman. used to sail from Charles Town S^o. Carol^a pressed out of a Transport on a Voyage to New York—

Peter Welch—Irish used to sail from Connecticut island where lived a Wife & Children pressed at Rhode Island.

John Bruce, Scotchman [used] to sail to virg^a. pressed 2^d. mate of a vessel from N. York.

William Miller____ d^o Scotch, he resided in & sailed from Virg^a several years, pressed out of the *Duke of York*.

William Sharpe____ d^o Scotch had been taken by a Newbury privateer in [*blank*] exchanged & pressed at Rhode Island.

Sir

You will please to send the above mentioned men on shore, onder a guard of 6 men and an officer, in order to be examined by the Council.

T. Grason

L, MdAA, Maryland State Papers, Red Books, vol. 9, no. 243, S989-14-40 (MdHR 4570-37). Addressed below close: "To Cap^r Coursey of the *Chester*." Also with the letter is a list of 109 prisoners taken from H.M. frigate *Mermaid*, Capt. James Hawker, commanding, and delivered to "the gaoler," 28 July 1778. On that list is a note from Thomas Bradford, Commissary for Prisoners, acknowledging receipt of 109 prisoners from Capt. William Campbell. Murtaugh, Small, McCarley/McCarty, and Bailey are named on both lists; the other seamen listed above do not appear on the list of prisoners.

1. On the capture of H.M. frigate *Mermaid*, commanded by Capt. James Hawker, see Journal of French Navy Frigate *Engageante*, 6 and 7 July, both above. The court-martial proceedings for the loss also contain a lengthy account of the action; see UKLPR, Adm. 1/5310, fols. 334–40.

2. Massachusetts privateer brigantine *Active*, Capt. John Foster Williams, commanding, captured by H.M.S. *Mermaid* on 18 Nov. 1777. See Journal of H.M.S. *Mermaid*, 18 Nov. 1777, NDAR 10: 528.

3. Presumably, British Army Victualler *Duke of York*, Joseph Graham, master. See Vice Adm. James Young to Philip Stephens, 11 Mar. 1777, NDAR 8: 90n.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 28th day of July 1778.—

Present.

Mr Travis and Mr Innis.—

Ordered that the keeper of the public store, deliver to Captain Elliot three yards Linen for the use of the *Safe Guard Galley*.¹—

Ordered that the keeper of the public store, deliver to Captain Maxwell² a Bolt of

Canvas for the use of the Chickahominy shipyard.—

Ordered that Mr Holt or Mr Goodson, deliver to Mr Smith³ one coil of five and half inch cordage, one coil of three and half inch bolt rope, one of two and half inch cordage, and one of one and half inch ditto.—

D, Vi, Navy Board Journal, pp. 436–37.

1. Virginia Navy armed galley *Safeguard*, Capt. George Elliott.

2. Virginia Navy Capt. James Maxwell.

3. In the Navy Board Minute Book for this date, a clerk wrote “for the” at the end of this entry, but then crossed through those words and did not complete the phrase. Vi. “Mr Smith” was Thomas Smith, who oversaw Virginia’s state trading vessels. Cf. Journal of the Virginia Navy Board for 12 Aug. 1778, below.

CAPTAIN WILLIS WILSON TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Sir

Newbern 28th July 1778.

I left the *Caswell*¹ at the Bar last Sunday and got to this place yesterday, hoping to see your Excellency in Town. Docter Cooley is desirous to know whether he is to be continued or not in the *Caswell*, respecting which I will be proud to have orders by return of the bearer²—I have lately been acquainted of M^{rs} Wilson being very unwell, chief of my business to this place, was to Obtain leave of absence for a Short time from your Excellency to pay her a Vissit, which I shoud not request on any other acc^t but the above, I therefore hope to receive permissions from Your Excellency by return.³ M^r Cheshire,⁴ my Master, is a trusty Gent^l to whom I shall leave the charge during my absence, which Shall be Short. Shall be proud to know when the paymaster may be expected as I may have my pay Rolls properly made out to the time. Nothing has happen’d at the Bar, worth Notice. I am with great respect [&c.]

Willis Wilson

L, Nc-Ar, Governor’s Papers, State Series 111, Richard Caswell, 3, 1778, April 20–October 17, G.P. 3, p. 132. Addressed: “To/His Excellency Rich^d Caswell Esq^r/Newinton.” Docketed: “Capt Willis Wilson/Newbern 28. July/1778/Answ^d same day.” On the same sheet appears a second docketing: “Le Meignen/Lieut Capt Cotteneaus/Coms^{ry} 10. May 1778.” On the same sheet are calculations:

41.12.11

26.14. 1¼

14.18. 9¾

7. 9. 4¾

7. 9. 5

1. Virginia Navy armed galley *Caswell*.

2. Dr. Samuel Cooley had been a surgeon with the Fifth North Carolina Continental regiment. Caswell informed him on 30 June that he still considered Cooley a surgeon in the Continental service, *NCSR* 13: 326. But according to the records of the regiment, Cooley retired as surgeon on 1 June 1778; he served with the *Caswell* “during 1778.” Lawrence E. Babits and Joshua B. Brown, *Fortitude and Forbearance: The North Carolina Continental Line in the Revolutionary War, 1775–1783* (Raleigh, North Carolina Department of Cultural Resources, 2004), p. 144.

3. Wilson appears to have obtained permission to return home. He was back in command of *Caswell* when he wrote Governor Richard Caswell in Sept. 1778, *NCSR* 13: 217.

4. John Cheshire served as master and lieutenant in the Virginia Navy before resigning in Sept. 1778. Gaius Marcus Brumbaugh, *Revolutionary War Records: Volume 1, Virginia* (Washington, D.C.: Lancaster Press, 1936), p. 50.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON JOSEF DE GÁLVEZ, MINISTER
OF THE INDIES

Emô Señor

Mui señor mio:

Como las criticas circunstancias en que me he hallado con mis vecinos los Yngleses de que estara V. E. instruhido por las cartas que le he escrito en los antecedentes correos me han puesto en la precision de valerme de todos los medios que me han parecido conducentes a ponerme en estado de defensa, y frustrar las malas intenciones que tenian contra esta Provincia justificadas por los repetidos avisos que me han dado los confidentes que como espías he tenido entre ellos mismos y por varias cartas que he interceptado me presento la casualidad uno del q^o me haproveche por contemplarlo el unico que pudiera apeteer no tan solo para separar a los Yngleses de sus siniestras ideas sino tambien para ponerlos en maior alarma de la que ellos han podido causarme y fue el siguiente.

A mediados de este mes me aviso el comandante del Puesto de Arcanzas haver llegado à el un Bató con veinte y cinco Americanos que conducian algunos viveres para la partida de D^o. Santiago Willing los que asi que se informaron de la situacion en que se hallaban sus enemigos en la parte vaja del Rio, y que les hera imposible parar por sus establecimientos sin ser destruidos retrocedieron para bolberse al fuerte Pit¹ de donde avian salido, ynmediatamente esparci esta noticia en la Ciudad aumentando que dho Bato procedia de una gran partida que quedaba mas arriba y que se preparaban a bajar en numero de 2000 hombres con la idea de apoderarse de los establecimientos de este Rio y a fin de que dha noticia se repartiase generalmente en la Provincia escribi a todos los comandantes hasta la Punta cortada la carta circular de que incluío a V. E. copia.

Tambien efecto me ha producido dha carta que continuamente recibo avisos de los comandantes del diferente semblante que han tomado las cosas pues los mismos que antes amenazaban en el dia solicitan y buscan nuestra amistad, Los Yndios que tenian a su debocion y con los que querian insultar nuestras costas asi que han oido que bajaban los Americanos se han exparcido cada nacion por su lado en busca de sus Aldeas, y aier me informo un avitante de esta colonia llamado Bicente Ricuso que viniendo por el Lago Pontchartrin en una Goleta suia encontro un Bote Yngles bien equipado al que hav^a. preguntado de donde venia y que novedades avia le respondieron que vien malas pues bajaban de Manchak e iban a Pansacola a toda diligencia a dar la noticia conto tres mil Americanos debian bajar dentro de poco para tomar todas las tierras de este Rio y que de un dia à otro esperaban este golpe, ultimamente me escribe el comand^{te}. de Manchak que haviendo recombenido al de Manchak Yngles m^r Malquibray² por haver hecho fuego a una piragua que bajaba el Rio con dos hombres le respondió que a la tarde pararia a darle la correspondiente satisfaccion y que haviendo hido le dijo que el motivo de haber hecho fuego à aquella Piragua fue porque creieron eran Desertores de Natches respecto à que no hicieron caso a las muchas voces que les dieron para que arrimaran a tierra y que extra de esto bien savia que estaban amenazad^s. de los Americanos que deben bajar y que podia bien discurrir estaban en la obligacion de tomar informes, y precauciones concluyendo su carta con decirme se hallan todos los Yngleses tanto soldados como avitantes en la mayor alarma esperando el momento de ser atacados.

Por fin debo a la citada carta y a lo abultado de la noticia de la vajada de los

Americanos la tranquilidad que disfrutara esta Prov^a. a lo menos mientras se verifique la verdad (cuio tiempo que a mi modo de pensar no sera corto)—aprovechare para ponerme cada vez en mejor estado de defensa y no temerles. Lo que participo à V. E. para su noticia y la de S. M.³ Dios guarde [&c.]

Nueva Orleans 28 de Julio de 1778,

B.^{do} de Galvez

[Translation]

Excellency

My Dear Sir:

As I informed Your Excellency in my earlier correspondence, my situation with regard to my English neighbors is critical. Through spies and intercepted letters I know of their ill intentions. I am using every means at my disposal to put this place into a state of defense so as to frustrate their designs. An unexpected opportunity arose through one of my agents. I exploited it because it seemed the best way to upset the sinister intentions of the English, as well as to put them in a higher state of alert than they placed me.

At mid-month, the commander of the Arkansas fort informed me of the arrival of a bateau carrying twenty five Americans as well as provisions intended for Mr. James Willing's detachment. The commander informed them of their precarious situation with their enemies downstream and of the difficulty they would have arriving safely at their destination, after which they returned to their base, Fort Pitt.¹ I immediately spread word throughout the city that the bateau had been part of a large detachment of two thousand men who were upstream preparing to descend and capture the forts along this river. To disseminate the news throughout the province, I wrote every commander up to Punta Cortada, a copy of which circular letter I enclose for Your Excellency.

This strategy proved so effective that every day I receive reports from those commanders of positive developments. Those who previously threatened us now seek our friendship. The Indians, who were in their service and were attacking our coasts, after hearing that the Americans planned to descend, have retired to their villages. And yesterday, Bicente Ricuso, a citizen of this colony, informed me that as he sailed his schooner across Lake Pontchartrain he encountered a well-equipped English boat. He asked where they were from and what news they carried, to which they responded that they carried bad news. They were en route to Pensacola from Manchac at full speed with word that three thousand Americans were preparing to descend at any moment to take over the lands along this river. Recently, I received a dispatch from the commander at Manchak who informed me that he had confronted Mr. Malquibray,² his English counterpart, for firing on a pirogue with two men as it sailed downstream. Malquibray responded that he would certainly offer satisfaction and visited the commander that afternoon. At their meeting, Malquibray stated he had opened fire on the pirogue, which he thought carried deserters from Natchez, because they ignored calls to come ashore. At the same time, the English commander pointed to the threat posed by the Americans who were set to descend at any moment to justify taking their statements as well as other precautions. My officer concluded his letter by stating that the English, soldiers and citizens alike, are in a state of panic awaiting an attack at any moment.

Ultimately, I owe the state of peace enjoyed in the province to the aforemen-

tioned letter as well as the circulation of the news of the impending descent of the Americans—at least until the truth is revealed (which I believe will not be soon). In the meantime, I will strengthen the defenses. I make this information known to Your Excellency and to His Majesty.³ May God protect [&c.]

New Orleans, 28 July 1778.

B^{do}. de Galvez

Copy, SpSAG, Papeles de Santo Domingo, Legajo 2596, no. 177. Notation before opening: “No 177/Reservada.” Docketed on first page: “El Govor. de la Luisiana, Participa/la astusia que se ha salido para que/los Yngless. desistiesen de sus malas Yn-/tenciones, y buen efecto que ella ha/producido:/Aprobado./fho. en 21 de Dize. de 1778.” Addressed below close: “Exmô Sor. Dn Josef de Galvez.” Notation translated: “No. 177 Confidential.” Docketing translated: “The governor of Louisiana informs of his audacious effort to curb English advances and the good effects it has produced. Approved on 21 December 1778.” Address translated: “His Excellency Señor Don Josef de Gálvez.”

1. On 6 July, John Blommart, the British commander at Natchez, reported to Col. John McGillivray that “a Party of Rebels commanded by a Cap^t. Conner from Fort Pitt with two Barges & 22 Men & a Serjent” arrived at “the Arcansaws” expecting to meet Capt. James Willing or orders from him but “hearing Our Numbers & Warlike preparations they have pushed back.” Blommart to McGillivray, 6 July 1778 in Kinnaird, ed., *Spain in the Mississippi Valley*, p. 293.

2. That is, Col. John McGillivray.

3. By “His Majesty,” Gálvez means King Carlos III. There is a note attached to the letter stating that someone, presumably Don Josef de Gálvez, had read Don Bernardo de Gálvez’s letter to the King, who approved the ruse used by Gálvez to cause the British to desist from their intention of attacking the province of Louisiana. The note is dated 21 Dec. 1778.

July 29

JOURNAL OF H.M. FRIGATE *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE

July 1778

Cape Ferillon¹ ESE 3 or 4 Leagues

Wednesday 29th at 4 AM handed the Foresail and hauld the Main Sail up at 9 handed Mⁿ. Top Sail wore Ship to the Westw^d. and brought too under Fore Sail and Mizzen Staysail—at Noon more Moderate set the T. Sails

" [Cape Ferillon ESE 3 or 4 Leagues]

First part Fresh Breezes and hazy with Rain Middle and later more Moderate ½ past 3 PM saw the Isle Brion bearing S^o. 3 or 4 Miles, and a Sail under the Island, out Reefs and gave Chace- Fired fifteen Nine pounders Shoted and at ½ past 4 took the Chace, the *Gates* an American Privateer Sloop with 9 Carriage Guns, 10 Swivels and 33 Men² found an Officer and 8 Seamen of *Hunter* on board³ I ordered them to remain there, sent M^r. Grey and 8 Seamen on board (giving him an Order to Command her) took out the Prisoners and made Sail to the Southw^d:

D, UKLPR, Adm. 51/1013.

1. Cape Forillon is at the eastern end of the Gaspé Peninsula, Quebec, Canada.

2. Massachusetts privateer sloop *Gates*, Thomas Smith, commanding, owned by Henry Rust and others of Salem, Massachusetts. According to its letter of marque application, it carried 10 carriage guns, 10 swivels, and 30 men. Allen, *Massachusetts Privateers of the Revolution*, p. 141.

3. H.M. sloop *Hunter*, Comdr. John Boyle, commanding.

VICE ADMIRAL JOHN MONTAGU TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

[Extract]

Europe at Saint Johns [Newfoundland] 29 July 1778

Sir

You will be pleased to acquaint their Lordships that since my Letter of the 27th ¹ the two Transports with Troops (who Sailed from Cork under my Convoy) are safe Arrived; as is the *Martin* Sloop with a part only of her Convoy from England.

Captain Chamberlayne² informs me, he was in Company a day or two with that part of Admiral Byrons³ Squadron I saw (as mentioned in my Letter of the 27th) and that he also saw the *Albion*⁴ at a Distance under Jury Masts but did not speak to her.

I have the satisfaction to inform their Lordships the Naval and Ordnance Store Ships are safe arrived, and wish it was in my power to say the Victuallers were also, as the Squadron will be much distressed for Bread, and Flour should any Accident happen to them.

In consequence of the great depredations committed by the small American Privateers in the Harbour of Bay Bulls, Ferryland, Saint Marie's and in Placentia Bay (by which the Boat Fishery has been exceedingly distressed) I have since my Arrival made the best disposition in my power with the Squadron under my Command to protect them from any further insults. . . .

J: Montagu

PS/

Since writing the above the *Achilles* Victualler is Arrived.

L, UKLPR, Adm. 1/471, fol. 229. Addressed at foot of first page: "Philip Stephens Esq'." Notation on first page: "R, 21 Augst & Read." The omitted paragraph refers to a list of the state and condition of the Newfoundland Squadron, which has not been found.

1. Above.
2. Comdr. Thomas Chamberlayne.
3. Vice Adm. John Byron.
4. H.M.S. *Albion*, Capt. George Bowyer, commander.

MASTER'S JOURNAL OF H.M.S. *INVINCIBLE*, CAPTAIN ANTHONY PARREY

July 1778

Wedne^r: 29S^o. end of Nantucket Shoal S^o. 73 W.

195 Leagues

at 10 AM hove too for the frigate¹ D^o. Made this signal for the Captain.

D^o. S^o. 70 W. Distance 183 Leagues.

Mo^d. and Close W^r. at 8 PM Made the Frigate Signal to chase a Schooner in the NW. fired 3 Guns and Brought the Schooner too.² She Prov^d. to be a Schooner from Boston Bound to Nantz. Sent all the Prisoners on Board the frigate³

D, UKLPR, Adm. 52/1810, fol. 20.

1. H.M.S. *Guadaloupe*, Captain Hugh Robinson, commanding.
2. Although the wording here is unclear, H.M.S. *Guadaloupe* fired the shots and captured the schooner. Journal of H.M.S. *Guadaloupe*, entry for 29 July, UKLPR, Adm. 51/422, part 6.
3. The schooner had a crew of thirteen. Ibid. Because the prize schooner could not sail as fast as *Invincible* and *Guadaloupe*, Commo. John Evans ordered the schooner's cargo of tobacco to be removed

and distributed to *Invincible* and *Guadaloupe* on 31 July; on 3 August, Evans ordered the prize to be burned, which was done. Captain's journal of H.M.S. *Invincible*, entry of 3 August; UKLPR, Adm. 51/478, part 2; Master's journal of *Invincible*, entries of 31 July and 3 August, UKLPR, Adm. 52/1810, fol. 20.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

July 78
Wednesd^y 29

At Anchor off Dyers Island
AM Dry'd Sails Emp^d work^e up Junk
At Anchor off Dyers Island

Fresh Breezes & hazey at 11 AM a Sig^l was made for a French Fleet being in the Offing at 1 PM the Sig^l was made that the Fleet was standing towards to [*the*] Harbour. & appear'd as intending to Enter the Harbour by the Middle & Narragansett passage weighed and Came to Sail (agreeable to Orders received for Landing all the Amunition Guns, Stores & provisions & using every Method to prevent the Ship falling into the Enemys hands or the People being made Prisoners) & work'd the Ship close in between Dyers Island and Rhode Island and Anch^d in 5 f^m. w^t the Best B^e. Veer'd to ½ Cable N^o. End of Dyers Island NNW South End WbN off shore 2 Cables length [*at*] 3. Anch^d here the *Orpheus*¹—got on shore Two 9 pd^{ts} and part of our Provision

D, UKLPR, Adm. 51/181, part 7.

1. H.M. frigate *Orpheus*, Capt. Charles Hudson.

CAPTAIN JOHN BRISBANE, R.N., TO CAPTAIN HUGH DALRYMPLE, R.N.

Copy of an Order from Capt. J: Brisbane. dated the 29th. day of July. 1778.
(Read)

By Capt. J^{no}. Brisbane

Commander of his Majesty's Ship *Flora*, and Senior Officer of his Majesty's Ships at Newport

The Enemy¹ being Anchord without the Harbour, makes it probable they will endeavour to enter in the morning; & that they will take the precaution of securing the Naragansett passage,² You are therefore hereby required to use the utmost dispatch in Landing your Guns and powder (the General being desirous of them for the service of the Batterys) also your provisions and Stores: and haul the Ship under your Command³ as near the Shore as possible so as to be able to distroy her should they send any of their Ships up the River.⁴ Given on board the *Flora*. Newport. Rhode Island. July 29th. 1778—

Brisbane

Copy, UKLPR, Adm. 1/5310, fols. 180–81. Addressed below close: "To/Capt. Hugh Dalrymple/Command^r of his Majestys/Ship *Juno*."

1. The French fleet commanded by Vice-amiral comte d'Estaing.
2. That is, the West Passage to Narragansett Bay.
3. H.M. frigate *Juno*.
4. That is, Narragansett Bay.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

July 1778

Wed^y 29

[anchored in Newport Harbor, R.I.]

Fresh Gales hazy Wea^r at 10 PM¹ the Sigl on Brentons p^t for a Fleet saw 20 Sail of large & small Vessells standing into the Harbour at 11 d^o the Fleet bro^t too about 5 or 6 Miles without the Harbour saw a Num^r of Boats pass from the Rebel Shore to the Ships, Judge them the French Fleet hoisted our Top Sails & prepared to Slip, made Sig^l for an Enemy—

[anchored in Newport Harbor, R.I.]

Fresh Winds & hazy Wea^r, Slipt & run at the back of Goat Isle under Cover of the N^o Battery, warpt close under y^e Island to Cover the Transports, *Falcon*² *Spit Fire*³ & *Pigot*⁴ at the other Entrance, Moor'd with the sm^l Bower & stream athwart the Entrance at 5 two of the Enemys Ships⁵ Stood into the Seacunnett the rest at Anchor about 3 Miles to the Southward of Brentons Ledge

D, UKLPR, Adm. 51/360, fol. 163.

1. This should read "AM." The French fleet was sighted at 10 AM on 29 July. See Captain John Brisbane, R.N., to Vice Admiral Viscount Howe, 29–31 July, below.

2. H.M. sloop *Falcon*, Comdr. Harry Harmood, commander.

3. Probably former Rhode Island Navy galley *Spitfire*.

4. H.M. galley *Pigot*, Lt. Henry E. Stanhope, commander.

5. French Navy frigates *Alcmène*, Lieutenant de vaisseau Chevalier de Bonneval, commander, and *Aimable*, Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander.

JOURNAL OF H.M. SLOOP *KINGFISHER*, COMMANDER HUGH C. CHRISTIAN

July 1778

Tuesday 28¹

[Wednesday 29]

At Single Anchor in Seaconnett

Passage² Rh^{de} Isl^d.

Fresh Breezes and Heazey At 10 AM Saw several ships in the Offing standing in for Newport Harbour,

At Single Anchor in Seaconnett Passage Rh^{de} Isl^d.

Fresh Breezes and Heazey, [PM] the ships in the Offing, Standing off and on in Number 17 Sail, We heard that they were french,³ Clear'd Ship for Action, at 5 PM 2 Frigates⁴ and a Brigg⁵ came round Seaconnett Point, Weighed and stood up to Fogland,⁶ as did the *spit fire* Galley,⁷ Veered to ½ a Cable got a Spring and hove the ship a stern to the shore, the Frigates and Brigg Anch^d a little to W^d of our Station, Began to land stores and Provisions,

D, UKLPR, Adm. 51/507.

1. *Kingsfisher's* Journal is behind by one day. The events described took place on 29 July. See, Journal of H.M. frigate *Sphynx*, 29 July, and Journal of H.M. frigate *Flora*, 29 July, immediately above, and Captain John Brisbane, R.N., to Vice Admiral Viscount Howe, 29–31 July, below.

2. That is, Sakonnet Passage.

3. The French Fleet commanded by Vice-amiral comte d'Estaing.

4. French Navy frigates *Alcmène*, Lieutenant de vaisseau Chevalier de Bonneval, commander, and *Aimable*, Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander.

5. Former H.M. armed brigantine *Stanley*, under the command of officier auxiliaire Boulouvard de Barentin, French Navy.

6. That is, Fogland Point.

7. H.M. galley *Spitfire*, Lt. James Saumarez, commander.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

29th July. Heavy rain, with Thunder & Lightning about 1 o'Clock this morning, which continued for an hour. Fine day. Wind S.W.

The *Faulcon*¹ having been rather late in getting out last night could not clear the Lighthouse, and therefore was obliged to return into the harbour. The *Sphynx*² got out to Sea.

About 9 this morning a fleet of large ships appeared to the S.E. standing for the harbour, they were soon after discovered to be French; and about 12 they came too off the S. end of the Island.³ From 1 to 5 they kept standing off & on; and then came to an anchor off Brenton's reef, about 4 Miles S. of the point, in a line abreast. They consist of 12 line of Battle ships and 4 Frigates;⁴ with several small craft attending them.

As soon as it was certain they were the French fleet, our Frigates in the Bay and Harbour (*Flora* and *Faulcon* excepted) got under way from their several stations and run close in under the West side of this Island. The *Lark*⁵ at Freeborn's-Creek, *Orpheus*⁶ at Almy's point, *Cerberus*⁷ at Layton's Creek, and *Junō*⁸ at Codrington's Cove;⁹ and immediately began to land their guns, stores, and Provisions. The *Flora* hauled close in to The Long Wharf, and The *Faulcon* behind Goat-Island. Preparations were at the same time made for burning or Scuttling the Frigates, as Lord Howe had sent orders to Captain Brisbane, the Senior Officer here, on no account to risque their being captured by the Enemy.¹⁰

At 7 in the Evening two French Frigates¹¹ came into the Seconnet Passage,¹² accompanied by a Brig which appeared a Rebel Privateer;¹³ upon which the *Kingsfisher* Sloop¹⁴ and The *Spitfire* Galley¹⁵ run up under our Battery at Fogland ferry, where they anchored, with The *Alarm* Galley,¹⁶ in a line across the channel; The *Kingsfisher* nearest our battery, and the *Alarm* next the Rebel shore. The *Kingsfisher* immediately began to land her Guns, Stores, &c.

About the same time two large French ships¹⁷ stood for the entrance of The Narragansett passage.¹⁸

On the first appearance of the Fleet, orders were given for the 54th Regiment to march to Newport, leaving their tents standing. They were immediately employed in thickening the parapet of the North Battery, which was not completed.

All the Carts and other Carriages which could be collected were employed in removing such parts of the Stores, provisions, and Ammunition as still remained in the lower part of the town, to the Ropewalk behind Brindley's, and to Bannister's, house.

Boats were immediately sent over to Connonicut,¹⁹ from whence the Two Battalions of Anspach and Brown's Regiment of Provincials²⁰ were withdrawn, leaving small detachments only in the Batteries on Fox-hill and The Dumplins.²¹ The withdrawing these Battalions immediately, was certainly well judged. From the moment the French attempted to enter the harbour, it would have been impracticable, and the loss of so considerable a part of our force, would have proved disgraceful and perhaps fatal. They should not have been sent there.

A Captain and 50 men were sent to the Battery at Brenton's point; a like number

to Goat-Island; and a Picquet of a Captain and 50 men was posted on the lower part of Brenton's Neck. The whole of the troops were ordered to hold themselves in readiness to move at a moments notice.

Mackenzie, *Diary* 2: 318–20.

1. H.M. sloop *Falcon*, Comdr. Harry Harmood, commander.
2. H.M. frigate *Sphynx*, Capt. Alexander Graeme, commander.
3. The Island of Rhode Island.
4. Vice-amiral comte d'Estaing's fleet.
5. H.M. frigate *Lark*, Capt. Richard Smith.
6. H.M. frigate *Orpheus*, Capt. Charles Hudson.
7. H.M. frigate *Cerberus*, Captain John Symons.
8. H.M. frigate *Juno*, Captain Hugh Dalrymple.
9. That is, Coddington Cove.
10. Vice Admiral Viscount Howe to Captain John Brisbane, 19 July, above.
11. French Navy frigates *Aimable*, Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander, and *Alcmène*, Lieutenant de vaisseau Chevalier de Bonneval, commander.
12. That is, the Sakonnet (or East) Passage.
13. Likely the former H.M. armed brigantine *Stanley*, under the command of officier auxiliaire Bou-louvard de Barentin, French Navy.
14. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.
15. H.M. galley *Spitfire*, Lt. James Saumarez, commander.
16. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.
17. French Navy ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander, and *Sagittaire*, Capitaine de vaisseau comte d'Albert de Rions, commander.
18. Narragansett (or West) Passage.
19. That is, Conanicut Island.
20. That is, Col. F. A. V. Voit von Salzburg's 1st Anspach-Bayreuth Regiment, Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Bayreuth Regiment, and Brig. Gen. Montfort Brown's Prince of Wales American Regiment.
21. That is, The Dumplings (rocks).

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

July 1778 Turning out of Rhode Island Harb^r
Wednesday 29

at 6 AM weighed the Signal unmoord and hove short, at 9 w[e] ighd Prize in C^{o.1} TK^d Occ^y working to the Westward, at 9 AM fird a Shot & bro't a Vessel too, she proved to be a Sloop² that had been taken by a French 64 Gun Ship one of Count D'Estaing's fleet, & parted C^{o.} with him the night before off Block Island—at Noon Quicke's Hole SSW.—both Prizes in Company—

North part of Ponequese—³ SWbS. 2 Lgs
Fresh Breezes and hazey W^r Tackd Occasionally working out of Bu-zards bay. D^o took the People out of our Prizes & set them on fire, saw three Sail of French⁴ of [f] Seaconnet Point, at 8 Anchor'd wth. y^e. B^t B^r in 8 fms & Veerd $\frac{1}{3}$ Cable—

D, UKLPR, Adm. 51/922.

1. Brig *Harriot*.
2. Sloop *Le Flaims Fish*, or *Flying Fish*, a recapture, of 45 tons burthen, manned by a crew of 7 seamen, from Sandy Hook to Newport, with flour, &c., stopped at Martha's Vineyard, burned. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. She had been captured on 19 July by French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Aphcon. D'Estaing's Liste des Prises, FrPNA, Marine B¹, vol. 151, fol. 132. Although the British indicated that they burned *Flying*

Fish, either that was incorrect or the French were able to salvage the vessel before selling it in Bedford. See Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie to Major General John Sullivan, 31 July, below and “Etat et montant des prises faites par l’Escadre du Roy Commandée par M. le Comte D’Estaing...,” FrPNA, Marine B¹, vol. 152, fol. 177.

3. That is, Penekese Island, one of the Elizabeth Is., Massachusetts.

4. French Navy frigates *Amiable*, Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander, and *Alcmène*, Lieutenant de vaisseau Chevalier de Bonneval, commander, with their prize, H.M. armed brigantine *Stanley*, commanded by officier auxiliaire Boulouvard de Barentin. See Captain John Brisbane, R.N., to Vice Admiral Viscount Howe, 29–31 July, below.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Mercredi 29. [Juillet 1778.] [Mouillé devant Block I.]
à 8. h du matin, L’Escadre mit sous voiles, favorisée par un Vent de So. Bon frais, le Ciel très Serein, le Général fit signal de prendre L’ordre de Combat, cequi fut executé avec la plus grande précision, tous les bâtimens firent route au NNE. du Compas C’est à dire sur Rhode island.
à midy Latitude observée 40° 30’
Relevé le fanal de L’Extimité So de Connecticut¹ au nnE [illeg.]
L’Entrée de NEWport au N [illeg.]
à 1 h après midy le Général me fit Signal de chasser une frégate qui paraissait vouloir Sortir de L’abbaye de Newport mais elle rentra peu après, pour lors le Général me fit Signal de Suivre la manœuvre de L’Escadre qui Courut des bords devant la passe Le Général envoya deux Canots à terre pour Savoir des nouvelles de L’armée Americaine les revinrent lui rendre reponse à 4. h. une heure après le Général fit Signal de mouillage nous laissons tomber L’ancre par 20 b. fonds de Sable. le vent au SSo frais le temps clair et la mer belle, nous avons filé le Cable
du poste ou nous étions nous relevames L’isle de Connecticut au N 5.° o dist 1 li
L’entrée de Newport au NNE 5.° E.
La pointe de Judith à L’oSo.
L’Extimité de la passe de L’Est L’E¼NE du [illeg.]
A 7. h. du Soir, le Général fit Signal de mettre sous Voile il donna ses ordres a deux pilotes americains qui devaient être employés Sur la fregatte et qui nous mouillaient entre le fanal² et le *Languedoc*,³ par 14 brasses fonds de roche friable, nous filames 1. Cable, relevé le fanal au NNE 5.° E [illeg.] à peu près à la meme heure le Général donna ordre à L’*aimable*⁴ et à L’*Alcmène*⁵ et au *Stanley*⁶ de forcer et d’aller mouiller S’il leur étaiis possible dans la passe de L’E, la *Fantasque*⁷ et le *Sagittaire*⁷ reçurent le même ordre pour la passe de L’o.

[Translation]

Wednesday 29. [July 1778.] [at anchor off Block I.]
At 8. o’clock in the morning the squadron got under sail, favored by a fresh gale from the SW, the sky very serene, the General signaled to assume order of battle, which was executed with the greatest precision, all the ships sailed to the NNE by the compass.
At noon, latitude observed 40° 30’
Bearing of the lighthouse on the extreme SW of Connecticut¹ to the NNE [illeg.]
The entrance to Newport to the N [illeg.]

At 1 o'clock in the afternoon the General signaled me to chase a frigate that appeared to want to go out from the abbey of Newport, but it returned shortly after, upon which the General signaled me to follow the maneuver of the squadron, which ran tacks before the passage. The General sent two boats ashore to learn news of the American army; they returned to give him a response at 4 o'clock; an hour later the General signaled for anchoring; we dropped anchor in 20 fathoms, a bottom of sand, a fresh gale to the SSW, the weather clear and the sea beautiful, we paid out cable.

From the post where we were the island of Connecticut bore to the

N 5° W, distant 1 league

The entrance to Newport to the

NNE 5° E.

Point Judith to

the WSW

The extremity of the East Passage

E¼NE [*illeg.*]

At 7 o'clock in the evening, the General signaled to get under sail and issued orders to two American pilots who were to be employed in the frigate and who anchored us between the lighthouse² and the *Languedoc*³ in 14 fathoms, bottom of crumbly rock, we paid out one cable length, bearing of the lighthouse NNE 5° E [*illeg.*] About the same hour, the General gave orders to the *Aimable*,⁴ the *Alcmène*,⁵ and the *Stanley*⁶ to force the East Passage and anchor in it, if possible; the *Fantasque*⁷ and the *Sagittaire*⁸ received the same orders for the West Passage.

D, FrPNA, Marine B¹, vol. 147, fol. 60.

1. That is, Conanicut I.

2. The lighthouse at Beavertail Point, Conanicut I.

3. Vice-amiral comte d'Estaing's flagship *Languedoc*, commanded by Capitaine de vaisseau Henri-Louis, comte de Boulainvilliers dit de Croy.

4. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

5. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

6. Captured H.M. armed brigantine *Stanley*, under the command of officier auxiliaire Boulouvard de Barentin.

7. French ship of the line *Fantasque*, commanded by Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

8. French ship of the line *Sagittaire*, commanded by Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[*Juillet 1778, Languedoc, sur mer*]

Du mardi 28 au mercredi 29

Les vents au sud petit frais La terre que nous voyons ait Longue island Nous avons Gouvernée à L 8 ½ NE En La prolongeant pour prendre Connaissance de Lisle Black le vent frai chassant du sud au sso nous avons fit toute La voile possible pour En avoir Connaissance avant La nuit a 7 h^r ½ du soir nous avons mouillé sous Cette isle par Les 24 Brasses fond de sable. valeur a Louvert d'une anse a La distance d'une demy lieue de terre La pointe du nord de la ditte-isle me Restait au nno 2^d ouest Cette du sud au sso 3^d ouest. Les maison au milieu de La Baye au oso 5^d ouest Le toute du Compas, il nous ait venue un Bateau de terre avec six homme, qui nous ont dit que nous Etions attendüe a nyeuport et que nous trouveront a la point de [*blank*] des pilotes pour toute Lescadre. nous avons passé La nuit au mouillage et plusieurs de nos prise était Resté de la mer au jour nous nous apercues que nous En manquait

six qui probablement navait pas Eu Connaissance de notre mouillage, a 7 h^r du matin Les vents au so petite fraise nous avons apareillé et fait Route au ne¹/₂n, a midy nous Etions En Rade de Rhode island—et Le pilote sont venü a Bord et la destribution Cest fait à toute Lescadre. nous Etions pour lors En panne sous Les hunier La tour qui ait à Lentré de la passe du ouest me Restait Restait au nNE 2^d n distance ³/₄ Lieue

[Translation]

[July 1778, *Languedoc*, at sea]

From Tuesday 28 to Wednesday 29

The winds at the south, a little brisk, the land that we see is Long Island. We have steered to the E ¹/₄ NE, prolonging it in order to learn about Block Island. The wind brisk, veering from the south to the SSW. We have made all the sail possible to gather information about it before nightfall. At 7:30 in the evening we anchored under this island in 24 fathoms, bottom of sand. The opening of a cove at the distance of a half a league from land, the point of the north of the said island lay to the NNW 2° west, that of the south to the SSW 3° west. The houses in the middle of the Bay to the WSW 5° west, the whole of the compass. A boat came to us from the land with six men who told us that we were expected at Newport and that we would find at the point of [*blank*] pilots for the whole squadron. We had passed the night at the anchorage and several of our prizes remained at sea. At daylight we saw that we were missing six of them, which probably had not known of our anchorage. At 7 o'clock in the morning the winds at the SW, a little brisk, we weighed anchor and made our way to the NE¹/₂N, at noon we were in the road of Rhode Island—and the pilots had come on board and their distribution was made to the whole squadron. We were then hove to under topsails, the tower that was at the entrance of the West Passage lay to the NNE 2° N, distance ³/₄ leagues.

D, FrPNA, Marine B⁴, vol. 147, fol. 138.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

on Tuesday 29 Fresh Brees from the S^oward at about 11 oClock made Long Island about 5 Leagues to the westward of Montauk point the Commandant¹ and a frigate gave Chase to something was Seen in the offing returned about 2 oClock and all the fleet made sail to the NE & ENE at about 4 made block Island bearing NE Distance 5 Leagues stood on to the NEBE Cleared Between decks of the mens Cloathing and packs the General² made a Signal for anchoring at 7 oClock anchored with the whole Fleet in 25 fathoms water

D, RPJCB, Jonathan Lawrence Journal.

1. Vice-amiral comte d'Estaing's flagship, French Navy ship of the line *Languedoc*.
2. Vice-amiral comte d'Estaing.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN CHARLES PHIPPS

July 1778

[Block Island WBS about 4 Leagues.]¹

Wednesday 29th Fresh Breezes and small Rain at 4 AM sounded 30 fathom Water

Brown Ooze.

[Block Island WBS about 4 Leagues.]

D^o. W^r: at 1 PM a Sail in sight to Windward sent the Tender² in Chace of her tacked at 3 & at ½ p^t 5 saw the Tender to Leeward with a Sloop in C^o bore down and Spoke the Tender with the above Sloop from N^o. Carlolina with Naval Stores ½ P^t 8 bore away and hove too for the Sloop & her Prize, half past 10 the Tender set fire to the Prize by Order.

D, UklPR, Adm. 51/61, part 1, fol. 36.

1. The location of H.M. frigate *Ariel* is taken from its journal entry for 28 July.

2. Probably, H.M. sloop tender *Fancy*.

VICE ADMIRAL VISCOUNT HOWE TO REAR ADMIRAL SAMUEL BARRINGTON

Sir,

Eagle Sandy Hook [*N.J.*] July the 29th. 1778.

Deeming the safe Conveyance of this Letter to be uncertain, I confine what I have now to communicate regarding the Succours You are most probably prepared to expect from this Station,¹ to the Notice, that in the present State of the Force here, compared with the Strength of the Toulon Squadron in these Seas, I am obliged to postpone the Arrangement for the appointed Aid to a future Opportunity; Of which You will be further in due Time advised. I have the Honour to be, Sir [&c.]

A true Copy

(Signed) Howe

Sam^l: Barrington

Copy, UklPR, Adm. 1/310. Addressed at foot: "Honble Sam^l Barrington/Rear Admiral &c^a. &c^a—/Antigua." Docketed: "N^o. 8./Dup/In Adm^l Barrington's/Letter N^o 17—." This copy was enclosed in Barrington's letter to Secretary of the Admiralty Philip Stephens, 25 Sep. 1778.

1. According to orders from the Lords Commissioners of the Admiralty to Howe of 21 Mar. 1778, he was to send 13 ships as reinforcements to Barbados. Howe did have the latitude to retain those ships should a French naval force arrive "on any part of the Coast or in any of the Ports of North America, within the Limits of your Command," *NDAR* 11: 1104.

THE NEW-JERSEY GAZETTE, WEDNESDAY, JULY 29, 1778

Lately retaken and brought into Great Egg-harbour, by the privateer schooner *Cornet*, Capt. Yelverston Taylor,¹ the schooner *Carolina Packet*, Capt. Walter Belt, from St. Ubes,² with 1600 bushels of coarse salt. Also the sloop *Lucy*, Capt. Thomas Grandle, from South-Carolina, with 112 tierces and 30 half tierces of rice, one tierce and half ditto indigo.

The sloop *Lark*, Capt. John Laing, bound from St. Kitts to Philadelphia, was lately taken and sent into a safe port. Her cargo consists of 77 hogsheads of rum, one ditto dry goods, 18 kegs of nails, 3 tierces and 1 case joiners and carpenters tools, door locks, hinges, &c. The schooner *Phoenix*, Captain Robert Gilbert, from Bermuda for New-York, with 10,000 oranges and lemons, and a considerable quantity of onions. And a schooner from Antigua, with rum, brandy, &c.

Retaken and brought into Little Egg-harbour, by two New England privateers, in company with Capt. John Rice,² a brig and sloop loaded with tobacco.

1. Yelverton Taylor commanded the New Jersey private sloop-of-war *Comet*. See Libels Filed in New

Jersey Maritime Court, 7 August, below.

2. "St. Ubes" was the English pronunciation for Setúbal, Portugal.
3. Rice was captain of the Pennsylvania Privateer schooner *St. John*.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Wednesday, July 29, 1778

Two memorials from the Hon. the Sieur Gérard, one respecting a deserter from the frigate *Chimère*, and the other respecting the sailing of the said frigate, were laid before Congress and read:¹

Ordered, That they be referred to the Marine Committee.

The Marine Committee laid before Congress two letters, one dated 18 May, the other 1 June, from John Wereat, continental agent in Georgia, complaining of the conduct of Colonels White and Elbert, in the sale of three vessels captured from the enemy, and other papers relating thereto:² Whereupon,

Ordered, That the Marine Committee take proper measures for referring to the governor and council of Georgia an enquiry into the conduct of Colonels White and Elbert, in the complaint against them by Mr. John Wereat, to give the said colonels an opportunity of being heard in their defence; and that the result of the said enquiry be reported to Congress as soon as may be.

A petition from Hector M'Neil was read:³

Ordered, That it be referred to the Marine Committee.

JCC 11: 727.

1. The memorials of French minister Conrad-Alexandre Gérard have not been found.
2. Neither letter has been found, but, for Wereat's complaints, see his letters of 6 and 23 July to Henry Laurens, above. For the prizes in question, see Colonel Samuel Elbert to Colonel John White, 23 Apr. 1778, in *NDAR* 12: 178.
3. The petition, dated July 25, is above.

CONTINENTAL MARINE COMMITTEE TO JOHN WEREAT

John Wereat Esq^r
Sir

[*Philadelphia*] July 29th 1778

Inclosed is a list of Timber wanted for repairing Two of our Continental Frigates which were partly burn'd by the Enemy while at this place.¹ It is our request that on receipt hereof, you immediately provide a Suitable Vessel, put on board of her the Timber Specified in Said List and dispatch her for this Port, ordering the Captain to use all expedition in the Voyage.

As there is a considerable quantity of Timber belonging to the Public in your State and under your care, which will be wanted at this place for the use of our Navy—we now direct that you take speedy measures for sending it round here. In procuring Vessels for that purpose we have no doubt but you will be as attentive to the Interests of the States as possible. We are Sir [&c.]

400 middle Foot hooks

400 upper D^o

400 Top Timbers	To repair two Frigates
400 half Timbers	one of 36 the other 28 Guns

10 Haws P^s

20 counter Timbers²

LB, DNA, PCC, Marine Committee Letter Book, fol. 167 (M332, roll 6).

1. Continental frigates *Effingham* and *Washington* were burned during the British raid up the Delaware River in May 1778. The frigates were never rebuilt.

2. In shipbuilding, timbers are any principal piece of wood in the structure, especially the ribs or frames to which the outside planking is attached. Foot hooks or futtocks are curved sections of transverse frames extending from the vessel's floor timbers to its top timbers, which are the uppermost pieces in the frame. Hawse is the neck or extreme fore end of a ship. Counter timbers are transom frames forming a vessel's rounded surface between stern-post and rail. *Encyclopedia of Nautical Knowledge*, pp. 109, 189, 224, and 561.

TIMOTHY MATLACK, SECRETARY OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL, TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

Sir,

Philadelphia, July 29, 1778.

I am directed by the Council of Pennsylvania to apply to you for blank Commissions, for private ships of War. The six which you were pleased to forward are filled up, but the Bond for the last is not yet compleated, as the Gentlemen who are to sign are not in the City. The whole six Bonds shall be delivered to you in a few days. As there is now a Gentleman waiting for a Commission, I shall thank you for such a number as you may think to send me immediately.¹ And am with the greatest respect, [&c.]

T.M.

Pennsylvania Archives, 1st ser. 6: 670. Addressed: "To Hon'bl Henry Laurens, Esq., Pres't., &c."

1. To receive a letter of marque and reprisal, owners and captains of "private ships of War" or privateers had to complete an application, or commission, and post a bond of either \$5,000 or \$10,000 depending on the size of the vessel.

SAMUEL ADAMS TO JAMES WARREN

My dear Sir

Philad^a. [*Pa.*] July 27 1778

Capt Manly¹ has obligd me with your favor of the 5th.² He and McNeil³ are here with different Views. The one to obtain another Ship, and the other to get the Sentence of a Court Martial reversd—Perhaps both may be disappointed. I have receivd a Number of Letters by both. To yours I shall pay a particular Regard, because I am well satisfied you never suffer Prejudices to divert your Attention from the great Object—the publick Good.—“Manly is a blunt, honest, and I believe brave Officer.” I observe your Caution, and am pleasd with it; for I think it is a fresh Proof of your Integrity. Manlys Bravery is an Article of your Belief. His Bluntness & Honesty are Matters of Certainty. I have not yet lookd into the Papers; but I recollect to have heard, when they were read, the Want of Experience imputed to him, and some thing that had the Appearance of blaming him for not giving any Signals for the Direction of the Ships under his Command. This it must be ownd, strongly implys a Want of Discretion. Does the Character of a blunt & honest Officer intitle him to the Command of a capital Ship if he is deficient in Point of Experience & Discretion? Especially if he has had the Misfortune of losing one already.—“McNeils Address is insinuating—His Assurance great—He will tell you fine Storys.” &c.^c I should think he had taken his Lessons out of Hutchinsons⁴ political Book, if I had not Reason to believe that he used to despise him most heartily.—When I advert to a Letter from another of my Friends, I find him “open & sincere” “His Temper naturally warm, which he has sometimes indulgd in speaking his Mind freely of Persons in office.”— This you know has always been

deemd an unpardonable Sin, and I am affraid it always will be. To be sure it always will be so deemd by that Kind of Men in office, who meet with none to hinder them from persisting in the most egregious and expensive Blunders, but the open, sincere & warm Friends of the Country.— We all know, says my Correspondent, his Zeal & Sufferings for our glorious Cause.” Such a Character, I must confess, commands my Friendship; but it has no Consideration in the present Appeal. Has he had a fair Trial? I pay a proper Regard to the Decisions of Courts Martiall, and shall not give my Voice for altering them, but when Error, Partiality or Injustice shall appear plainly to my own Satisfaction.⁵

Our Navy officers must not expect to pick & chuse for themselves. They ought to be content with such Appointments as are given to them. Indeed Appointments should be made with more Judgment than I think they can be by any Set of Men at three or four hundred Miles Distance. For this Reason I movd that they not be made by the Navy Board,⁶ which obtaind in a certain Degree, as you will see by a Letter from the Marine Committee.⁷ Had this been the Case before, Olney⁸ would have remained in the *Resistance*,⁹ and Burk¹⁰ must have waited for another. If the *Queen of France*¹¹ is a better Vessel, it will turn out not to the Disadvantage of Olney. While we have more Captains in Commission than we have ships to give them, there must be Disappointments, Envy, and Suspicions (oftentimes unreasonable) of each other. This is the Make of Man, and we may as well think of stopping the Tide as altering it. “The Appointment of Cap Landais¹² affords an ample Subject for the Observations of Speculatists, & the Resentment of Navy officers.” I think he is, as you observe, an ingenuous & well behavd Man; and if he is an able & experiencd officer, as we are assured he is by those who ought to give us the best Information, it is a Pity that two very good Lieutenants should leave the Ship & the Service on that Account. I hope others may be found to fill their Places. “It is an opinion that I was Landais chief Patron.” This is a mistaken Opinion. You discover your self on this occasion, as you are disposd to do at all Times, partial in my Favor. If I was in any Degree instrumental in the Promotion of Landais, it was because I really thought him a considerable Acquisition & that he would be eminently useful to our Navy. And I am apt to believe it would have been thought a judicious Appointment, if there had not been a fanciful Predilection in favor of another. Even the Name of the Ship¹³ may have given Disgust to some Men. I hope when Manly is provided with such a Ship as will please him, the Difficulties or Obstructions in the Way of getting the *Alliance* manned will be removed. I am sure your Exertions will not be wanting to forward the Service.

July 29

Yesterday I sent you a fresh News paper by the Post which I intended as an Apology for not writing to you. I kept this Letter open, knowing that M^r Dod the Express was to set off soon, and designing to say a few things in Addition to what I just hinted to you in my last. But I must defer it till another opportunity. I shall be obligd to you if you will give my Respects to M^r Story & tell him that his Petition with a Number of others was put into the Hands of M^r Lovel¹⁴ when M^r H [ancock] left this City. We will take the first opp^y to present it, and endeavor to get his Wishes answerd.¹⁵ Adieu my Friend

L, MHi, Warren-Adams Collection, Adams Papers. Addressed below close: “Hon. M^r Warren.” This letter was written by Samuel Adams but not signed.

1. Capt. John Manley, Continental Navy.

2. See James Warren to Samuel Adams, 5 July, above.

3. Capt. Hector McNeill, formerly of the Continental Navy.

4. Thomas Hutchinson (1711–1780), former royal governor of the Province of Massachusetts Bay.

5. Manley's letter of 27 July to Congress was read and referred to the Marine Committee on 28 July. *JCC* 11: 724. This letter cannot be found. On 5 Aug. the proceedings of the court-martial exonerating Manley were laid before Congress. *JCC* 11: 727 and 749. Evidently Congress took no further action on the request, and Manley turned his attention temporarily to privateering. William J. Morgan, *Captains to the Northward: The New England Captains in the Continental Navy* (Barre, MA.: Barre Publishing Co., 1959), p. 147. McNeill's petition of 25 July, requesting the sentence of the court-martial dismissing him from the navy be overturned, was read in Congress on 29 July and referred to the Marine Committee. See Petition of Captain Hector McNeill to the Continental Congress, 25 July, above.

6. That is, the Continental Marine Committee.

7. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 24 July, and Samuel Adams to James Warren, 20 July, *note* 3, both above.

8. Capt. Joseph Olney, Continental Navy, was ordered in May by the Continental Navy Board of the Eastern Department to take command of Continental Navy brigantine *Resistance*. See James Warren to Samuel Adams, 26 June, above. Since Capt. William Burke had been appointed by the Continental Marine Committee to command brigantine *Resistance* in early May, it appears that the Continental Navy Board of the Eastern Department was now considering appointing Olney to command frigate *Queen of France*.

9. Continental Navy brigantine *Resistance*.

10. Capt. William Burke was commissioned a captain in the Continental Navy on 1 May, and the Continental Marine Committee appointed him to command brigantine *Resistance* soon thereafter. *JCC* 10: 412.

11. Continental Navy frigate *Queen of France*, formerly *La Brune*, Capt. John Green, Continental Navy, arrived at Cape Ann, Massachusetts, from France on 2 May. See Captain John Green to Robert Morris, 2 May, *NDAR* 12: 245–46.

12. For the appointment of Capt. Pierre Landais to command the *Alliance*, see Samuel Adams to James Warren, 1 and 19 June, and the Continental Marine Committee to the Continental Navy Board of the Eastern Department, 18 June, all above.

13. Continental Navy frigate *Alliance* had originally been named *Hancock*.

14. James Lovell, Massachusetts delegate to the Continental Congress.

15. For Congress's action on the memorial of William Story, clerk of the Continental Navy Board of the Eastern Department, requesting a raise in salary, see Report of the Continental Marine Committee, 31 July, below, and note.

CAPTAIN JAMES HAWKER, R.N., TO VICE ADMIRAL VISCOUNT HOWE

In the New Goal Philadelphia
29th July 1778-

My Lord

I beg leave to acquaint your Lordship that on the 7^h Ins^e before Sunrise being then at Anchor with his Majesty's Ships *Mermaid* under my Command in Delaware Bay within the Light House, we discovered the French Fleet going large for the Northward with the Wind at S.W. which consisted of twelve large Ships & the rest Frigates with two Merchant Vessels in Company. We continued at Anchor till we were discover'd by them, when they made many Signals, alter'd their Course & stood in for the Bay; we had then no time to lose, got under Sail, & stood for the Body of their Fleet, which we were obliged to do, Till we got clear of the Hen & Chickens,¹ when we haul'd our wind to the S^oward, & were Chased by the whole Fleet; many of them coming up with us very fast, & as we found it impossible to get an Offing, we made short trips off & on Shore. When we got of [f] Phoenix's Island,² one of the Enemys large Ships being in our Wake, several very near us to leeward and expecting every minute to be brought to Action, we run over a Shoal in less than four fath^m. water, on which she run aground, & we thought two others also struck, which put their whole fleet into confusion, several of them coming to an Anchor, & the rest leaving off Chace. We continued beating to Windward with all the Sail we could, and in about two Hours by the assistance of Boats & Anchors the above Ship got off; when Five Sail were sent in Chace of us, (the rest bore away as we imagine for the Delaware) and came up with us

fast; We then cut away one of our Bower Anchors, & threw four of the foremost Guns (at times) overboard & finding no alteration in her Sailing we started about ten Tons of Water in the Fore Hold, slacking the Rigging and used every method we could to get the Ship into better trim, but to no purpose. We continued making short trips close in Shore, untill dark, when we stood off in hopes of getting clear; but at about 3 AM seeing several of the Enemy's Ships at a very little distance from us and raising us very fast, and not the least prospect of escaping, we tacked and stood in Shore, one of their two Deckers standing in our wake after us, and others so near that to prevent His Majestys Ship from making one of their Fleet, all my Officers and Self thought it best to destroy her, but as we were some distance from the Shore, in hopes of making some alteration (for the better) in the Ships trim, we threw all our Guns overboard, except six, which we kept to defend us from any attempt from the Enemys boats, as the water was very smooth, & while standing in, we threw all our Musquets, Pistols, Pole-axes and Gunners Stores we could get at, overboard, I likewise destroy'd every Signal, Private & Public, Charts, &c. After a Chace of Thirty hours & about 10 AM of the 8th we run our Ship on Shore, a little to the Southward of Senepuxton³ (an inlet where several American Vessels were Riding) with all Sails set; but as she lay very quiet and to all appearance had received very little damage, & the French Ships standing in, I then hoisted A S^t Georges Ensign for about a quarter & a minute, & struck it to America, before the French had time to fire a Shot, & to prevent their claiming her, went with my second Lieut^t and another Officer to surrender; & by my Orders all her Masts were very soon cut away. The French hoisted out their Boats, but before they could come very near the Ships, the American colours were hoisted onboard her by the Commander of an Armed Schooner, I prevailed to go onboard for that purpose.⁴ The French Admiral then made a Signal, fired a Gun, & their Boats returned to their Ships⁵—

I forgot to mention to your Lordship that Lieut^t Knight of the *Harlaem* past us about half Gun Shot distance,⁶ on a Wind about 10 oClock the first morning of this Chace; and as he certainly knew our Ship by a Private Signal settled between him & myself, make no doubt of his having informed your Lordship of our then situation: It gave us all great pleasure & satisfaction, when we saw the French paid no attention to him, except one of the firing a few Shot as he past them; we stood longer on the Sailboard tack on his account, that he might escape to your Lordship, which we hope had the desired effect.—

I cannot omit to inform your Lordship, that we met with exceeding kind treatment & myself, Lieut^t Purser Master Surgeon & Marine Officer were on Parole untill our arrival at Philadelphia when I had the greatest reason to think we should have continued so, but to our great disappointment, were one & all conducted to this Goal yesterday.⁷ I have only further to observe to your Lordship, that it is well known in this Country that the indulgences to Americans taken by the *Mermaid* have not deserved the severe treatment; of which a Letter from the Governor of Maryland, addressed to the Board of War (here) will I presume be the best proof; a Copy of which I beg leave to annex for your Lordships Information⁸- I am [&c.]

JW Hawker

L, UKLPR, Adm. 1/1904.

1. Hen and Chickens is a shoal extending some seven miles southeastward from the tip of Cape Henlopen.

2. Hawker was probably referring to Fenwick's Island, Delaware.
3. That is, Sinepuxent, Maryland.
4. As seen at Joseph Dashiell to Gov. Thomas Johnson Jr., 11 July, above, the crew of the *Mermaid* surrendered to Col. Samuel Handy of the Worcester County, Maryland, militia.
5. Vice-amiral comte d'Estaing.
6. H.M. sloop *Haerlem*, Lt. John Knight, commanding.
7. On 7 Aug., Henry Laurens, President of the Continental Congress, wrote President Rawlins Lowndes of South Carolina: "The Captain Hawker, formerly the Instrument for Mr. Collector [Daniel] Moore at Charlestown lately Commander of the British frigate *Mermaid* is now in Goal with his Officers and Crew under the law of retaliation," Laurens to Lowndes, 7 Aug. 1778, *Letters of Delegates* 10: 401.
8. See Gov. Thomas Johnson Jr., to the Continental Board of War, 22 July, above. On 26 Aug., Congress resolved to parole Hawker because "said Captain Hawker had treated such American prisoners as fell into his hands with singular humanity and tenderness." *JCC* 11: 840.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 29th day of July 1778.—

Present.

Mr Whiting, Mr Travis and Mr Innis.—

Ordered that the Keeper of the public store, deliver to Cap^t Saunders¹ ten gallons of Vinegar for the use of the *Manley Galley*.—

Ordered that a Warrant issue to Captain Celey Saunders for three hundred pounds on acco^t for the purpose of furnishing necessaries for the use of the ship *Tempest*.—

Ordered that the keeper of the public store deliver to Mr Henley² a quire of paper for the use of the shipyard.

Ordered that Mr Holt deliver Mr Pierce³ or order as much salt as he may call for, for the use of the Navy.—

Ordered that Bannister Popen a sailor belonging to the *Henry Galley* be discharged; he being rendered incapable of performing his duty as a sailor thro weakness of Body.—

D, Vi, Navy Board Journal, p. 437.

1. That is, Captain William Saunders.
2. Richardson Henley was clerk and paymaster to the Chickahominy Shipyard; see Virginia Navy Board Journal, 31 Oct. 1777, *NDAR* 11: 1158.
3. John Pierce was the purchasing commissary for Virginia; see Virginia Navy Board Journal, 21 Oct. 1777, *NDAR* 11: 1157.

THOMAS SMITH TO CAPTAIN JOHN MCCANN

Sir,

Williamsburg 29^h July 1778

With the Schooner Boat *Molly* under your Command you will immediately proceed down the Creek¹ and go up the East River² with Capⁿ. Jn^o. Young³ deliver the sundry things he has on Board— from thence you must next make your way to Portsmouth, at which place deliver to Captⁿ Samuel Healey the undermentioned Articles⁴—This being done it will be your next object to go up James River as high as Warwick and present my Letter to Col^o Archibald Cary who will have delivered you as much Flour

as your vessel will carry After you have stowed her well make your way down James River and come into the Colledge Creek as far up as the Landing at which place your Cargo is to be unloaded—Give me notice of your arrival at the last mentioned place, and let me enjoin you to make use of the greatest Frugality and utmost Industry which will ever give me an inclination, to serve you—If you can get a freight up James River from Portsmouth do it as it will serve to defray the Expence of the Vessel. I am [&c.]

Thomas Smith

1000 Lbs Iron—— 2 Barrels Bread
 1 Coil five & one half Inch Cordage for Stay's
 1 ditto 3½ Inch Bolt Rope—
 1 ditto 2½ Inch——
 1 Ditto 1¾ d^o——

LB, Vi, Thomas Smith Letter Book, 1777–1778, pp. 100–1. Addressed at top: “Capⁿ Jn^o M^cCann of the| Schooner *Molly*.” There is a notation at the bottom of the page, which reads: “Jn^o McCann began to work with Captⁿ Young the 1st July from which time his pay is to Commence.”

1. That is, Colledge Creek, near Williamsburg, Virginia.
2. Presumably, Elizabeth River.
3. Young commanded schooner *Mayflower*.

4. Samuel Healey seems to have been overseeing construction of a packet boat, later called *Alliance*, by Paul Loyall at Portsmouth. Command of that vessel went to John Archer and Healey took command of the Virginia trading sloop *Dolly Henry*. Smith to Loyall, 19 June, above, Smith to Healey, 19 June, 10 July, [ca 29] July, and 24 Oct. 1778, and Smith to Archer, 23 Aug. 1778, in Vi, Thomas Smith Letter Book, 1777–1778, pp. 71, 90, 102, 114, and 160.

THOMAS SMITH TO CAPTAIN ROBERT PULLEY AND CAPTAIN PHAROAH FITZPATRICK

Gentlemen

W^msburg 29 July 1778

From a particular change of circumstances it is thought proper that the Sloop *Congress*, and the *Peace & Plenty* are to deliver their loads of Tobacco along side the *Lyon* Capⁿ Michell,¹ therefore it is my request that you do it without loss of Time, and pay due attention to this Order—After you have done this, it is my desire that you next proceed up to Alexandria and wait on M^r Benjamin Day² who will furnish you with Loads and give such Orders as the situation of matters require; but it is my most earnest desire that you do with your Vessels give every possible assistance and dispatch to Capⁿ Michel, to whom we have engaged five hundred Hogsheads on Potowmack to be delivered along side his Ship, he paying proper Freight, the price of which I shall determine I am [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, p. 100. Addressed at top: “Captⁿ Robert Pulley of the Sloop *Congress* & Capⁿ Pharoah Fitzpatrick of the Schooner *Peace & Plenty*—.”

1. Armed French merchant ship *Lyon*, Jean Michel, master. For a description of *Lyon*, see Nathaniel Shaw Jr., to Gov. Jonathan Trumbull, 13 Mar. 1778, *NDAR* 11: 629. *Lyon* had arrived at New London, Connecticut, on 7 Mar. In a letter to Benjamin Day of 29 July, Smith calculated that *Congress* could transport 110 hogsheads of tobacco and *Peace and Plenty* 70 hogsheads; Vi, Thomas Smith Letter Book. According to Smith's Tobacco Invoice Book, 334 hogsheads of tobacco were delivered to *Lyon*. Vi, State Agent Tobacco Invoice Book, 1776–1779.

2. Day was an Assistant Virginia State Agent; Smith was State Agent.

PRESIDENT RAWLINS LOWNDES OF SOUTH CAROLINA TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

[Extract]

Dear Sir

. . . The Letters of Marque you sent me are all disposed of, every thing that carries a Gun, is Sollicitous of being in fortunes way, and taking out a Commission, which makes great demands upon me every day, and their obtaining them free of all expence gives a greater Scope to these speculative Genius's—¹

. . . . A Sloop from Jamaica which Sailed out of that place in Company with a fleet of 104 Vessells under Convoy of the *Southampton* Cap^t Garnier,² was lately brought into Charles Town by the Sailors (All Americans) seven in Number, who took the Command, near Augustine where she was bound from the Captain & Mate and Conducted her in here together with M^r. James Jamieson (and his Family) who was owner & going to reside in Augustine—³ Jamieson was sent off the State last Fall, as his Principals and Practice did not at all Coalesce with our measures; he is now here without being Guilty of Treason, which a voluntary return would have subjected him to; I shall send a Flag to Augustine in a few days with him and other Prisoners perhaps Bachop, but Osborne I fancy must abide a little longer with us to answer some Charges of a Criminal Compection not warranted by either Law Civil or Martial,⁴ pray Sir does the Enemy exchange our People whom they Capture in Ships of War indiscriminately with other Men or do they require Prisoners in the like Situation in Exch^a because both Bachop & Osborne and their Crews were in Armed Vessells purposely Equiped, and if the Enemy insist on Similarity of Circumstances as conditions in their Cartels, or lay us under any difficulties in exchanging our People we ought to know it, that our Conduct may be regulated thereby⁵

. . . . Dear Sir Your most Obed^t Serv^t.

Cha^s. Town 29th. July 1778—

Raw^s. Lowndes

L, ScU, South Caroliniana Library. Addressed below close: "His Excy Henry Laurens Esq^r." Docketed: "Presid^t Lowndes/29 July 1778/Rec^d 19 Aug^t/Ans^d 21st—." In the portions not included Lowndes discusses the end of the expedition against East Florida and the dispute over command of the expeditionary force that marred its last days. He discusses a commission issued to a French army officer by the governor of North Carolina as a possible precedent and the gist of his conversation with John Christian Senf concerning the disposition of British and German regimental flags after the Saratoga convention. He notes that reports of a battle have arrived from the North; congratulates Laurens on Congress' return to Philadelphia; details the case of John Mills and John Hutchinson, which includes the forgery of notes of exchange and possible espionage; and asks Laurens to look into the financial affairs of John Dorsius, who states that he has supplied a large sum of money to French officers traveling northward.

1. In his reply dated 20 Aug., Laurens promised to send Lowndes more commissions; ScHi, Henry Laurens Letter Book.

2. The convoy escorted by H.M.S. *Southampton*, Capt. William Garnier commanding, left Jamaica in late June.

3. The crew of sloop *Dolphin*, John Roberts, master, commandeered the vessel on 20 July. The American crew had been earlier taken prisoners by the British. *Dolphin* arrived at Charleston on 25 July. As Lowndes writes, the vessel's owner, James Jamieson, his wife Rebecca, and their four children were also on board, as was another passenger, Mrs. Margaret Bennet. The cargo consisted of 80 hogsheads of rum and "other articles" that were "in great demand." *Laurens Papers* 14: 89n.

4. Capt. Peter Bachop had commanded the East Florida Privateer sloop *Tonyn's Revenge*; Capt. George Osborne had commanded the East Florida Privateer sloop *Ranger*. On the capture of both vessels, see *The Gazette, of the State of South-Carolina*, 24 June, above. South Carolina sent eighty-two prisoners, including the crews of the *Tonyn's Revenge* and *Ranger* to St. Augustine aboard the *Oakhampton* packet cartel on 8 Aug. *The*

Gazette, of the State of South-Carolina, 12 Aug.

5. In his reply of 20 Aug., Laurens wrote that the British only exchanged seamen of equal rank and that they treated captured American seamen with "a rigor and barbarity unheard of before the present contest." He then launched a diatribe about British policies toward American prisoners, concluding: "thousands [*of American naval prisoners*] have died languishing miserable deaths, they have exchanged the emaciated survivors, for healthy well fed fellows, compassion for fellow Citizens on our part has induced us to submit to the injustice and inequality of the Exchange"; SCHi, Henry Laurens Letter Book.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board [*Charleston*] *Wednesday 29 July 1778-*

Extra Meeting

The Board Met According to Summons—

Present Edward Blake Esq^r first Commissioner

Edw^d Darrell, Geo Abb^t Hall, Tho^s Corbett } Esq^{rs}—

Josiah Smith John Edwards }

The Minutes of Last Meeting were read—

An Order of the Privy Council—

In the Privy Council July 28th 1778—

Ordered that the Overseer of the works at the North end of the Town do furnish the Navy Board with such Number of Negroes as they may require with a proper person as an Overseer, for finishing the Ship Yard—

By his Excell^{cy}: the President with the advice of the Board

(Signed) Jno Colcock Sec^y P^y: C^l.

The Original Served }
on Tho^s Butler Overseer }

An Order of the Privy Council

In the Privy Council 28th July 1778—

The Board advise the Commissioners of the Navy be desired to furnish & provide a proper Vessel to Carry as a Cartel or Flag of Truce 100 prisoners of War to St Augustine to be got ready as soon as possible.

By his Excell^{cy}: the President Orderd Accordingly

(Signed) Jn^o Colcock Sec^y P^y: C^l.

Agreed to send Fifteen Negroes to work at the Ship Yard and Ten to Gadsdens wharf to Move the Mahogany lying there belonging to the Public and Two white Overseers, One for Each place—

Agreed with Captⁿ William Phillips in behalf of the Owners of the Schooner Call^d the *Oak Hampton Packet* to go as a Cartel or Flag of Truce to S^t *Augustine*. The Owners of said Schooner to find & furnish a White man and five Negroes; for which the Commissioners of the Navy agree to Allow the said Owners Forty two pounds Currency p day, the Vessel to be taken into pay on Friday next—

Adjourned to Tomorrow Evening 4^oClock—

South Carolina Commissioners, pp. 170–71.

THE GAZETTE, OF THE STATE OF SOUTH CAROLINA, WEDNESDAY, JULY 29, 1778

CHARLES-TOWN, July 29.

. . . Captain [Alexander] Stockdale likewise informs us, that the *Experiment* priva-

teer brig, of New York, Captain David Squires, commissioned by Governor Bruere of Bermuda, who passed in sight of this Bar the 18th ult. has been cruising on the coast of North Carolina ever since, quitted only 12 days ago, with 7 prizes, amongst them a French ship¹ of 20 guns bound for this port, to a part of whose crew he gave the long boat, in which they got ashore at Bogue inlet.

A letter from North Carolina of 19th inst. says, Lord Howe has ordered 4 men of war to Chesapeak Bay, to cut out all French ships they may find trading there.²

The *Comte de Sabran*, Captain Bartholemi Garguy, mounting 26 guns, is safe in this port, from Marseilles.

Last Saturday night arrived here the sloop *Dolphin*, John Roberts late master, from Jamaica, intended for St. Augustine, till the 20th instant, when six Americans that were on board (who had been a considerable time prisoners in Jamaica, and had no other way to get off the island, but by assisting to navigate merchant vessels belonging to the enemy, or by entering on board their ships of war) thought proper to alter the voyage, by taking charge of the vessel, quitting convoy, and steering for this port. The fleet of which this sloop was one, consisted of 104 sail, and sailed from Blue fields Bay in Jamaica, the 25th of June, under convoy of the following ships of war, viz. the *Southampton* Frigate of 26 guns, Capt. Garnier,³ the *Hind*, *Ostrich* and *Camel* of 20 guns each,⁴ and the *Stork* sloop of 14, which last left them about the 10th instant, to proceed for her station at Pensacola.⁵ The sloop's cargo consists of, 80 hogsheads of rum, and some other sallable articles And there were passengers on board, Mr. James Jamieson, formerly of this town merchant (but some time since compelled to depart this state, on account of improper correspondence with the enemy) Mrs. Jameison (his lady) and 4 children and Mrs. Margaret Bennet.— Amongst the papers found on board are several letters of Capt. Venture,⁶ Henry Mickie, &c. &c. to Mr. Jamieson, and strong recommendations of him by the Captain to Lord Howe and others.

By the Jamaica News-papers to the 20th of June, we find, That on the 5th a Jamaica privateer carried into Montego-Bay, a Dutch snow called *de Verre Keyker*, Capt. Kamer, laden with elephant's teeth, tobacco, coffee and some rum, taken off Tiberon, on suspicion of belonging to Mr. Murray of Jamaica, and trafficking with the Americans; but by her papers belonging to Flushing, had been to the coast of Guiney for slaves, sold them at Curacoa, and from thence was returning for Holland.—

. . . Our other advices from Jamaica are, that a few days before the fleet left that island, two New-England vessels were carried in there, by the crews.— That a brig was fitting out at Montego-Bay, which might sail about this time, to cruize on this coast, called the *Wasp*, to mount 16 guns, and to be commanded by Capt. John Smith. And that the conduct of Admiral Sir Peter Parker (who now commands the fleet at Jamaica) to such Americans as have the misfortune to be carried there, is as widely different from that of his predecessor (Admiral [*Clark*] Gayton) as the true Gentleman's character differs from that of the savage.

1. Privateer brig *Enterprize*, Capt. Daniel Squires. See Rivington's *The Royal Gazette*, 1 Aug., below, for more on *Enterprize*.

2. This report was untrue.

3. H.M.S. *Southampton*, Capt. William Garnier, commanding.

4. H.M.S. *Hind*, Capt. Charles Hope, commanding; H.M. sloop *Ostrich*, Comdr. Peter Rainier, commanding, which carried fourteen guns; H.M. frigate *Camel*, Capt. Richard R. Bligh, commanding.

5. H.M. sloop *Stork*, Lt. Francis L'Montais, commanding.

6. Possibly Thomas Venture, captain of the British letter of marque *True Briton*, captured by Conti-

mental Navy frigate *Randolph* in September 1777. See Capt. Nicholas Biddle to Robert Morris, 12 Sep. 1777, NDAR 9: 919–20.

CAPTAIN JAMES WILLING TO THE CONTINENTAL MARINE COMMITTEE

Sirs

New Orleans 29th. July 1778

A few days after my last to you,¹ Our Agent fitted out a large Batteau with the remainder of the States Goods to follow those already sent² and which we are informed are safe arrived at the Illinois, and will stay there untill either my Party or some other comes for them—but the loading and destination of those Goods were immediately after her departure known to the Tories, who sent off dispatches to Manchac then strong with British Troops and to Fort Natchez³ to intercept and cut her off, upon this Intelligence we sent off an Express who luckily reached her before she got to the Natchez and brought her back; Immediately applied to the G—⁴ here for permission to leave this and to endeavour to force my way up the River, this he absolutely refused alledging that should I be repulsed, he could not protect me and as the Enemy were well posted well armed and Three times my Number of Men and those well disciplin'd, upon a Counsell of the Agent Captⁿ Pickles⁵ and Officers here it was determined a thing impracticable to go up the River untill reinforced both with Men and Provisions, However altho we have been at a great expence to the States and have not as yet been able to fulfill our mission, We have distressed the Enemy very considerable and obliged them to erect Forts at Manchac and the Natchez which will be of great utility to the States in a future day as this Country of course must fall to Us, they have drawn down their Shipping and Troops from Jamaica to Pensacola and are putting that place in a state of Defence as they expect our People upon them momentarily, John Stewart and Harry Stewart⁶ the Superintendant and Comm^{rs}. have endeavoured to raise the Choctaws, Creeks and Chickesaws, against the States by giving them great presents but the Creeks decline and the other from the best intelligence wish to be quiet altho there is with their Commissaries in the River about 1,000 of them at different place, say Chickesaw Bluffs Fort Natchez & Manchac, I am informed by good authority that the presents given and expences the Government of Pensacola and Stewarts Gang have been at since my arrival has cost the Government £120 to £130,000 St^{ls} and the presents issued last Year to Indians alone amounted to £120,000 St^{ls}

The *Sylph* Sloop Captⁿ Ferguson⁷ of 12 Guns is at Manchac to prevent my passage up[;] she came here accompanyd with a 16 Gun Sloop with Arms, Ammunition &c and as God would have it sunk about 3 Leagues below this Town having Run upon a Stump however they saved some trifles out of her⁸—I have just received intelligence that Captⁿ OHara⁹ is arrived at Aux Arc and that he has forwarded Your Dispatches if so I shall receive them in a few Days and in consequence shall sett off through the Spanish Govern^t or by Sea immediately, should I go up the River or not its necessary for you to send a supply of Men and Provision and the Officer to have Orders to take the Goods from the Illinois, but in that as in every other Transaction I shall consult G—G—z[.]¹⁰ We have intelligence from the Intendant Gen^l of Hispaniola¹¹ that France has declared our Independance and that France, Spain, Portugal &c &c &c have enter'd into a Treaty of Commerce with Us for Thirty Years, if so, there will be inevitable a War with France should that be the case, from every thing I have seen of the Ohio and the Mississippi by establishing a few Posts, you'll have a sure Trade, the produce of Fort Pitt and the back Country will sell here very high, and Goods may be got in return A

post of about 500 Men at the Falls of the Ohio, 250 Men at Aux Arc or Chickesaw Bluffs¹² about 700 Men at the Natchez and 300 Men at Manchac, this number of Men will secure to the States this River and part of the Province of West Florida and put it out of the power of Stewart and all his savage Gang to interrupt our Trade or take the Country, should there by a Spanish Warr Pensacola must fall however if the Men can be spared it would be worth while for the State to take it as they would find the benefit of it hereafter, but further particulars I refer You to the Agent and am Gentlemen [&c]

Ja^s Willing

L, DNA, PCC, item 78, pp. 487-90 (M247, roll 104). Addressed below signature: "The Hon^{ble} Robert Morris, William Smith and The/Gentlemen of the Committee of Congress for the Navy Board." Willing had been issued a Continental commission as Master and Commander, "in the naval line," dated 1 October 1777. Willing to John Jay, 12 May 1779, DNA, PCC, item 78, vol. 24, pp. 29-32.

1. See Willing to the Continental Marine Committee, 14 Apr., in *NDAR* 12: 108-10.

2. For more on the dispatch of the *Speedwell*, Capt. Joseph Conard, by Continental agent Oliver Pollock, see Pollock to the Continental Marine Committee of 7 May, in *NDAR* 12: 286-90.

3. Ft. Panmure, Natchez, West Florida.

4. That is, Governor Bernardo de Gálvez of Spanish Louisiana.

5. Capt. William Pickles who had been named commander of the *Morris*, formerly the prize ship *Rebecca*.

6. John Stuart, Superintendent for Indian Affairs, Southern District, and Henry Stuart, Deputy Superintendent for Indian Affairs, Southern District.

7. H.M. sloop-of-war *Sylph*, Capt. John Fergusson, commanding.

8. For more on the sinking of the armed sloop *Catherine*, see Governor Peter Chester of West Florida to Lord George Germain, 2 June, above.

9. Capt. James O'Hara carried provisions and dispatches as far as the Arkansas River. Oliver Pollock to the Continental Commerce Committee, 6 July, DNA, PCC, item 50, pp. 77-85.

10. That is, Governor Gálvez.

11. The governor and intendent at Santo Domingo was José de Solano y Bote.

12. "Aux Arc[s]," also called Arkansas Post, was in the Illinois territory where the Arkansas River flows into the Mississippi River. Chickasaw Bluffs is present-day Memphis, Tenn.

EXTRACT OF A LETTER FROM MONTEGO BAY, JAMAICA

Extract of a letter from Montego Bay, Jamaica, to a gentleman in New York, dated July 29, 1778.

"On the 8th instant, cruising off the east end of this Island, we saw a vessel in shore and southward of us.¹ We gave chase, the *Leowstoff's* prize of 8 three pounders, commanded by Lieutenant Hibb, being in company, but 7 or 8 miles astern.² The chase on our drawing near made several signals; we made the signal of the day, which not being answered, shewed she was none of our fleet. We continued the chase, on which she shortened sail, hoisting a French flag. We fired a shot athwart her fore-foot,³ and Captain Rainer⁴ hailed the supposed Frenchman to lay his head the other way and he would send a boat on board him. He answered he would, but immediately discharged a broad side into us and hoisted the stripes (colours of the United States;) we instantly returned the salute, and the action became very hot on both sides. He wore and gave us the other broad side, and shot athwart our bow. As we had a little way, he fell on board us; on which Capt. Rainer ordered me at the head of some fine fellows to board the enemy. The first salute I had was a pike, which entangled in my hair, which forced me of[f] the fore peak. Returning, another struck in my ankle. On this we retired from the fore peak and employed ourselves in returning the pikes, tomahaws, &c. thrown by the enemy. After this, I mounted the fore-peak again and made a third attempt, when I received a pike in my throat, by which I was disabled.

The gunner of my party received a ball in his head and another through his body; two others were killed, and some wounded. The privateer then sheered from our bow and made a discharge of musketry, by which Capt. Rainer was wounded through his body and leg, and our Master killed. The conduct of the *Ostrich* fell to the Boatswain. Still the fight continued very briskly, and the privateer played round around us with great dexterity, and indeed throughout the action was worked to admiration. We should, however, soon have silenced her, if our boys had not suffered some cartridges to take fire, by which eight or nine fine fellows were blown up, and the vessel set on fire. In the confusion, some cried “hawl down the colours.” Just at the moment the truck of the flag-staff was shot away, and the colours fell. The crew of the *Leowstoff's prize* imagined we had struck. Capt. Rainer in the cabin hearing the cry to lower the colours, ordered them to be hoisted in the mizzen shrouds, which was done. In two or three minutes the fire was put out; and now the action was renewed with double spirit. Soon after the *Leowstoff's prize* came up, and in about a quarter of an hour after the enemy struck.⁵ The action lasted from three to six. We had the Master and 5 other killed and 27 wounded; the privateer about 60 killed and wounded, as we learned. We threw 23 of their dead over board. She is called the *Polly*, Mons. Piegant, Commander, a resolute, daring man, who luckily fell in the latter part of the fight, else more bloodshed would have happened, for our Captain was determined never to yield.⁶ The crew, save two or three, were all French. She mounts 6 nine pounders, 16 six pounders cannon, 30 swivels, and 8 cohorns in her tops, and had 140 men;⁷ a vessel compleatly fitted, but much shattered in the action.⁸

“The *Ostrich* is an old merchant ship, without a fore-castle, with a windlass and masts as formerly, carries four pounders, and goes heavily. Admiral Gayton purchased and fitted her.⁹

“We daily expect to hear great events from you, either through the Commissioners,¹⁰ or fleet and army. We have no news for a long time from America or England.”

Pennsylvania Packet or the General Advertiser (Philadelphia), 17 September 1778.

1. It is clear that the author was Lt. Edward O'Bryen. Comdr. Peter Rainier's official account of this engagement, addressed to Rear Admiral Sir Peter Parker, on 11 July, above, mentions that O'Bryen suffered the pike wound in the throat the author discusses later in his letter.

2. H.M. armed brigantine *Lowestoffe's Prize*, Lt. Robert Hibbs, commanding. According to testimony in a later court-martial, *Lowestoffe's Prize* was “four Leagues” from H.M. sloop *Ostrich* when the engagement began. UklPR, Adm. 1/1530, fol. 100.

3. The forefoot was the upward-curving timber connecting the keel of a vessel to its bow. The term was also used to describe the area of a vessel in the immediate vicinity of that connection.

4. Comdr. Peter Rainier.

5. As seen in the notes at Rainier to Admiral Sir Peter Parker, 11 July, above, the actions of *Lowestoffe's Prize* during this engagement became a point of controversy and resulted in the court-martial of its commander, Lt. Robert Hibbs.

6. In his published letter giving an account of this engagement, Rainier calls the captain “a native of Ireland.” Rivington's *Royal Gazette* (New York), 23 Sept. 1778.

7. In his published letter, Rainier writes that *Polly* had 16 6- and 9-pounders, 12 swivels and 8 cohorns in her tops, with 175 men, chiefly Frenchmen.

8. Rear Adm. Sir Peter Parker later purchased *Polly* and commissioned it as a sloop in the Royal Navy.

9. Vice Adm. Clark Gayton, Parker's predecessor as commander of the Jamaica squadron.

10. Commissioners for Quieting Disorders, commonly referred to as the Carlisle Commission.

JOURNAL OF REAR ADMIRAL SAMUEL BARRINGTON

Wednesday 29 [July 1778]

[In Carlisle Bay, Barbadoes.]

AM. Loosed sails to dry.—The Launch employed watering.—His Majesty's Sloop the *Snake* arrived here from Antigua, and having saluted with 13 Guns, I returned 11.—A Brig Privateer having also saluted with 15 Guns, I returned 11.

Having received by the *Snake* a letter from Admiral Young,¹ acquainting me that he purposed sailing for England the 20th. instant, leaving under my command the *Boreas*,² *Aurora*,³ and *Ariadne*⁴ Frigates, the *Favorite*,⁵ *Ceres*,⁶ and *Snake* Sloops, and the *Antigua*⁷ and *Pelican*⁸ Armed-Vessels: I gave the Commander (Cap^t. Douglas⁹) an order to put himself under my command, and also issued to him and to the Captains of the *Boyne*,¹⁰ and *Prince of Wales*.¹¹ the Sailing and Fighting Instructions for his Majesty's Fleet;¹² together with such additional Signals and Instructions as I thought necessary for conducting the Squadron under my command.

Captain Douglas having represented to me that two of the Cables belonging to the *Snake* were not to be depended on; And that her Awnings were also very defective; I ordered the Masters of the *Prince of Wales*, *Boyne*, and *Snake* to survey the same.

Moderate and cloudy weather, with rain at times.

PM. There being only seven days firing on board the *Boyne*, and no wood to be procured at this place, I ordered Captain Sawyer to proceed to Prince Rupert's Bay in the Island of Dominica to complete her Wood and take on board such an additional Quantity as she could conveniently stow for the use of the *Prince of Wales*, and then rejoin me here.

D, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers.

1. H.M. ship-rigged sloop-of-war *Snake*, Cmdr. William Young.

1. Vice-Admiral James Young.

2. H.M. frigate *Boreas*, Capt. Charles Thompson.

3. H.M. frigate *Aurora*, Capt. James Cumming.

4. H.M. frigate *Ariadne*, Capt. Thomas Pringle.

5. H.M. ship-rigged sloop-of-war *Favorite*, Cmdr. William Fooks.

6. H.M. ship-rigged sloop-of-war *Ceres*, Cmdr. James R. Dacres.

7. H.M. armed brig *Antigua*, Cmdr. Billy Douglas.

8. H.M. armed brig *Pelican*, Lt. John P. Ardesoif.

9. According to the Admiralty Office's disposition list, the commander of ship-rigged sloop-of-war *Snake* was Cmdr. William Young, and Cmdr. Billy Douglas commanded *Antigua*. UKLPR, Adm. 8/54, The present disposition of His Majesty's Ships and Vessels in Sea Pay, 1 June 1778 and 1 Sept. 1778.

10. H.M.S. *Boyne*, Capt. Herbert Sawyer.

11. H.M.S. *Prince of Wales*, Capt. Benjamin Hill.

12. These instructions, which laid out a series of signals that could be used by a fleet commander to organize and maneuver his fleet, had been developed by Viscount Howe while he was a member of the Board of Admiralty and had been published in 1770. Michael A. Palmer, *Command at Sea: Naval Command and Control since the Sixteenth Century* (Cambridge, MA, Harvard University Press, 2005), p. 126.

JULY 30

ROYAL GOVERNOR JOHN MONTAGU OF NEWFOUNDLAND TO LORD GEORGE GERMAIN

Europe in S^t Johns Harbour

My Lord

30th July 1778—

I have the honour to acquaint your Lordship that I arrived here the 25th. Ins^t. and found the *Brilliant* and *Commerce* Arm'd ships in the Service of the Ordnance¹ who brought over the Company of Artillery, and some Recruits belonging to different Reg-

iments, who, for want of Barracks are encamped on the Barrens. The two Transports that Sailed from Cork with me, (and from whom I parted in a hard gale of Wind) are also arrived.

I am sorry to inform your Lordship that the Privateers are doing much mischief in the out Harbours, and that I greatly fear before the Summer is over most of the out Ports will be destroyed.

The few ships I have shall be constantly employed for their protection, but the Privateers being very small, will make it difficult to get at them.

The Ships of my Squadron have been very unfortunate. The *Spy* Sloop is lost off Cape Race, The *Proteus* totally disabled, and the *Postillion* not fit to go to Sea;² By these accidents the squadron is so reduced as to prevent my complying with my orders so effectually as I could wish;

Captain Pringle³ has made known to me the directions of the Board of Ordnance, to take the Serviceable Guns from Placentia, and send them to Quebec. But, as I find the Different parts of the Island daily attacked by the small Privateers. I have given him my order to let the Guns remain and have ordered Lieutenant Colonel Hay to send the Company of Highland Emigrants to strengthen that Garrison.⁴ I have also proposed to the Merchants at the different Harbours to supply them with Guns &c. to defend themselves, and their property against these small Vessels, This I hope will meet with your Lordships approbation.

As I find it is impossible to provide any place to Lodge the Number of Troops sent hither. I shall order the Recruits of the 4th and 54th. to Halifax.

It surprises me much that neither myself, Lieutenant Colonel Hay, or any of the Officers of the different Corps have any directions in what manner they are to proceed. I have the honour to be [&c.]

J. Montagu

D, UKLPR, CO 194/34/31. Addressed at foot of first page: "Right Honble Lord George Germain." Docketed: "Europe in St John's Harbour/30th. July 1778./Governor Montagu/R, 21st. August." Notation: "Entd."

1. Armed storeship *Brilliant*, Lt. Elliston, commanding; although Montagu wrote "Commerce," the other armed storeship that sailed from England in company with *Brilliant* was *Andrew*, Lt. W. Crosby, commander.

2. H.M. armed sloop *Spy*, Cmdr. Thomas Lenox Frederick, commanding, was wrecked on 6 June 1778; H.M. frigate *Proteus*, Capt. Samuel Warren, commanding, was a former East Indiaman; *Postilion* was H.M. armed boat *Postilion*, Lt. George Lumsdaine, commanding.

3. Capt. Robert Pringle was chief engineer in Newfoundland.

4. Lt. Col. David Hay commanded the army detachment in Newfoundland. The 84th Regiment of Foot (Royal Highland Emigrants) was raised in Canada to defend that colony from American incursions. It was composed of Scottish soldiers who stayed in North America after the Seven Years' War.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present.—

Sam^l Ph^{'ps} Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Boston, July 30th 1778—

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Sam^l Ph^{'ps} Savage Pres^t

Order'd, That Cap^t Hallet^l be directed to proceed to Marblehead in the Brig^t *Tyrannicide* & exert himself to procure a sufficient number of Men for said Brig^t—

Order'd, That Joseph Spear for one Load of Ballast for Brig^t *Hazard*² be paid
 £ 6..--

Order'd, That Cap^t Allen Hallet be paid on Account of the Brig^t *Tyrannicide*—
 £60..--

Order'd, That Edward Bassett for Attendance, Labour, Watching &c. on board the
 Brig^t *Tyrannicide* . . be paid £45..--

Order'd, That Joseph Bassett for Attendance, Labour, Watching &c. on Brig^t *Tyrannicide* as p^r Bill be paid £41.. 5..³

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 392–95. On 29 June the Board “Order’d, That M^r Benj^a Thompson deliver M^r W^m Thompson for the use of the Brig^t *Tyrannicide* . . . 17th Pistol Ball—.” M-Ar, vol. 149 (Board of War Minutes, 1777–1778), p. 392.

1. Capt. Allen Hallet commanding Massachusetts Navy brigantine *Tyrannicide*, which was fitting out for a cruise.

2. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.

3. On 29 July, Boston merchant Thomas Pemberton wrote the Board on behalf of the Bassets making the case that their charge of \$6 per day for tending the *Tyrannicide* should be accepted, but ending with the appeal that if the board found this amount excessive, they allow the men “not less than five dollars for a day & a night, The circumstances of their families requiring at least such an allowance.” M-Ar, Mass. Archives Collection, vol. 205 (2nd ser., Revolution Letters, 1775–1783), p. 393.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble}. Gentlemen,

Boston 30th July 1778

I have the Pleasure to acquaint you of the Arrival of y^c Brig *Nancy*¹ with 2070 Quintals of Fish taken by y^c *Gen^l Gates*² in Company with the Brig *Hawk*,³ which I formerly mention'd, Bound from N Foundland to Dominica, they were left in Chase of five Vessells suppos'd to be West India Ships, and I am hourly expecting the Return of y^c *Gates* with her Prizes—Cap^t Skimmer writes Me the Brig sails extremely fast, & answers his most sanguine Wishes, his Companion has 10 Guns & 74 Men—he has 16 Guns & 100 Men, the proportion the public draws is 16/27, we paying three single Shares to y^c *Hawk* I hope next post to give you a pleasing Account⁴ yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 148. Addressed at top: “Honbl Marine Committee.”

1. Brigantine *Nancy*, — Montgomery, master, about 100 tons burthen. *Independent Chronicle, and the Universal Advertiser* (Boston), 20 Aug. 1778.

2. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.

3. Massachusetts privateer brigantine *Hawk*, Capt. Jonathan Oakes, commander. For more on privateer *Hawk*, see John Bradford to Continental Commerce Committee, 1 July, and note 23, above.

4. In late August Capt. John Skimmer was killed during an action with brig *Montague* (12 guns), William Nelson, master, which Continental Navy brigantine *General Gates* eventually captured. John Bradford to Continental Marine Committee, 2 Sept. 1778, LB, DLC, John Bradford Letter Books, vol. 2, pp. 157–58.

JOHN BRADFORD TO ROBERT MORRIS

[Extract]

Dear Sir,

Boston 30th July 1778

I receivd the highest Pleasure last Evning by receiving your Letter dated at Philadelphia, may you ever enjoy your Possessions in Peace & Quiet, & hope the Advantages that may arise to you from a free & unembarrass'd Commerce will soon compensate for the Damages you sustain'd by the Loss of your Buildings, it was unlucky y^c Invoices

of y^e 3 Cargoes¹ were so long kept from you, as the Goods have been & are still greatly wanted in the Army, but as yet I've heard nothing from the Board of War, respecting them,² the *Queen of France*³ is now in my Charge, as Cap^t Green will inform you. I shall strictly comply with your Orders respecting the Salt. M^r Warren⁴ was possess^t of those Circumstances by Cap^t Green. . . . I rejoice you are again joining Congress am much obliged by the many Favours already conferr'd by you, and dont wish to receive any more after I abate my utmost Exertions to merit them. The *Henrietta* is ready to obey your Orders; should be glad to know if Cap^t Brown⁵ is to go on Her—M^r Hancock⁶ with M^r Hudson arriv'd here last ~~Saturday~~ Sunday Ive been so busy that my Interview with him has been but short as yet, but to Day we dine together—yours &

J B

LB, DLC, John Bradford Letter Books, vol. 2, pp. 151–52. Addressed at top: “Honbl Robert Morris Esq^r” The sentence not printed refers to the death of an unidentified friend.

1. That is, the cargos of the ship *Henrietta*, ship *Three Friends*, and Continental Navy frigate *Queen of France*.

2. Bradford had written Morris on 23 July expressing concern that he had still not received instructions on how to dispose of the cargo of ship *Henrietta*. He stated that “frequent & large Demands are made for Goods belonging to the Public, & the Army have really suffer'd for Want of them, but I'm not Authoriz'd to deliver them.” John Bradford Letter Books, vol. 2, p. 151.

3. Continental Navy frigate *Queen of France*, formerly commanded by Capt. John Green, Continental Navy.

4. James Warren, member of the Continental Navy Board of the Eastern Department.

5. Patrick Brown, former master of ship *Henrietta*.

6. John Hancock, who had obtained a leave of absence from the Continental Congress on 9 July to return home.

CAPTAIN THOMAS THOMPSON TO WILLIAM WHIPPLE

Boston 30th July 1778

Sir/

I am Continually toroubling You with Trifeling matters that Concern myself only but from your former proofs of Friendship I flatter myself You are anxiously Concern'd for future Events respecting my affairs with Congress. to day I dine with m^r Hancock¹ who is sudenly return'd from Congress, on acc^t of Ill health but says he shall return again in september with his Family. he gives me very flatering hopes with respect to being restablis'd. says the Navy Board² behaves unjust on the Occation especialy to forward the sentence without the Letter³ he says the Letter will have its desid^r Effect I have not yet obtain'd his opinion with respect to prosecuting the matter further, doubtless I shall hear more tomorrow. this is my first Interview. Except in the street I shall endavour to Cultivate his friendship the success of which I will Inform You of I am Sir [&c.]

Tho^s Thompson

L, Private Collection, Capt. J. G. M. Stone, Annapolis, Md., 1959. Addressed on cover: “To/Gen^l W^m Whipple Esq^r/Portsmouth.” Docketed: “Cap^t Thompson/received aug^t 2/answered aug^t 3.”

1. John Hancock, Massachusetts delegate to the Continental Congress.

2. Continental Navy Board of the Eastern Department.

3. Thompson refers here to the sentence of his court-martial and a letter of recommendation in his favor from the Continental Navy Board of the Eastern Department to the Continental Congress. See Captain Thomas Thompson to William Whipple, 8 July, note 3, above.

JAMES WARREN TO WILLIAM VERNON

Navy Board Eastern department
Boston July 30. 1778

Dear Sir

Capt Deshon¹ has not yet returned nor do I find that he intends it very soon I have now been here 5 weeks & a month of that time alone with all the Accumulated business of this office upon me & a great part of the time too unwell to be doing any business at all but from Absolute Necessity and under these Circumstances obliged to do more than should properly fall to the lot of One Man in perfect health but Sir while I feel disposed to do any thing to oblige my Friends I am absolutly wore down & must be relieved or leave the office to itself let the Event be as it may I would not urge you to come with fears of the Small pox but I fear the Town won't be Clearer than it is now Some body Certainly must Come I cannot do the business nor will Congress be Satisfied it should be done by one if you don't incline to come do Impress the Necessity of it upon Cap^t Deshon—I am in haste Your Friend & Serv^t—

J Warren

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

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

THE CONTINENTAL JOURNAL, AND WEEKLY ADVERTISER (BOSTON),
THURSDAY, JULY 30, 1778

BOSTON, July 30.

The public is warned not to be anxious to make hasty purchases of cloathing and other necessaries at the very extravagant prices at present extorted by the dealers. It should be considered that the arrival of the superior naval force on the coasts of this country sent for our relief by our great and good ally the king of France, has already broken the chain of cruizers which heretofore disappointed almost every effort made by our European friends to supply us; but, considering the very exposed situation of the goods lately hurried away from Philadelphia (now water born in the bay of New York) we may contemplate the likelihood of seeing some dozens of these valuable cargoes returning very soon to our wharfes, as prizes to the Count D'Estaing and consigned to Congress for sale. It is certain that the French Admiral would not be able to find a more suitable market for these merchandizes.

It is said, the Count D'Estaing has more than a common number of marines on board his fleet, besides the 3000 land forces, mentioned in the French and London papers; so that, he can land upon occasion, a body of four or five thousand men, under experienced and picked officers.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON), THURSDAY,
JULY 30, 1778

BOSTON, JULY 30, 1778.

Part of the French Fleet is arrived at Point Judith, near Rhode-Island, and a Number of Captains of vessels and seamen, acquainted with that coast, are gone on board to serve as pilots.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE SOUTHERN DISTRICT

STATE OF MASSACHUSETTS-Bay. }
 Southern-District. }

{To all whom it may concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In behalf of James Harvey,¹ Commander of, and all concerned in the private armed Brigantine called the *Fairfield*,² and Ebenezer Peck, Commander of, and all concerned in the private armed Sloop called the *Wooster*,³ against the Brigantine *Mermaid*,⁴ of about 70 Tons burthen, Robert Caldwell, late Master: In behalf of Lemuel Bailey, and others, against the Sloop *Ranger*, of about 70 Tons burthen, Peter Jenkins, late Master. Both 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 *Plimouth*, on Wednesday, the 19th Day of *August* next (the Notification of the 27th of July to the contrary notwithstanding) 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 either of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 30 July 1778.

1. That is, James Hovey.

2. Rhode Island privateer brigantine *Fairfield*, James Hovey, commander.

3. Connecticut privateer sloop *Wooster*, Ebenezer Peck, commander.

4. Brigantine *Mermaid*, Robert Caldwell, master, 100 tons burthen, built on the Thames River in 1774, owned by the captain, from London bound to Halifax. *Lloyd's Register of Ships, 1777–1778*.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

July 78

Thursday 30

At Anchor off Dyers Island [*R.I.*]

[*at*] Midnight struck Top Gall^c Yd^c & Mast Unbent all the Sails & lowered the Fore Yard [*at*] 6 AM hove close to Rhode Island & drop'd the S^m. B^r in 3 f^m: hove off $\frac{1}{3}$ a Cable & Moor'd Ship w^h the Stream Anchor & Cable aStern off shore a Cables length, got [on] Shore 10-9 pdr^c w^h Amunition & all the Powder, unrigg'd the Fore Yard & got on shore likewise all the Bending sails w^h Spars to Erect Tents for the People & Provision, at 5 this Morning one of the Enemys Ships of 64 Guns¹ enterd the Harbour² by the Narragansett passage after a Short Cannonade, & [an]ch^d off the S^o. End of Prudence [*Island*]

Moor'd within Dyers Island $\frac{1}{3}$ Cables Length from Rhode Island Light Airs and fair W^c Struck the Fore Topmast & got all y^c. Provisions. & [Bo]ats^{ns}. Stores on shore as well as the Gunners. all the Peoples Hammocks & Chests [an]d Erected Tents,

D, UKLPR, Adm. 51/181, part 7.

1. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions

2. That is, Narragansett Bay.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

July 1778

Wed^y 30

[anchored in Newport Harbor, R.I.]

at 4 AM saw anoy^r [*another*] of the Enemys Ships¹ pass thro the Naragansett² & anch^d of [*f*] the N^o of Connanicut³ apparently a 2 Decker, at 8 sent 3 of the 12 Pounders to strengthen the N^o Battery on Rhode Isle w['] some Ammunition & 20 Seamen, Emp^d hoisting out our Provisions & land^g them in Store—Row'd Guard—

[anchored in Newport Harbor, R.I.]

Li^t Winds & fair Wea^r at 2 PM saw another of the Enemys Ships⁴ pass thro the Naragansett & anch^d on the S^oward of Prudence⁵

D, UKLPR, Adm. 51/360, fols. 163–64.

1. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

2. Narragansett Passage.

3. That is, Conanicut Island.

4. French Navy ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

5. That is, Prudence Island.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

30th July. Fine Weather. Little wind last night.

Our Frigates¹ employed in landing their Guns, Stores, &c. The *Lark* received orders, after most of her things were on shore, to re-ship them, and be ready to run through Bristol ferry into Mount Hope Bay, if The French Fleet should come in.

At day break The French Fleet appeared in the same position they were in last night. Soon after day break, a two-decker,² with her Colours out, stood over for the Narragansett passage,³ with the wind at W. As soon as she had passed the Light house⁴ she crouded sail, and stood up the passage. At 6 she reached opposite Fox-hill battery, which fired 4. 24 l^b shot at her, each of which she returned with 7 or 8. However, she passed without any apparent damage, and about 7 o'Clock anchored half way between the N. point of Connonicut⁵ and Hope Island.

About the same time another large Ship stood in, and anchored off the entrance of the harbour, about 2 Miles from the S. point of Brenton's Neck, there she was soon after joined by two of the Easternmost ships of the fleet, who also anchored.

The two French Frigates⁶ in the *Seconnet*⁷ came up early this Morning, and anchored in the Station lately occupied by The *Kingsfisher*.

At 8 this Morning a Frigate appeared to the Eastward, near Martha's Vineyard. As soon as she discovered the French Fleet at anchor off the harbour, she crouded all the sail she could, and stood off to the S.E. We suppose her to be an English Frigate.— Probably the *Sphinx*.⁸ The General, judging it would answer but little purpose to risque the loss of the Detachments upon Connonicut, sent orders, as soon as The French ship had passed the Battery on Fox-hill, to withdraw them and the Guns from that Island. The Troops were brought off; but as there was not a sufficient Number of Oxen to remove the Guns, those on Fox-hill were spiked, and the 2. 24p^{rs} on the

Dumplings⁹ were thrown down the Rock into the Sea. The Island was entirely Evacuated by 10 o'Clock, without any interruption.

At 9 o'Clock another two Decker¹⁰ stood up the Narragansett passage, and at 12 anchored near the first.

Wind W. after 12 o'Clock.

At 1 o'Clock, the Two French frigates in the Seconnet got under way with the Wind at N.W. and stood up towards Fogland.¹¹ As soon as they reached Black point, orders were given to set fire to The *Kingsfisher*, which was immediately done. The Gallies¹² ran up as far as the S. side of the Sandy point, where they were also set on fire, and in a short time the three vessels were in flames. The moment the fire appeared the Frigates shortened sail, and they soon after anchored about a mile and half S. of the bluff point of Fogland, near the Rebel shore. There is a Brig in company with them.¹³ Our vessels continued to burn fiercely, and about 3, the *Alarm* blew up and went to atoms. The *Spitfire* having some sails set, kept under way down the passage, and did not blow up 'till she got near the Bluff-point. The *Kingsfisher* burnt almost to the waters edge, and then breaking off from her anchor, drifted over behind the Bluff point where she went ashore, and soon after blew up. As there was not time to land the guns of these vessels, and they were loaded, they went off as the fire reached them. Several of the shot fell near the Barracks, but fortunately no damage was done by them.

I think our people were rather precipitate in burning the vessels, for had the Gallies run to the N. Side of the Sandy point, and there waited the approach of the Enemy, who must have advanced under the fire of the 2. 12p^s at Fogland, and the 18 p^s of the Gallies, which last would have raked them as they came up, they might have been saved for the present, and probably the Frigates might have suffered in attempting to come so high up. The preservation of the Gallies would have been a matter of great consequence to us. They might have run into Shoal water under Quaker-hill, or even higher up under the protection of the guns at Windmill hill, and the Howland's bridge Redoubt where the Enemy could not have annoyed them.

The Frigates appear to be about 28 Guns each. Several boats went from them to the Rebel shore as soon as they anchored, but no considerable numbers of people appear on the shore.

We have not observed any particular movements among the Rebels since the arrival of The French fleet. They are in general perfectly quiet at all the posts near us, and certainly are not prepared for a descent on the Island.

Some small Sloops came up the Seconnet in the Evening, and joined the Frigates.

The 54th Regiment returned to their Encampment this Day.

76 Rebel prisoners were landed this Morning from the Prison ships in the harbour, and lodged in the Barracks within the Redoubt at Fogland Ferry.

We have a party employed in repairing the Redoubt at Bristol ferry. The Rebels fired two shots at them to day, but without effect.

The French took possession of Connonicut this day and hoisted a White Colour there.

It is expected the Rebels will place some Guns in the Battery on the Dumplins, in order to annoy our Battery on Brenton's point, and facilitate the entry of the French Fleet.

Several boats passed from the Narraganset shore this day to the French fleet.

The French ships off the harbour continued in the same position at Nightfall as

Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

4. Former H.M. armed brigantine *Stanley*, under the command of officier auxiliaire Boulouvard de Barentin.

5. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.

6. H.M. galley *Spitfire*, Lt. James Saumarez, commander.

7. The Journal concludes on 31 July: "at 7 AM went with the Ships Company [to] assist the *Orpheus* & *Cerberus*—Hugh C. Christian."

COMMANDER HUGH CLOBERRY CHRISTIAN, R.N., TO CAPTAIN JOHN BRISBANE, R.N.

(Read) Copy of a letter from Captain Hugh Cloberry Christian: dated Fog land the 30th. July 1778. to Captain Brisbane relative to the loss of his Majesty's Sloop *Kings Fisher*.

S^r Fogland [*R.I.*] July 30th. 1778.

Yesterday Evening about 5 oClock two French Frigates¹ and an Armed Brig² entered the Seaconnet Passage.³ I weighed anchor with his Majesty's Sloop *Kings Fisher* under my Command and Run up to this place, the Frigates Anchoring near the Station which I had left, I began to land the Stores and Provisions agreeable to orders,⁴ at 1 oClock this Day the Frigates and Brig (after making some Signals) weighed and stood towards us with a strong Breeze of wind at SW. as I saw no probability of defending the Ship against such Superior force, I set her on fire when the Enemy were Just within Cannon Shot, the Provisions and the greatest part of the Stores were landed, as were 2 of the Guns. the rest were Spiked and the Ship effectually destroyed, I made known to the Officers commanding the Gallies⁵ my intention of destroying the *Kings Fisher* and desired them to Run up into Shoal water, to Ground their Vessels and to act as circumstances might require, but to prevent the Capture of their vessels by burning them, those Officers have I presume made known to you the steps which they have taken. I have the Honor to be S^r [&c.]

Hugh C. Christian.

Copy, UKLPR, Adm. 1/5310, fol. 175–76. Addressed below close: "To./Capt. Brisbane," This letter was read at the court-martial of Comdr. Hugh C. Christian for the loss of H.M. Sloop *Kingsfisher* held at New York on 28 Sept. 1778 in H.M.S. *Royal Oak*.

1. French Navy frigates *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo

2. Former H.M. armed brigantine *Stanley*, under the command of French Navy officier auxiliaire Boulouvard de Barentin.

3. That is, Sakonnet Passage.

4. This refers to an extract from Vice Adm. Viscount Howe's letter to Capt. John Brisbane, 19 July, concerning the landing of guns and men from the warships and their possible destruction, which Brisbane sent to each of his naval captains on 26 July. See Vice Admiral Viscount Howe to Captain John Brisbane, 19 July, above.

5. Lt. Philip D'Auvergne, commander of H.M. galley *Alarm*, and Lt. James Saumarez, commander of H.M. galley *Spitfire*.

CAPITAINE PIERRE-RENÉ-BÉNIGNE-MÉRIADÉC, COMTE DE BONNEVAL RUFFO TO
VICE-AMIRAL COMTE D'ESTAING

Mon Général

J'ay L'honneur de vous informer, quoyque M^r de S^t Cosme Sous Les ordres duquel Je

Suis, S'acquitte de Ce devoir,¹ que Conformement à vos ordres, Je mouillay hier à 7 heures du Soir à L'Entrée de La passe de L'Est de Rhode island à une grande portée de Canon d'un Camp anglois qui me parut Contenir à peu près Cing Cent hommes, à Mon arrivée j'apperçus une petite frégatte Sous voile, qui Chercha a S'Enfoncer desqu'elle me vit, et que je Crus ne pas devoir suivre pour Le moment, de L'avis de mes pilotes pratiques, qui m'assurèrent, qu'elle alloit se refugier sous Les Batteries angloises.

à huit heures et demy M^r de S^t Cosme vint mouiller à un Cable de L'*alcmène* ; Je L'informay de Ce que j'avois apperçu : Son premier Soin, (nos pilotes n'etant pas absolument d'accord sur Les moyens que nous pouvions Employer pour detruire Cette fregatte) fut d'Ecrire selon vos intentions au Général Suliwan qui se trouve dans Ce moment Cy à la providence, et au major Général Conwel² Commandant su fort ou poste american de howlands ffiry pour Se Concarter avec Eux sur nos opérations : Ce matin au Lever du Soleil nous avons apperçu dans la passe Cette même frégatte et deux galères³ L'une maltée à voile Latine et L'autre en brigantine mouillies fort près de La Côte de L'isle. Sur Ce qu'un Colonel américain m'a fait dire, qu'il Croyoit que Les anglaise avoient enlevé La Grosse artillerie de Leurs Batteries, M^r de S^t Cosme et [moi] Sommes Convénus de nous Enfoncer dans la passe Si Le vent Le permettoit de tacher d'enlever ou détruire Ces trois Battiments, en Effet à un heure après midy les vents O.S.O. nous avons appareillé Sous petite voile, la [brik] le *Stanley*⁴ à notre Suite, et passants par un Chéanal assés Etroit mais [*illeg.*] nous avons toujours trouvé de Six à Sept Brasses d'eau, nous avons donné dans La passe. à notre arrivée la Galere maltée à Brigantin qui etait plus en dehors a mis sous voile pour nous fuir ; un instant après la fr[égatte] qui etoit mouillée et Embossée sous un Camp anglois d'où on nous à [tiré] quelques Coups de Canon qui ne sont pas venus à Bord et auxquels nous n'avon pas répondu S'est Brulée avant que nous fussions à portée Canoner ; nous allions poursuivre Les deux Galeres qui etaient sous voiles déjà très Enfoncées, Lorsqu'à L'imitation de la frègatte elles ont pris [*illeg.*] Le parti de Se Bruler : Les vents alors NNO. Nous avons été forcées de [*illeg.*] par Les Cinq Brasses et demy, Bon fond, à une demy portée de Canon de Côte angloise et à un Cable et demy de La terre firme.

la plus forte de Ces Galeres n'a pas tardé de sauter en L'air [*illeg.*] de nous, L'autre dont Les voiles etoient orientées vent arriere et qui [*illeg.*] avoit respecté quoyque Le Copes du Batiment on fut Convert [*illeg.*] dessus et nous eut inquietté si nous ne Luy avions detaché nos Bateaux [?] à rame pour La détourner, Cette opération S'Est faite avec Succés mais non sans risque puisque L'ayant à La remorque elle a Suté en L'air et Coulé Bas

pour La frègatte dont Les amarres ont sans doute eté Brulées, elle à abandonné la Côte de L'isle et est venue darriver sur Cette du Continent ; ne la voyant pas Sauter en L'air quoyque Le feu La dévorat depuis plus de deux heures j'ay Cru ses poudres enlevées ou Noyées et en Consequence j'ay detaché mes Battiments à rame pour tacher d'Eteindre ou du moins enlever quelque Chose mais ils ont fait à Cet Egard des vains Efforts et ont Encore Couru des grands risques par L'Explosion de La poudre qui S'Est Enflammée dans Le moment où quelques uns de mes Gens etoient à Bord, Cependant personne n'a pris mal. Enfin Mon Général Cette frègatte Brule Encore et la Cap^{ne} du Bateau american qui m'a paru juoir avec plaisir de Ce Spectacle pourra vous Le Certifier.

avec des Ennemis aussi prudents je puis vous Certifier Mon Général que tout Ce qu'il etoit possible de faire a eté fait. J'ay La Satisfaction de pourvoir vous Dire que mon

Equipage m'a donné Les plus fortes Espérances de Valeur Cette affaire n'a pas été Chaude mais elle pouvoit L'Être et La Bonne Volonté et La joye me repondoient déjà des plus grands succès Lors même que nous aurions trouvé de grandes difficultés à Combattre ; J'ose vous supplier de Luy en tenir Compte et de Le mettre souvent à même de Contribuer à votre gloire.

Mes Officiers au dessus de toute Eloge n'ont pu en meriter dans Cette occasion permittée moy Cependant Mon Général de vous faire Celuy de M^e D'orcet⁵ auquel il n'a pas tenu que nous ayons Sauvé la frégatte incendiée s'il y eut eu de la possibilité, et qu'il s'est plus Exposé que je ne L'aurois voulu.

Dans Ce moment Cy mon Général nous sommes ainsi que j'ay eu L'honneur de vous Le Dire mouillés à demy portée de Canon de la Côte angloise, et Embossés pour Luy presenter Le travers et Canoner s'il plait aux Ennemis d'apporter du Canon sur La Cotte.

S'il faut en Croire plusieurs américains qui nous assiègent dans nos [bords ?] Le Gâl Suliwan sera icy samedy prochain à la tête de trente mille de milice⁶ s'il a Besoin de notre aide M^e de S^t Cosme et moy L'Empressons de Luy en donner.

On nous assure Encore qu'il sera possible de faire icy un peu d'Eau, et y travaillerons Mon Général si vos ordres nous Le permettent. Je suis [&c.]

Bonneval

à Bord de L'*Alcmène* Le 30. Juillet 1778

[Translation]

My General

I have the honor of informing you, although M. de St. Cosme under the orders of which I am, acquitted himself of this duty,¹ that conforming to your orders I anchored yesterday at 7 in the evening at the entrance of the East Passage of Rhode Island at long canon shot from an English camp that appeared to me to contain nearly five hundred men, on my arrival I noticed a small frigate under sail, which sought to hide itself as soon as it saw me, and that I believed I should not follow for the moment, on the advice of my local pilots who assured me that it took refuge under the English batteries.

At eight thirty M. de St. Cosme came to anchor at a cable's length from the *Alcmène*; I informed him of what I had seen: His first care (our pilots not being absolutely in accord on the means that we could employ to destroy this frigate) was to write according to his instructions to General Sullivan who was at that moment in Providence, and to Major General Conwel² commandant of the American fort or post of Howlands Ferry in order to consult with them on our operations: This morning at sunrise we saw in the pass the same frigate and two galleys,³ one Maltese with lateen sails and the other brigantine-rigged anchored very near the island's shore. On what an American colonel had informed me that he believed that the English had removed the large artillery of their batteries, and St. Cosme and I agreed to withdraw into the pass if the wind permitted it to try to remove or destroy those three ships, in fact at 1:30 pm the winds W.S.W. we weighed anchor under little sail, the brig *Stanley*⁴ following us, and passing by a rather narrow channel we were still in from six to seven fathoms of water, we went into the pass. On our arrival the Maltese brigantine galley which was the more outside set sail to fly from us; an instant later the frigate, which was anchored and broadside under an English camp from which they fired on us a few canon shots which did not come aboard and to which we did not respond, was set on fire before we were within

cannonade; we went to pursue the two galleys that were under sail already very far away, when in imitation of the frigate they were set on fire. The winds then NNW. We were forced by the five and a half fathoms, good bottom, at half cannon shot from the English shore and a cable and a half from the mainland.

The stronger of these two galleys did not delay leaping in the air [near ?] us, the other, whose sails were backed to the wind and that [*illeg.*] had respected although the [?] of the boat had been covered above and would have worried us if we had not detached our rowboats to deflect it, this operation was done with success but not without risk, since having it in tow it leapt into the air and sank.

For the frigate whose cables had without a doubt been burned, it abandoned the shore of the island and arrived on the shore of the mainland; not seeing it leap into the air although the fire devoured it for two hours, I believed its powder to be removed or drowned and in consequence I detached my rowboats to try to extinguish or at least remove something, but they made in this regard vain efforts and again ran grave risks by the explosion of the powder which caught fire the moment some of my people were on board, however no one was harmed. In fact, my General, this frigate is still burning and the captain of the American boat, who appeared to me to enjoy this spectacle with pleasure, can certify it to you.

With enemies so prudent I can certify, My General, that everything that was possible to do was done. I have the satisfaction of being able to tell you that my crew gave me the strongest expectations of valor, this affair was not hot but it could have been and the good will and the joy already answer the greatest success even when we may find great difficulties to fight; I dare ask you to hold them to account for it and often to employ it to contribute to your glory.

My inferior officers of all praise have not been able to merit any on this occasion, permit me however, My General, to make that of M. D'Orcet,⁵ through whom we would have saved the burning frigate if it had been possible, and who exposed himself more than I would have wanted.

At this moment, my General, we are, as I have the honor to tell you, anchored at half cannon shot from the English shore, and broadside on to present the cannonade if it pleases the enemy to bring cannons to the shore.

If one must believe it of several Americans who besiege us on board, General Sullivan will be here next Saturday at the head of thirty thousand militia,⁶ if he has need of our help M. de Cosme and I will strive to give it to him.

We are still assured that it would be possible to take on a little water here, and we shall work at it, My General, if your orders permit.

Bonneval

On board the *Alcmène*, 30 July 1778

L, FrPNA, Marine B¹, vol. 144, fols. 100–1.

1. Lt. the Chevalier de Saint-Cosme-Sainte-Eulalie commanded the frigate *Aimable* in d'Estaing's fleet. His report is immediately below.

2. Brig. Gen. Ezekiel Cornell. For the part he played, see Brig. Gen. Ezekiel Cornell to Maj. Gen John Sullivan, 31 July 1778, below.

3. The British ships H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander, H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander, and H.M. galley *Spitfire*, Lt. James Saumarez, commander.

4. The French squadron had captured H.M. armed brigantine *Stanley* and placed it under the command of officier auxiliaire Boulouvard de Barentin.

5. Enseigne de vaisseau Paul-Gilbert Arogonnes (or Arrogonnes) d'Orcet.

6. Maj. Gen. John Sullivan, who commanded the Continental forces around Rhode Island. His troops

numbered far fewer than 30,000. See Gen. George Washington to Maj. Gen. John Sullivan, 17 July, above, for a discussion of troop strength and the projected plan for operations with the French.

LIEUTENANT ANTOINE-STANISLAS-XAVIER DE CURIÈRES DE CASTELNAU, CHEVALIER DE SAINT-COSME-SAINTE EULALIE TO VICE-AMIRAL COMTE D'ESTAING

[Extract]

Mon general

j'ai l'honneur de vous rendre compte que j'ai mouillé hier au soir a huit heures et demi dans la riviere siconet aussi avant que les pilotes voulurent me Mesner. *Lalcme* et le bricq¹ avoient mouillé demi heure au paravant m^r de bonneval ma dit avoir aperçu la corvette a la voile, les pilotes point quelle fut se refugiers sous une baterie anglaise quilz massurerent etre de dix canons du calibres de 32. ce matin je lai appercue tres pres de terre et tres pres de la baterie avec une galere que les memes pilotes mon dit porter deux canons de dix huit en avant et six canons en baterie, et un autre Batiment portant une piece de dix huit et quatre canons en baterie.² je nai pas cru mon general devoir les attaquer sans minformer de letat vrai de ces forces, et j'ai ecrit a m^c. Le general sullivan³ pour le prevenir des ordres que vous mavies donné et au general cornell⁴ qui commande en son absence pour les prier de me donner des eclairissements. je nai pas encore recu leurs reponses, mais dans lintervalle ayant appris par un colonel americain dont j'ignore le nom quil etoit persuadé que les anglais avoient transporté leurs gros canons du coté du nord, je me suis decidé, malgré lirresolution et la contradiction des pilotes pratiques de meclairer par moi meme le vent d'o.s.o me permettant de prendre un mouillage qui est hors de la portée du canon j'ai appareillé a une heure après midy lorsque la marée et le vent metant permis. ce parti a tres bien reussi quant a la destruction des batimens, la corvette et la galere ont été en flammes avant que nous fussions a la grande portée, et nous navons pas eu meme de bruler un amorce. la baterie a tiré quelques coups je nai point reposté netant pas a portée de faire du mal. le troisieme batiment nous a été detaché en espece de brulot très bien dirigé pour la route la marée et le vent le portant sur moi, mais trop pressé par le feu il a sauté en lair a environ trois cables de la fregate au moment où m^r de grasse⁵ venoit de laccrocher pour le detourner, j'ai peur pour lui, par le plus grand bonheur personne na été tué [*illeg.*] des eclats de deux coups de canons qui etoient pointés a couler bas. jespere mon general que vous voudres bien tenir compte à mon equipage de la bonne volonté quil à montre j'ose me flatter daprès sa bonne contenance que javais [?] le compte le plus avantageuse a vous en rendues. m^r de bonneval a Rien [?] de vous ecrire selon vos ordres, sans quoi je vous dirai mon general, apres lui et moi avions la meilleure envie de bien faire je compte garder ce mouillage jusqu'a [*ce qui*] vos ordres me rappellent, a moins que les projets du general sullivan ne mengage a en changer jespere mon general que vous approuveres que je profite du loisir quon nous laissera pour faire de leau et du bois dont lune et lautre fregate ont grand besoin, peut etre faudra employer des charettes ; sil est possible de faire autrement je chercherai a eviter cette depense. je ne dois pas oublier mon general que vous direz que jespere sauver en partir les canons de la corvette le Kingfisher qui en portoit dix huit en baterie et quelques uns sur le gaillard, son cable a brulé et la marée la fait darriver assés pour pouvoir sans hazard et les batimens a rames la faire remorquer sur la rivage du continent où elle est echouée actuellement quoique le feu soit encore tres vifs jespere pouvoir faire travailler demain matin[. . .]

je vous demande pardon mon general de vous rendre un compte aussi diffus je nesperais pas pouvoir vous donner de vues [?] nouvelles ce soir, et je nai pas le tems de le rendre plus court, voulant vous renvoyer ce soir le bâteau et etant interrompu a tous moment par nombres d'americains. je crois que je pouvois vous donner demain matin des nouvelles par la voie du general sullivan je ne son vieu encore mais jattens un bateau [*illeg.*] minuit j'ai lhonneur detre

St Cosme

A bord de *laimable* le 30 juillet 1778

[Translation]

My general

I have the honor of reporting to you that I anchored yesterday in the evening at eight thirty in the Seconet River as far advanced as the pilots wanted to lead me. The *Alcmène* and the brig had anchored a half-hour earlier.¹ M. de Bonneval told me that he had seen the corvette under sail, the pilots thought that it was taking refuge under an English battery that they assured me was of ten cannons of the caliber of 32. This morning I perceived it very near the land and very near the battery with a galley that the same pilots told me carry two guns of 18 in the bow and six guns in battery, and another ship carrying one piece of eighteen and for guns in battery.² I did not believe, my general, that I should attack without informing myself of the true state of these forces, I wrote to General Sullivan³ to alert him to the orders you had given me and to General Cornell⁴ who commands in his absence to beg them to give me some clarifications. I have not yet received their responses, but in the interval, having learned from an American colonel whose name I do not know that he was persuaded that the English had transported their large cannon from the north side, I decided, despite the irresolution and contradiction of the local pilots, to reconnoiter myself, the wind from the WSW permitting me to take an anchorage out of cannon shot, I weighed anchor a half hour after noon when the tide and wind permitted. This action succeeded very well as to the destruction of the ships, the corvette and the galley were in flames before we were within long cannon shot, and we had not even had a shot fired. The battery fired several shots, I did not at all reply, not being within range to do any damage. The third ship had been detached to us as a fire ship, very well directed for its route, the tide and wind carrying to toward me, but too hurried by the fire it leaped into the air at about three cable-lengths from the frigate at the moment that M. de Grasse⁵ had just hooked onto it in order to turn it aside, I feared for him, by the greatest of fortune no one was injured by the explosion nor by two cannon shots which fired at the sinking. I hope, my general, that you will be so good as to take account of the good will that my crew showed, I dare flatter myself following its good constancy of which I make the most advantageous account in reporting it to you. M. de Bonneval has nothing [?] to write to you according to his orders, without which I would tell you, my general, he and I have the best desire of doing well. I intend to keep this anchorage to which your orders remind me, unless the plans of General Sullivan engage me to change it. I hope, my general, that you will approve that I profit from the leisure that we have been left to take on water and wood, of which the one and the other frigate have great need, perhaps I should use carts; if it is possible to do otherwise, I shall try to avoid this expense. I ought not forget, my general, to tell you that I hope to save some of the corvette the *Kingsfisher's* cannons, which carried eighteen of them in broadside and some on the quarterdeck. Its cable burned and

the tide brought it far enough for the rowboats without hazard to tow to the shore of the mainland where it is currently aground, although the fire may be still very lively I hope to be able to have work done on it tomorrow morning. . . .

I beg your pardon, my general, for rendering a report so diffuse. I did not hope to be able to give you any new views this evening, and I do not have the time to render it briefer, wanting to send the boat back to you this evening and being interrupted every moment by numbers of Americans. I believe that tomorrow morning I can give you some news by way of General Sullivan. I have not his views yet but I expect a boat any minute. I have the honor to be [&c.]

St Cosme

On board the *Amiable* 30 July 1778

L, FrPNA, Marine B¹, vol. 144, fols. 433–36. The omitted passage relates to two prizes, a schooner laden with rum that had been lost on a beach and a vessel that was taking on water so quickly that it was ruining the cargo of sugar.

1. French frigate *Alcmène* commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo. The brig was the former H.M. armed brigantine *Stanley*, under the command of French Navy officier auxiliaire Boulouvard de Barentin.

2. The British ships H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander, H.M. galley *Alarm*, Lt. Philip d’Auvergne, commander, and H.M. galley *Spitfire*, Lt. James Saumarez, commander.

3. See St. Cosme’s letter to Maj. Gen. John Sullivan, Continental Army, this date, below.

4. Brig. Gen. Ezekiel Cornell, Continental Army. Cornell wrote to Sullivan on 31 July describing his receipt of a letter from St. Cosme and the efforts he made to support the French. Cornell to Sullivan, 31 July, below.

5. Garde de la marine Etienne-Mars-Antoine-Joseph comte de Grasse-Limermont.

LIEUTENANT DE VAISSEAU CHEVALIER DE SAINT-COSME-SAINTE-EULALIE TO MAJOR GENERAL
JOHN SULLIVAN

honoured Sir

I have the honour to let you Know hereby that I am anchor’d here at Siconet river¹ with two french fregattes² and a sloop³ since last night at Eight o’clock. My General the Earl of destaing⁴ has ordered me to agree with your honour about any thing you may think me fit to do to help you in your projects. I think it shou’d be proper that I might have an opportunity to speak with you or somebody you trust upon that I shou’d Know the better what I shall do for the best, and to be well acquainted Concerning the english forces hereabout. the american pilots sent to me don’t agree among themselves upon that matter. My General was advis’d here was anchor’d a sloop of war of sixteen guns;⁵ and I perceive, myself, that here are a galley and a third ship⁶ anchor’d under an English Batery that my american pilots believe strong of ten guns of two and thirty pounders: my Guns being but of Eight pounders are very likely not strong enough that I may hope we cou’d destroy her under Such a Shelter. May it please your honour, to give me all the hints in your power that I may be enabled to fulfill the orders given me by my general, who charges me to follow all the Directions you will give me to protect and help your Descend. May it please your honour to be Convinced of all my zeal for your Service in all your Operations. I am with great Respect honored Sir [&c.]

St. Cosme

at Siconet river july’s the 30th. 1778.
on Board of the *aimable*.

L, NhHi, John Sullivan Papers. Addressed at top: "to the honorable/General Sullivan."

1. That is, Sakonnet Passage.

2. French Navy frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, commander, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, commander.

3. Formerly H.M. armed brigantine *Stanley*, under the command of French Navy officier auxiliaire Boulouvard de Barentin.

4. Vice-amiral comte d'Estaing.

5. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.

6. H.M. galleys *Alarm*, Lt. Philip d'Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

Monsieur

En mer Le 30 Juillet 1778.

J'ai Recu par Monsieur Le Colonel Laurence¹ la lettre que vous m'avez fait l'honneur de m'écrire le 25 de Juillet.² J'en ay admiré les Vûes, et J'en ay étudié les details.

Les Deux plus petites fregattes, L'*Aimable*, et L'*Alcmene* et le Brigantin Le *Stanley*³ sont Entré hier au soir dans le Canal de L'Est.⁴ les Vaisseaux le *fantasque*, et le *sagittaire* n'ont pu donner que le matin Dans Celui de L'Oüest,⁵ et le Chenal du milieu⁶ Est Bloqué par L'Escadre. voila Je crois Les mouvements préliminaires que Vous avez eu la bonté de m'indiquer; J'ai eu plus en Vüe en les executant, de faciliter Votre Debarquement, que de faire des prises. Je presume que tous les Batiments anglaises, sont actuellement a Newport, sous la protection de leurs Batteries. Je vous serai très obligé de faire passer a M^r le Commandeur de Suffren, Capitaine des Vaisseaux du Roy,⁷ Commandant le *fantasque* de 64 canons, et a M^r D albert de Rions⁸ Commandant le *sagittaire* de 50 Canons, l'indication de ce qu'ils doivent faire pour Vous être Le plus utile.

MM. Les chevaliers de S^t Cosme,⁹ et de Bonneval¹⁰ Commandant L'*Aimable*, et L'*Alcmene* executtiront aussi tout ce que Vous Croires Convenable. Je vous supplie de leur faire parvenir les instructions Les plus frequentes qu'il Vous sera possible. Je n'en ay pas moins Besoin, Monsieur, que ces officiers.

Ce que disent les pilottes annonce que je ne peux pas m'embossier plus près qu'a un demi mille de distance de la principale Batterie, qui est Celle de Dyers-point.¹¹ l'avantage du feu des Vaisseaux sur celui De terre, diminue en Raison de Eloignement. au dela de la portée Du fusil, ce n'est plus que du Bruit. un navire Recoit du dommage, sans presque En causer. est il plus pries, il detruit, et Renverse tout. ou nous assure aussi qu'il n'est point de Mouillage Dans Newport où l'on soit à L'abry du Canon de terre. s'expera a etre pendant un Jour Entier tiré au Blanc sans aucune fruit, est une position facheuse pour toute une escadre. passer sous le feu des Batteries, pour celles mouiller plus loin, est très possible, mais alors L'Ennemi pourrait Se Sauver, et la porte lui serait ouverte. Laisser un Vaisseau pour Continuer a bloquer Le Chenal Du Milieu, pendant que Le Reste de L'Escadre forceroit le passage, diminuerait le nombre de mes troupes de débarquement; c'est Cependant le parte qui pourrait paraitre Reunir Le plus de probabilités et de prudence; parcequ'on peut tentir d'eteindre les feu des Batteries, et que si on n'y Reussit pas, on passe au dela, et que l'objet se trouve a moitié Rempli. mais s'affaiblir lorsqu'on n'est pas très fort a des grands inconveniences, et J'en aiderais D autant moins Vos operations sur terre.

Je ne connais ny le genre, ni la position des deffenses, et ce que me disent les pilottes ne m'a nullement éclairé sur cet objet. ils Varient Beaucoup sur une infinité

d'autres articles maritimes; J'attends de Vos nouvelles pour fixer un plan toujours nécessaire avant que d'agir. il me paraît que Votre intention est que nous operions précisément ensemble, et que J'attende l'arrivée de M^r le Marquis de la Fayette. La position dans laquelle Je me trouve ne peut finir trop tôt mes Besoins D'Eau L'exigent, et chaque instant Donnera à L'Ennemi une fortification de plus; Messieurs le Colonel Laurence, et Lieutenant Colonel de fleury¹² Voudront Bien, Monsieur Vous Rendre Compte de mes Joués D'hier au soir sur L'attaque De Cononikut.¹³ Ce que Vous En penserés Decidera Le cas que nous Devons faire De ce projet. J ay l'honneur D'etre avec Respect, Monsieur, [&c.]

Estaing

[Translation]

Sir

At Sea 30 July 1778.

I have received by Colonel Laurens¹ the letter that you have done me the honor of writing to me on July 25th;² I have admired its views and I have studied its details.

The Two smallest frigates, the *Aimable* and the *Alcmène*, and the brigantine *Stanley*³ entered the East Channel⁴ yesterday evening. The ships of the line *Fantasque* and *Sagittaire* could not come into the West Channel⁵ until this morning, and the Middle Channel⁶ is Blockaded by the Squadron. Such are, I believe, the preliminary movements that You have had the kindness to indicate to me. In executing them I wished to facilitate Your Landing rather than to take prizes. I presume that all the English Ships are now at Newport under the protection of their Batteries. I shall be greatly obliged to you if you will indicate to M. the Commandeur de Suffren,⁷ Capitaine de Vaisseau, commanding the *Fantasque* of 60 guns, and to M. D'albert de Rions,⁸ commanding the *Sagittaire* of 50 Guns, what they can do to be most useful to You.

MM. the Chevaliers de Saint-Cosmé,⁹ and de Bonneval,¹⁰ Commanding the *Aimable* and the *Alcmène*, will execute also all that You Think Proper. I beg you to see that instructions are sent to them as frequently as possible; I do not have less Need of them, Sir, than do these officers.

The pilots tell me that I cannot anchor nearer than a half-mile of the principal Battery, which is That on Dyers Point.¹¹ The advantage of the fire from Vessels over that from land, diminishes in Proportion to the Distance. Beyond the range of the guns, it is nothing more than Noise. a ship Receives damage without causing much. If it is nearer, it destroys, and Knocks down everything. We are assured also that there is no Anchorage At Newport where we can be sheltered from the Guns on land. To be subject to being fired on Point-blank for a Whole Day without any result, is an unfortunate position for any squadron. It is very possible to pass under the fire of the Batteries in order to go and anchor farther away, but then the Enemy could Escape, for the door would be open to them. To leave one Ship to Continue to blockade the Middle Channel, while the Rest of the Squadron forced the passage, would diminish the number of my troops on landing; it is However the plan which would seem to Combine most satisfactorily both probability and prudence, because if one does not succeed there in an attempt to silence the fire of the Batteries, one passes beyond them, and the purpose will be half-Realized. but to become weakened when one is not very strong, has great inconveniences, and I should then be so much less help to Your operations on land.

I know neither the kind nor the position of the defenses and what the pilots tell me has not enlightened me at all on this subject. they Disagree Considerably on a

multitude of other maritime subjects; I await news from You before making any plan, which is always necessary before acting. It seems to me that it is Your intention that we act precisely at the same time, and that I await the arrival of M. the Marquis de Lafayette. The position in which I find myself cannot be ended too soon; my Need of Water demands it, and every instant Gives the Enemy one more advantage. Colonel Laurens and Lieutenant Colonel de Fleury¹² are going, Sir, to Report to You on my Success of yesterday evening in attacking Conanicut.¹³ What You think of it will Decide what we should do regarding this plan. I have the honor to be, Sir, [&c.]

Estaing

L, NhHi, John Sullivan Papers. Addressed at foot of first page: "to the honorable General Sullivan." Docketed: "From Count Destiang/30th of July—."

1. Lt. Col. John Laurens, Continental Army.
2. See Major General John Sullivan to Vice-amiral comte d'Estaing, 25 July, above.
3. Former H.M. armed brigantine *Stanley*, under the command of French Navy officer auxiliaire Bou-louvard de Barentin.
4. That is, the Sakonnet (or East) Passage.
5. That is, the Narragansett (or West) Passage.
6. That is, the Middle Passage to Narragansett Bay.
7. Capitaine de vaisseau Pierre-André, Chevalier de Suffren de Saint-Tropez.
8. Capitaine de vaisseau comte d'Albert de Rions.
9. Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie.
10. Lieutenant de vaisseau Chevalier de Bonneval.
11. That is, Dyers Point.
12. Lt. Col. of Engineers François-Louis Teissèdre de Fleury, Continental Army.
13. That is, Conanicut Island.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[*Juillet 1778, Languedoc, devant Newport, R.I.*]

Du mercredi 29 au jeudy 30

à 2 heure de lapres midy fait [*illeg.*] et fait deux petit Bord pour mouiller vis avis La passe du ouest et Cette du milieu à 3 heures toute Lescadre à mouillé à La distance d'un tier de Lieue à deux tier vis a vis Les deux passes par Les 20 Brasse fond de vale, La terre La plus sud au so¹/₂o La plus Lest à L E¹/₂NE et La tour du fanale¹ au nord 5¹/_d no ouest un heur apres arivé [?] un Corsaire americain de 14 Canons qui à salüe de 13 Coup de Canons

suite de jeudy 30

Les fregatte *Laimable*² et *Lacmene*³ aussitot quel ont Eut Leur pilote à Bord Le General⁴ Leur à donné ordre daller mouiller dans La passe de Lest lesquels ont Executé avant La nuit ne pouvant sortir pas Cette passe que des Batiment au dessous de 20 Canon et ordre au *sagitair*⁵ de mouiller à Lentré de la passe du ouest pour y Entrer le Lendemain matin Cette passe nstant pas fortifie ou du moïn que de quelques pieces de Canon avant La nuit les Anglais ont fait Bruller quelques Batiment et fait sauter de magasin⁶ à six heur du matin Le *Sagitair* est Entré par La passe du ouest ont Lui à tiré deux Coup de Canons de defas Lisle de Coneticute il Leur à Repondüe de toute sa volé un peut plus Loin deux autre Coup il Les à fait taire de meme et ait allè mouille à la teste du nord de Cette isle qui forme un passage et Communications avec La ville de nyeuport et La Riviere de la providence pour Empecher quel ne sortit quelque fregatte par Cette passe Comme ont annonça au General qu'il devait ganoir un vaisseau de 44 Canons Anglais et plusieurs fregatte portant du

12 Le General se decida à faire Entrer par La meme passe Le *fantasque*⁷ à qui ont fit Le signal à 10 heures il donnait dans la passe et Les deux Batterie de deux Canons avait été abandonné et à joint Le *sagittaire* sans qu'on Lui ait tiré

[Translation]

[July 1778, Lanquedoc, off Newport, R.I.]

From Wednesday 29 to Thursday 30

At 2 o'clock in the afternoon [*illeg.*] and made two small tacks in order to anchor in front of the West Passage and that of the Middle. At 3 o'clock the entire squadron anchored at the distance of from one third to two thirds of a league in front of the two passages in 20 fathoms, bottom of mud, the land the farthest south to the SW $\frac{1}{2}$ W, the farthest East to the E $\frac{1}{2}$ NE and the lighthouse¹ to the north 5° N West. An hour later an American privateer of 14 guns arrived and saluted with 13 guns.

Thursday 30 continued

The frigates the *Aimable*² and the *Alcmène*³ as soon as they had their pilots on board the General⁴ gave them orders to go anchor in the East Passage, which they executed before nightfall, not allowing ships of under 20 guns to leave this passage, and ordered *Sagittaire*⁵ to anchor at the entrance of the West Passage in order to enter it the next morning, this passage not being fortified, or at least with only a few canon. Before nightfall, the English burned several ships and blew up a storehouse.⁶ At six o'clock in the morning, the *Sagittaire* entered by the West Passage. They fired two canon shots from the Island of Conanicut. It responded with a full broadside, a bit farther two more canon shots. It silenced them and it went and anchored at the head of the north end of this island, which forms a passage and communication with the city of Newport and the Providence River, in order to prevent the departure of any frigate by this passage. As it was announced to the General that he could capture an English ship of 44 guns and several frigates carrying 12, the General decided to have the *Fantasque*⁷ enter by the same passage, having signaled to it, at 10 o'clock it went into the passage and the two batteries of two canon having been abandoned it joined the *Sagittaire* without having been fired at.

D, FrPNA, Marine B¹, vol. 147, fol. 138.

1. The lighthouse at Beavertail Point on Conanicut Island.

2. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

3. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

4. Vice-amiral comte d'Estaing.

5. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

6. The British destroyed H.M. sloop *Kingsfisher*, Cmdr. Hugh Cloberry Christian commanding, as well as H.M. galleys *Alarm*, Lt. Philip d'Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander.

7. French ship of the line *Fantasque*, commanded by Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Jeudi 30. [Juillet 1778.] [*Mouillé devant Newport, R.I.*]

à 58. h $\frac{1}{2}$ du matin, le vent étant à L'oSo, le *Sagittaire*¹ donna dans la passe de L'o. il fit un feu très vif sur une batterie qui lui tira quelque coups de Canon mais dont il

vint bientôt about. il mouiller assez avant dans cette passe. le Général² Craignant que ce Vaisseau ne fut engagé ordonna au *Fantasque*³ d'apareiller pour L'aller joindre, ce dernier vaisseau executa Cet ordre sans trouver d'opposition de la part de L'ennemi qui avait encloué ses Canons et Evacué L'isle de Connecticut.⁴ à 6. h. le Général nous ordonna d'apareiller pour aller reconnaitre 17. bâtimens que les vigies de L'Escadre avaient appercu dans le Sund et en même temps il ordonna à L'Escadre de virer à pic afin que Si Était L'Escadre Anglaise, elle ne le prit pas au dépourvu.

Au Coucher du Soleil, le vent au S assés frais, nous relevames le fanal de L'isle Connecticut⁵ au NNo dist 1 l. ½.

La Côte o à

L'oSo 5.° S.

Celle de L'E

L'ENE.

La pte. N. de Block island au

SSo Corrigée

Dans la Journée L'*aimable*⁶ L'*alcmené*⁷ et le *Stanley*⁸ donnerent dans la passe de L'E ou elles trouverent la Corvette le *Kins Fisher*⁹ de 16. Canons et 2 demi galeres,¹⁰ et un batterie de 2. Canons de 6. qui fit feu dessus les fregattes mais ses boulets n'arrivaient pas ; elles mirent le Cap Sur la Corvette, qui a leur aproche se fit sauter ainsi qu'une Galere, l'autre fut derigée en brulot sur L'*Aimable*, M. de S^t Cosme, qui la commandait envoya aussitôt M. Degrasse-Limermont¹¹ dans la Chaloupe qui fit sauter le brulot au large de la frégatte.

[Translation]

Thursday 30. [July 1778.]

[at anchor off Newport, R.I.]

At 8. o'clock in the morning, the wind being at the WSW, the *Sagittaire*¹ went into the West Passage. It delivered a brisk fire to a battery, which fired some canon shots at it, but it soon passed out of range. It anchored rather advanced into this passage. The General,² fearing that this ship might be engaged, ordered the *Fantasque*³ to weigh anchor in order to go join it; this latter ship executed the order without encountering any opposition from the enemy, who had spiked his cannons and evacuated the Island of Connecticut.⁴ At 6 o'clock the General ordered us to weigh anchor in order to reconnoiter 17 ships that the squadron's lookouts had seen in the Sound and at the same time ordered the squadron to heave short so that, if it was the English squadron, it would not be caught off guard.

At sunset, the wind to the S., rather brisk; the lighthouse on the Island of Connecticut⁵ bore to the NNW, distance 1 ½ leagues

The W shore to

the WSW 5° S.

That of the E to

the ENE.

The N. point of Block Island to the

SSW. Corrected

During the day the *Aimable*,⁶ the *Alcmène*,⁷ and the *Stanley*⁸ went into the East Passage where they found the corvette the *Kingsfisher*⁹ of 16 guns and 2 half-galleys,¹⁰ and a battery of 2 cannons, 6 pounders, which fired at the frigates but its balls fell short; the vessels headed for the corvette, which, at their approach, was blown up, as well as one galley, the other was directed as a fire ship toward the *Aimable*. M. de St. Cosme, who commanded it, immediately sent M. Degrasse-Limermont¹¹ in the ship's boat, who blew up the fire ship at a distance from the frigate.

D, FrPNA, Marine B¹, vol. 147, fols. 60–61.

1. French ship of the line *Sagittaire*, commanded by Capitaine de vaisseau François-Hector, comte

d'Albert de Rions.

2. Vice-amiral comte d'Estaing.

3. French ship of the line *Fantasque*, commanded by Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

4. For more on the engagement between *Sagittaire* and the British battery on Conanicut Island, see Diary of Frederick Mackenzie, this date.

5. The lighthouse at Beavertail Point on Conanicut Island.

6. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

7. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

8. The former H.M. armed brigantine *Stanley*, commanded by French officier auxiliaire Boulouvard de Barentin.

9. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.

10. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander, and H.M. galley *Spitfire*, Lt. James Saumarez, commander.

11. Ensign Etienne-March-Joseph, comte de Grasse-Limermont. For further details see Lieutenant Antoine-Stanislas-Xavier de Curières de Castelnau, Chevalier de Saint-Cosme-Sainte Eulalie to Vice-amiral comte d'Estaing, this date, above.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

at 8 oClock on Wednesday morning the 30th: we weighed Anchor and Steared over NEBN for Rhode Island Cleared Ship for Engaging Expecting to Sail Emediatly into the Harbour of Newport at 12 oClock we arrived of[f] the Harbour and Laid off an on till 4 oClock when the Admiral made a signal for the fleet to anchor except one frigate & one 64 Gun Ship who was Sent to Guard the passage to the East end of Rhode Iland Called Secunnet¹ the fleet anchored in about 20 fathoms & the Light house about N by W. 5 miles two pilots Came on board

D, RPJCB, Jonathan Lawrence Journal.

1. As seen at Vice-amiral comte d'Estaing to Gen. John Sullivan, this date, immediately above, Lawrence erred in this report of the disposition of the French naval vessels.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

July 1778

Off Rhode Island

Thursday 30

at 4 AM w[e]ighed and came to Sail TK^d. Occasionally. at 7 Saw 10 Sail of the French Fleet at Anchor Off Rhode Island & 2 under Sail.¹

Off Rhode Island

Moderate and hazey W^r: with a swell from the S^d. Tacked Occasionally

D, UKLPR, Adm. 51/922.

1. The two French Navy ships under sail were the ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

A Journal of a Cruise By Gods Perimition in the Good Sloop *Revenge*¹ in the year 1778 Nathan Poast Commander a Gainst the Enemies of the thirteen United States of

America and A Gainst all Such as Shall aide or assist them

Thursday July 30th 1778

The Sloop *Revenge* at anchor in Stonington harbour and at 11 oCk I Car^d my Chest and Cloaths on Board and at 12 Returnd home and took Dinner and at 2 PM Returnd on Board the Sloop. We Now Bound out on a Cruse We Discover^d A fleet of British Sails a Standing to the Easterd² the *Beaver*³ Now in Company With us We Weigh anchor and Stand after the fleet the Wind Dying a Way As we hove to Come to anchor under Wath hill⁴ Where We Lay all Night in Company With the *Beaver* So Ends 24 [howers]

D, CtMyMHi, The John Palmer Papers, Coll. 53, Manuscripts Collection. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal. The "Remarks" portion of that journal continues the narrative of the cruise of *Revenge*, which ended on 19 September. Palmer recopied and revised his journal; the recopied version is also at CtMyMHi. In the revised version, Palmer shortened some entries and improved the spelling and grammar. Notable differences between the versions are discussed in the notes following.

1. Connecticut Privateer sloop *Revenge*, which was re-commissioned on 23 July 1778 under the command of Capt. Nathan Post. It carried 12 guns, a crew of 80, and was owned by Nathaniel Shaw Jr. Middlebrook, *Maritime Connecticut*, 2: 207-8.

2. In the revised version, Palmer wrote "A fleete of British Ships and Other Small Sails."

3. Connecticut Privateer sloop *Beaver*, Capt. William Havens, commanding, carried 12 guns, a crew of 65, and was owned by Joseph Trumbull, John and Samuel Broome, and John Livingston. Middlebrook, *Maritime Connecticut*, 2: 54.

4. In the revised version, Palmer gives this anchorage as "Watch Hill," which is across Little Narragansett Bay from Stonington, Connecticut.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [*Sandy Hook, N.J.*] Thursday July 30; 1778

D^r Sir

I have this morning had accounts of the arrival of the *Cornwall* of 74 Guns,¹ one of V. Ad^l Byron's Squadron, on this Coast. The Intelligence the Cap^t had received, that the Enemy were off of this Port when the Advice-Boat he met was sent out of the Hook, has induced him to keep aloof. The V: Ad^l saild from Plymouth the 9 of June; But has happily appointed his Ships to Rendezvous at this Port. The *Cornwall* parted from him in a Gale of Wind the 3^d. of this Month in 31° Long^{de}. Hence the time of his arrival is uncertain. I am D^r Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "S^r H: Clinton K.B." Addressed on cover: "His Excellency/The Comm^r in Chief/of the Land Forces/Head-Quarters/Howe." Docketed: "Howe/July 1778."

1. H.M.S. *Cornwall*, Capt. Timothy Edwards, commander.

VICE ADMIRAL VISCOUNT HOWE TO GENERAL SIR HENRY CLINTON

Eagle [*Sandy Hook, N.J.*]
Thursday Night [30 July 1778]

D^r Sir

I have sealed & shall immediately forward your dispatch to the Secretary of State. The *Cornwall* & *Centurion*¹ arrived today, and have made a considerable addition to my

Means; But no inference can be formed from the accounts by the former, when Byron may be expected.

The *Cornwall* meeting the Advice-Boat which was sent with our Dispatches intended to go from Halifax, the Captain of the *Cornwall* detained the Boat to bring me intelligence of his arrival on this Coast, and our Dispatches have been returned to me. I shall forward them by the present opportunity.² I reckon upon being able to move from hence on Saturday, & expect hourly to hear that our opponents are arrived at Rhode-Island. I remain ever my D^r Sir [&c.]

Howe

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot: "S^r H: Clinton K:B." Addressed on cover: "His Excell^y/The Comm^r in Chief/Head Quarters/Howe."

1. H.M.S. *Cornwall*, Capt. Timothy Edwards, commander and H.M.S. *Centurion*, Capt. Richard Braithwaite, commander.

2. Armed brigantine *Hannah*, Thomas Venture, master.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Thursday, July 30, 1778

Resolved, That the commissary general of prisoners,¹ be directed to engage in the continental service, all, or as many as he can, of the seamen sent from New York by Admiral Gambier,² who shall appear to be effective, or likely to be soon fit for service; and that he furnish such as will so engage, with the means of travelling to Boston, where they are to be delivered to the commissioners of the navy for the eastern department, to be shipped on board the continental vessels of war fitting out at that port:

That the said commissioners be authorized to make such advances to these seamen as is usual in the port of Boston, making reasonable deductions for the expences to that place; provided always, that this resolution shall not extend so as to prevent any particular State from applying in Jersey for such of the seamen as belong to such State.

The Committee to whom was referred the petition of Richard Marven and Samuel Shaw,³ brought in a report, which was taken into consideration; Whereupon,

Resolved, That it is the duty of all persons in the service of the United States, as well as all other the inhabitants thereof, to give the earliest information to Congress or other proper authority of any misconduct, frauds or misdemeanors committed by any officers or persons in the service of these states, which may come to their knowledge.

Whereas, a suit has been commenced by Esek Hopkins, Esq. against Richard Marven and Samuel Shaw, for information and complaint by them and others made to Congress against the said Esek Hopkins, while in the service of the United States:

Resolved, That the reasonable expences of defending the said suit be defrayed by the United States.

Ordered, That the secretary of Congress furnish the petitioners with attested copies to the appointment of Esek Hopkins, Esq. to any command in the continental navy, and his dismissal from the same, and also to the proceedings of Congress upon the complaint of the petitioners against the said Esek Hopkins, preferred to Congress through the Marine Committee, as mentioned in their petition.⁴

JCC 11: 730–733.

1. Major John Beatty.

2. Rear Adm. James Gambier.

3. The petition of Richard Marven and Samuel Shaw, dated 8 July, is above. It was referred to a committee consisting of Francis Dana, William Henry Drayton, Gouverneur Morris on 23 July. *JCC* 11: 713.

4. Hopkins's biographer believes the intervention of Congress on behalf of Marven and Shaw persuaded the jury to find them innocent. Field, *Esek Hopkins*, p. 235.

CONTINENTAL MARINE COMMITTEE TO COLONEL JOHN BEATTY

Colonel John Beatty
Com^y. Gen^l. of Prisoners
Sir

[*Philadelphia*] July 30th 1778

Your letter of yesterdays date hath been received and laid before Congress.¹— You will find herein A Copy of a Resolve passed in consequence thereof which for the present will answer all the questions you have proposed except what relates to the French Seamen²— on that head we expect you will receive Instructions from the French Minister³ through Col^o. Boudinot.⁴ We think it necessary to explain that you are not to consider the means to be furnished the seamen for going on to Boston as meaning the advance of Money, that being to be done at Boston, but you will give Orders to the proper Continental Officers to supply them on the way with Provisions. We are Sir [&c]

LB, DNA, PCC, Marine Committee Letter Book, fol. 168 (M332, roll 6).

1. Beatty's letter has not been found, but Beatty had written Congress on 24 July requesting hard money to pay off prisoners' debts, requisite to exchange. That letter had been read in Congress on 28 July and tabled. Beatty to the Continental Congress, 24 July 1778, DNA, PCC, item 78, vol. 3: 13–20 (M247, roll 38); *JCC* 11: 725.

2. See Journal of the Continental Congress, this date, immediately above.

3. Conrad-Alexandre Gérard.

4. Elias Boudinot, a delegate to Congress from New Jersey, was the former commissary general of prisoners.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Thursday, July 30, 1778

Present. hon^{ble}. George Bryan, Esq^r. Vice President. Jos. Hart, Esq^r. Mackay, Esq^r. James Edgar, Esq^r. James Read, Esq^r. & Jac. Arndt, Esq^r.

. . . Mr. Andrew Bunner in behalf of the Owners of the Privateer Sloop "*Gerrard*" represented to Council that the said Sloop, was detained from a Cruize against the Enemy, for want of four or five hundred weight of Powder & requested an Order for that quantity on W^m. Henry Esqr. to be replaced as soon as possible. On consideration, Ordered, That W^m. Henry, Esq^r. Lieu^t. of the City of Philadelphia, do deliver to Mr. Andrew Bunner, or his Order four or five hundred weight of Gunpowder, for the use of the Privateer Sloop "*Gerrard*," to be repaid by him as soon as possible.¹

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 327–28. In the right margin, in braces is written: "This Order was returned."

1. The application from Andrew Bunner, on behalf of "R. Knox & C^o. owners of said Sloop," to the Pennsylvania Supreme Executive Council, dated 30 July, is in PHarH, RG 27. When it left Philadelphia for a cruise against enemy shipping in Aug. 1778, *Gerard*, Capt. James Josiah, commanding, sailed as consort of

the Pennsylvania Navy brig *Convention*, Capt. Thomas Houston, commanding.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 30th July 1778.

[Ordered] Commission of a Letter of Marque and Reprisal issued to Jonathan Clark Master of the Sloop called the *Eclipse* mounting two Carriage Guns and 4 Swivels Navigated by twelve Men belonging to Hugh Young and Comp^y of Baltimore

The Governor & Council have sold the State Boat *Amelia* to Mr Charles Wallace Howard for Nine hundred Pounds together with her Sails and Rigging

D, MdAA, Governor and Council, Proceedings, Liber CB, 1777–1779, S1071-23 (MdHR 3842), pp. 259-60.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg] Thursday July 30 1778

The Trade of this Commonwealth & of it Sister States having suffered considerably from the Depredations committed by certain Armed Vessels commanded by John Goodrich & his Sons,¹ and several persons having expressed a Desire to fit out vessels & cruize in quest of the said Goodriches—The Board do advise the Governor to give such Persons and Assistance in their Power & also to equip & send out one or more of the Armed Vessels of this State to Act in concert with such laudable Adventurers²—And the same was accordingly done by the Governor.³

Captain Herbert having produced an Account of Wages paid by him to the Crew of the Brig *Liberty* while under his command and desiring to be reimbursed the same The Governor is advised to request M^r Miles King of Hampton, many of the Crew being there, to examine the said account & the Vouchers for the Money so paid, & repay Captain Herbert what shall appear to have been paid by him; also to pay any arrears of Wages which may be due to any Individuals of the said Crew to such of them as may apply to him and demand the same; Which Money shall be reimbursed M^r King upon his order & Application to this Board.⁴

Journals of the Council of the State of Virginia 2: 172–73.

1. John Goodrich, a former plantation owner in Isle of Wight County, Virginia, had four sons: John Jr., William, Bartlett, and Bridger. Formerly patriots, the Goodriches had been converted to loyalism by Lord Dunmore. Imprisoned by Virginia authorities in 1775, they escaped individually, made their way to New York, and then led a small fleet of loyalist privateers that preyed along the coast from New Jersey to the Carolinas for the remainder of the war. Selby, *The Revolution in Virginia*, p. 69.

2. In September, First Commissioner of the Virginia Navy Board Thomas Whiting announced that the Virginia Navy galleys *Tartar* and *Dragon* and the brigantine *Northampton* would immediately put to sea “cruising backwards and forwards within fifty Leagues of the Land and using their utmost diligence to capture the enemy’s cruisers particularly those commanded by the Goodriches.” Stewart, *History of Virginia’s Navy*, p. 54. On 16 Nov. 1778, the Continental Marine Committee wrote to the Continental Navy Board of the Eastern Department that they considered it “an Object of importance to destroy the infamous Goodrich” and instructed the board to order a “Sufficient force to range” the American coast “to remove the nuisance.” DNA, PCC, Marine Committee Letter Book, p. 202 (M332, roll6). Furthermore, on 15 Jan. 1779, the Continental Congress resolved to protect the trade of Chesapeake Bay, adding that they “flatter themselves a speedy end will be put to the depredations of Godridge.” *JCC* 13: 69. Despite all of this effort to stop them, the Goodriches continued their successful privateering ventures until the end of the war when they retired to England and Bermuda. According to historian John Selby, they were “perhaps the only loyalists to have made a fortune out of the Revolution.” Selby, *The Revolution in Virginia*, p. 69.

3. That is Gov. Patrick Henry.

4. Capt. Thomas Herbert commanded the Virginia Navy brigantine *Liberty* from 8 Apr. 1777 until running it aground to escape capture in early 1778. Stewart, *History of Virginia's Navy*, pp. 46 and 48.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Thursday the 30th. Day of July 1778.

Present,

M^r. Whiting M^r. Travis M^r. Lewis and M^r. Innes

Ordered that the Keeper of the Publick Store deliver to Captain Saunders¹ two Lanthorns one padlock six pound sewing twine, two scrubbing Brushes, six scrapers and six skeins of whipping twine for the use of the *Manley* Galley.

Ordered that the Keeper of the Publick Store deliver to Captain Boush² four paint Brushes for the use of the *Washington*

M^r. Daniel Richardson midshipman of the *Manley* Galley has leave of absence from his Duty for forty Days

Captain Saunders received Orders

D, Vi, Navy Board Journal, p. 438.

1. Capt. William Saunders of the Virginia Navy galley *Manley*.
2. Capt. Goodrich Boush of the Virginia Navy galley *Washington*.

THOMAS SMITH TO DAVID STODDER

Williamsburg 30th July 1778

I received your Favor of the 23d Instant, and duly observe the Contents,¹ I can truly assert I have wrote three or four Letters concerning Building Boats for the State, & your not receiving them can by no means be considered as a fault of mine, you must well know it was my intention to have more than One Boat Built, indeed your instructions of Writing given into the Governor & Council, expressly specified, that you will Build One or more Boats on such terms as is therein requisitioned² & so that the Second Boat you had on the Stocks doubtless is considered as Building for the State, and doubt not you will prosecute the designs under that Idea as I have got a Man ready to begin the Sails & Rigging. As to the Brig, on more mature consideration it is thought most proper to alter her Breadth of Beam to Twenty Two feet & her Hole & feet only so that you will be pleased to pay due attention to this Alteration, any thing you may Occasion for, in my power, to forward this necessary Business you may freely Command and shall expect to see or hear from you soon on the Subject, the Bearer Mr. William Roan comes down to your place with One of the Country Transport Boats which requires some repairs, such as are necessary I s[h]ould be much Obliged if youll please to have done, or otherwise part give him what assistance you can, and advise him in what manner he can most speedily execute his Business I am [&c]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, 1777–1778, p. 105. Addressed at top: "M^r. David Stodder." Stodder was commissioner of the Continental Shipyard at Gosport, Va., who, on 11 April, had been given permission by

the Continental Marine Committee to “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.” See Continental Marine Committee to Stodder, 11 Apr., *NDAR* 12: 89–90.

1. Stodder’s letter to Smith has not been found.

2. The instructions from Gov. Patrick Henry and the Council of the State of Virginia to Stodder have not been found. However, on 10 Mar. 1778 Henry “with the Advice of the Council,” issued a warrant for £500 payable to Stodder “to build sundry Vessels for public Service (Bond executed).” *Journals of the Council of the State of Virginia* 2: 100.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO PRESIDENT RAWLINS LOWNDES OF
SOUTH CAROLINA

Navy Board [*Charleston*] 30th July 1778—

Sir,

The Commissioners of the Navy think it their duty to inform your Excellency, That M^r Farrow who went out Pilot of the Brigg *Comet* and escaped from New York, has informed them that Captⁿ Pines and his Lieu^{ts} are still confined there as prisoners,¹ and they apprehend that the Lieu^{ts} of the Brigg *Defence*² are also still Confined; The Commissioners mention this before the Cartel proceeds to St. Augustine imagining that Capt^{ns} Bachop & Osborn with their Lieu^{ts} may (if sent to New York) be Exchanged for the above Mentioned Officers—And as a Speedy Release of the State officers would be an Encouragement to Enter into the Service they recommend the Consideration thereof to Your Excellency³ By Order of the Board
Edw^d Blake first Commiss^r

South Carolina Commissioners, p. 171.

1. South Carolina brigantine *Comet*, Capt. James Pyne, commanding, was captured by H.M. frigate *Daphne* on 22 Dec. 1777. See Journal of H.M.S. *Daphne*, 22 Dec. 1777, *NDAR* 10: 786.

2. South Carolina brigantine *Defence* was captured by H.M. frigate *Roebuck* on 2 Apr. 1777. It appears that the commander of *Defence*, Capt. Thomas Pickering, had already been exchanged or paroled, although he complained of “harsh treatment” while a prisoner. See Elphinstone to Lowndes, 24 August 1778, *Keith Papers*, 1: 129.

3. Lowndes did as the Board suggested and wrote Gov. Patrick Tonyn of East Florida proposing to exchange East Florida privateer captains Peter Bachop and George Osborne for James Pyne and his officers. The offer was rejected, however. The British naval commander at East Florida, Capt. George Keith Elphinstone, wrote Lowndes on 24 August: “With respect to Bechop and Osbourne now in confinement, I can assure you they have no connection with the King’s Service, nor are they to be looked on in any other light than Masters of Vessels bearing letters of marque, consequently they may be exchanged for men of like rank and no other.” *Ibid.* Even before Elphinstone’s letter could have arrived, the Navy Board renewed its appeal for the exchange of Capt. James Pyne in a letter to Lowndes of 27 August, *South Carolina Commissioners*, p. 176.

JULY 31

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam^l Ph[’]ps Savage Esq^r

John Browne Esq^r

Thomas Walker Esq^r

Boston, July 31st 1778

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

Sam^l Ph[’]ps Savage President—

Order'd, That the 4 drummers, & 4 Fifers who beat up for recruitn^g the *Tyrannicide*¹ with Men . . @10/. . . £4..-.-—

Order'd, That Roger Bartlett for his Attendance & Labour on board sundry Ves- sels— be paid p^r-Acco^t viz:—

Brig ^t <i>Tyrannicide</i> , . . as p ^r his Acc ^t . .	£18..-.-	
Brig ^t <i>Hazard</i> ²	36..-.-	
Snow <i>Happy Release</i>	14.. 8.-	
Schooner <i>Starks</i>	1.. 4.-	
Brig ^t <i>Nantz</i> ³	1.. 4.-	
Snow <i>Penet</i> ⁴	14.. 8.-	} 39..-.-
d ^o p ^d Labourers	12..12.-	
d ^o w ^g Iron &c	12..-.-	
		£109..16.-

Order'd, That Roger Bartlett be paid the Ballance of his Acc^t £77..14.-

D, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 395–97.
 1. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander, which was fitting out for a cruise.
 2. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.
 3. Massachusetts State trading brigantine *Nantes*, Joseph Chapman, master.
 4. Massachusetts State trading snow *Penet*, John Harris, master.

BRIGADIER GENERAL EZEKIEL CORNELL TO MAJOR GENERAL JOHN SULLIVAN

Fall River [*Mass.*] July 31st. 1778—

Dear Gen^l,

I have in the first place to Acknowledge my fault in not writing before, but when I Acquaint you it was Occasioned thro' the Multitude of business I flatter myself you will pass it by—

I am now to Acquaint you that I had the pleasure yesterday to see the British Sloop of War *King fisher* and the two Galleys¹ all in flames at One and the same Instant. it was a Glorious Sight, more Especially to See the Joy that appeared in every Countenance on the Occasion, even the Ladys where heard to say it was the pleasantest Sight they ever saw—the Affair was truly this—yesterday forenoon I rec^d. a letter from the Officer Commanding On Board the French Frigates² in Seconnett passage,³ that he was determind to destroy the British Vessells above yesterday Afternoon and desired that I would give him Assistance by Field pieces On the Shore, in Order to keep the Galleys out of Shoal Water, on this side the River, which I Accordingly did and just as we got abreast of them when they were drawn up in line of Battle with all their Canvas Spread, they set themselves On fire and were all in flames in an Instant—the French frigates⁴ then Coming up the River at the distance of two leagues, they fought a very Considerable battle after they were On fire by firing their Cannon altho it was not very regular yet they Seem determined to do Execution as they fired plenty of Grape Shot—I am, Sir [*&c.*]

Ezek. Cornell

L, NhHi, John Sullivan Papers. Addressed on cover: “The Hon^l Maj^r General Sullivan/Head Quarters/ Providence.” Notation: “Brig^r Gen^l Cornell.”

1. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander, and H.M. galleys *Alarm*, Lt. Philip d'Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander.

2. Lieutenant de Vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander of the French frigate *Aimable*, coordinated the operations of the French frigates with Cornell's troops.

3. That is, Sakonnet Passage.

4. French Navy frigates *Aimable* and *Alcmène*, the latter commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Flora Newport Rhode Island

July the 29th: 1778

My Lord,

I did myself the Honor of writing to you the 27th. Instant, in Answer to your Lordships of the 19th. to which I beg leave to refer you,¹ and which was to have been forwarded to your Lordship by the *Falcon*, who sailed the 28th. Instant, but the Wind blowing strong Southerly, she returned in the Afternoon.² The next Morning about 10 O'Clock, on the breaking up of a Fog, a French Fleet appeared in sight, consisting of 12 Sail of the Line and 4 Frigates, pretty near the S E Point of the Island, they anchored just without Brentons Ledge, about 2 O'Clock in the Afternoon: In the Evening two Frigates and an Armed Brig³ went up the Seconnet⁴ and Anchored in the Station appointed to the *Kingsfisher*,⁵ who with the Galleys⁶ retreated above Fogland Battery.⁷

The next Morning, the 30th. Instant, Two Line of Battle Ships⁸ ran up the Naraganset Passage, off the North End of Connanicut,⁹ where they remain at Anchor: The rest still at Anchor without.

The General¹⁰ has thought proper to withdraw all the Troops from Connanicut, destroyed the Battery and taken off the Stock: The Battery on the Dumplins¹¹ is likewise destroyed.

I have got the *Flora*¹² into the Inner Harbour and as Cannon are much wanted for the Batterys, and Exterior Defence of the Island, I shall land them with the Powder, Ammunition &c. part of the Provisions are already got out, and I shall proceed in getting out the remainder, with such other stores as can be saved, and have every thing prepared to set Fire to the Ship, when all hopes of saving her becomes impracticable.

The *Juno*¹³ is hauled close into Coddington's Cove, has landed her guns (for Batteries) Provisions and some other Stores.

The *Orpheus* and *Cerberus*¹⁴ are hauled behind Dyers Island, and have landed their Guns, Ammunition, Provisions and this Morning Captain Smith¹⁵ informed me he had a Battery for 12 Guns nearly compleat.

The *Falcon* is in the Inner Harbour, as I find she cannot now perform the Service I intended for her (which was pushing thro') I have given Captain Harwood directions to land his Guns, Ammunition, Provisions &c.

The *Kingsfisher* landed two of her Guns, some Ammunition, and all her Provisions; But on the two French Frigates of 36 Guns each, getting under Weigh, and standing towards her, Captain Christian thought proper to set the *Kingsfisher* on fire, as did the Galleys, about 2 O'Clock on the 30th. Instant.

Having neither seen or heard anything of the *Sphynx*,¹⁶ since her Sailing to cruise between this Port and Block Island, as mentioned in my Letter of the 27. Instant, I am in hopes she has discovered the French Fleet, and proceeded to join your Lordship.

July the 30th: 1778.

In the Morning about 6 O'Clock, a French Ship of two Decks,¹⁷ ran up the Naraganset Passage, the Batterys on Fox Hill fired at her, and Hulled her (as I am informed) three times, she returned the Fire proceeded on, and anchored off the North end of Connanicut; In the Evening another Ship of two Decks¹⁸ ran up.

July 31st 1778.

At Day break, the two Ships of the Line in the Narraganset Passage where discovered turning down, And about 9. O'Clock Anchored, the Ebb Tide being done. The Fleet without, were under Weigh all Night, but Anchored again about 11 O'Clock, in their former Situation. The Frigates in the Seconnet Passage still remain in the same Situation.

On the determination of General Sir Robert Pigott, to defend the South part of the Island in case of an Attack, and draw his force into as small a Body as possible; in which case, the Guns, Provisions &c. landed, from the advanced Ships, must necessarily have fallen into the Enemy's Hands. I have directed (agreeable to his desire) the Captains Smith, Dalrymple, Hudson and Symons¹⁹ to use the utmost Dispatch in getting on board their Guns, Provisions &c. and to join me in the Inner Harbour, without a Moment's Loss of time: I have the pleasure to acquaint your Lordship they are as forward as time will permit, And if the Wind is Northerly, I am in great hopes will join me to Morrow. I have prepared some small Vessels with Combustibles, to act against the Enemy, if their should be the least probability of their succeeding.

As I think it of the utmost importance your Lordship should be acquainted with our Situation, I have sent this by a good rowing Boat, dispatched by Major General Sir Robert Pigot, and by a person in whom he reposes an entire confidence.

I shall give your Lordship every intelligence in my power from time to time, relative to the Enemy's Ships, and situation of this Place. I have the Honor to be with great Respect My Lord, [&c.]

J. Brisbane

(A Copy)

Copy, UKLPR, Adm. 1/488, fols. 323–25. Addressed at foot of first page: "The Viscount Howe &c. &c. &c." Docketed: "Copy of a Letter from/Captain Brisbane to the/Viscount Howe./Dated 29th: July 1778./N^o: 3/ In Lord Howes N^o: 73." Enclosure no. 3 in Vice Adm. Viscount Howe's letter no. 73, of 17 August 1778 (Duplicate), to Secretary of the Admiralty Philip Stephens.

1. Brisbane to Howe of 27 July and Howe to Brisbane of 19 July are both above.
2. H.M. ship-rigged sloop-of-war *Falcon*, Comdr. Harry Harwood, commanding.
3. The French Navy frigates were *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, commander, and *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, commander. They were accompanied by the captured armed brigantine *Stanley*, under the command of French Navy officier auxiliaire Boulouvard de Barentin.
4. Sakonnet Passage.
5. H.M. sloop-of-war *Kingsfisher*, Comdr. Hugh C. Christian, commander.
6. H.M. galleys *Alarm*, Lt. Philip d'Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander. See Journal of H.M. frigate *Flora*, this date, immediately below.
7. Battery opposite Fogland Point.
8. French Navy ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commander.
9. Conanicut Island.
10. Maj. Gen. Sir Robert Pigot.
11. The Dumpling Rocks.
12. H.M. frigate *Flora*, Capt. John Brisbane, commanding.
13. H.M. frigate *Juno*, Capt. Hugh Dalrymple.

14. H.M. frigate *Orpheus*, Capt. Charles Hudson, commanding, and H.M. frigate *Cerberus*, Capt. Thomas Symons, commanding.

15. Capt. Richard Smith, commanding H.M. frigate *Lark*.

16. H.M. frigate *Sphinx*, Capt. Alexander Graeme, commanding. See Journal of H.M. Frigate *Sphinx*, 30 July, above.

17. *Sagittaire*.

18. *Fantasque*.

19. Cpts. Richard Smith, Hugh Dalrymple, Charles Hudson, and John Symons.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

July 1778

Friday 31

[anchored in Newport Harbor, R.I.]

at 5 AM the Ships of the Enemy without the Harbour weighd & stood for y^e S^o w^d—Emp^d getting out Provisions & spare Sails to put in Store [anchored in Newport Harbor, R.I.]

Li^t Winds & foggy Wea^r [PM] hauld sev^l of the Transports out of the Harbour redy to sink abreast of the N^o Battery the Enemys Ships at Anchor out of the Harbour—Row'd Guard

D, UKLPR, Adm. 51/360, fol. 164.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

July 78

day 31

Moor'd within Dyers Island $\frac{1}{3}$ Cables length from Rhode Fri-
Island [R.I.]

at 8 AM Rec^d: Orders from Captain Brisbane¹ the Senior Officer of the Port to take everything on board again and to return with y^e Ship and Anchor in the Inner Harbour of Newport (in consequence of General S^r: Robert Pigot's information "that the Guns & Stores we had landed must unavoidably fall into the Enemys hands if the French Fleet Enterd the Harbour² as he shoud then withdraw the Troops advanc'd on the North ward of the Island within the Barrier."—[]) Sway'd up, bent all Sails, & got on b^d: all the spare Sails, Rec^d a Scow and Batteaux to get our Guns & Stores onb^d: at 6 AM one of the Enemys 74 Gun Ships³ enterd the Harb^r: in the Narragansett passage unmolested, & Anch^d close to the Ship that came in Yesterday Morning.

Moor'd within Dyers Island $\frac{1}{3}$ Cables length from Rhode Island Mod^t Breezes and fair Empd. getting all our Guns, Stores, Powder & Provision on board

D, UKLPR, Adm. 51/181, part 7.

1. Captain John Brisbane commanding H.M. frigate *Flora*.

2. That is, Narragansett Bay.

3. French Navy ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander, joining the French Navy ship of the line *Sagittaire*, commanded by Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[*Newport*] R. ISLAND

[1778]

31st July. All quiet during the night. Hazy at day break, with the Wind at S. The French fleet seen off the harbour, and the whole under way steering towards Point Judith: at 6 they tacked and stood to the Eastward. We at first imagined their intention was to attempt to come in; but it soon appeared they were endeavoring to get further off shore, as there is a prospect of bad weather. They anchored at 10 o'Clock, something farther to the Southward than before.

The two ships¹ off the N. point of Connonicut² got under way when the rest of their fleet did, and endeavored to work down the Narragansett passage;³ but the wind & tide being against them they were obliged to anchor in a line with the N. point of the Island. At 11 they began to warp down, but about 2 o'Clock, finding that little could be done that way, they desisted, not having got more than a mile down.

The Frigates⁴ in the Seconnet⁵ made no movement. We are inclined to believe, by this attempt of the two ships to go down again without having attempted anything, that The French Admiral⁶ has received some information of the approach of the Fleet under Lord Howe, or that under Admiral Byron,⁷ and that he is endeavoring to collect his force.

The fog came in very thick at 8 o'Clock, so that little could be discovered at Sea. At 1 o'Clock, we could just discern the position of the Enemy's fleet. It was so thick in the afternoon, that no part of the surrounding shore could be seen.

Some rain after 6 in the Evening. Wind S.E.

No appearance of any movements among the Rebels.

The Crew of a Rebel Privateer landed on Connonicut yesterday, where they plundered and abused the Inhabitants.

Orders were given last night for the baggage of all the Regiments encamped without the Redoubts, to be sent into town immediately.

It has been determined this Morning by the Generals, to withdraw the Troops from the North part of the Island, bring off all the Cannon and Stores, burn all the Barracks, and drive in all the Cattle and horses, as soon as it becomes evident that the French Fleet are determined to force an entrance into the harbour. Every thing is to be withdrawn within the New Redoubts, and our defence on the land side is to be confined to that height and position from Tomini hill on the left, round by Green-End and Easton's beach on the right. It is taken for granted, that the Rebels will attempt making a descent under cover of The French ships; If that is the case, it will most probably be attempted somewhere on the E. side;—and as The Mill-Creek opposite Fogland⁸ is the most likely place for assembling boats for a descent on any part S. of Fogland; and Wanton's Cove⁹ near Howlands ferry for the like purpose N. of Fogland; it should if possible be ascertained whether they have any number of boats, or any considerable bodies of troops collected at or near those places;—for if they have not, it is probable the Object of the French fleet is nothing more than to intercept our Victuallers from England, which since the appearance of the Enemy off Sandy hook, have probably received orders to proceed to this port. Having effected that object, they may perhaps proceed to Boston.

1. French Navy ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commander.

2. That is, Conanicut Island.

3. That is, the Narragansett (or West) Passage.

4. French Navy frigates *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

5. That is, the Sakonnet (or East) Passage.

6. Vice-amiral comte d'Estaing.

7. Vice Admiral John Byron.

8. That is, Fogland Point.

9. Now called Nannaquaket Pond.

LE BAILIE DU PLESSIS TO LIEUTENANT DE VAISSEAU CHEVALIER DE SAINT-COSME-SAINTE-EULALIE

Monsieur

Little Compton Ce 31. juillet 1778.

La fatigue Du Cheval jointe à La pluie m'empesche D'avoir L'honneur de vous Rendre Compte moy mesme De ma mission. En Bref j'ay été hier sur les huit heures abord De la prise Le *Flinefish*.¹ j'y ay trouvé une Douzaine De pillards qui y ont fait un Degast considérable. j'ay Raporté proces verbal Du tout Et demain matin Le plutôt possible je vous Le porteray. j'ay trouvé L'agent Du Continent² qui prend soin des marchandises du Bateau perdu Et qui veut faire passer Le tout à Bedford³ où il y a Deux autres De vos prises une de 14. Cannons. il avoit Envie D'y Envoyer Le *Flinefish* mais Cela Est Changé Le Capitaine m'a Dit Être Decidé à se Rendre Dans la Riviere où vous Estes⁴ il n'a presque point de vivres. il y a Les hommes du Bateau perdu avec Le capitaine sont à La pointe De Coxet⁵ D'où je viens Et fort Embarassés vivant à L'auberge De plus Les anglois où pour mieux dire fregate angloise à Brisé Deux de vos prises Et Les hommes à Ce qu'on m'a Dit sont Errans Et sans savoir où aller. je n'ay pû my transporter. De plus j'ay Demandé à L'agent Du Continent de me Remettre sa Lettre pour Monseigneur Le Comte d'Estaing il n'a pas voulu ; j'ay Entendû Les motifs : il craint De perdre une prise qui Doit Luy Raporte Beaucoup. tout Le monde m'a prevenu à La pointe. je luy ay Communiqué Le Degast fait par Les americains Dans Le navire Le *Flinefish*. il m'a Repondu galament C'Est une petite perte pour Le Roy de France—Et je Crois que vous feriez Bien De Le passer sous Silence—je sois François attaché à mon Roy, à ma patrie, chargé De quelque Commission je veux m'en acquiter avec honneur. je ne fais Rien par interest, trop heureux de me trouve Dans une Circonstance aussi favorable ! Et pour ôter tout Soupçon sur ma conduite si Sa grandeur Monseigneur Le Vice amiral⁶ Daigne agréer ma Bonne volonté j'oseray Luy demander un officier tel qu'il Luy plaire pour m'accompagner partout. La Lettre De l'agent Doit parvenir à sa grandeur peut être avant cette nuit ; j'ay Eû L'honneur de Luy adresser quelques Lignes mais pressé par Ces gens qui avoient interest de me faire Ecrire peu de mots. je n'ay pû Entrer dans Ce Detail. si vous jugez à propos, Monsieur, De faire passer ma Lettre à monseigneur ce soir, demain quand j'auray L'honneur de me rendre à votre Bord vous pourez avoir des ordres prêts pour ces gens que je pourois faire passer par mon domestique.

j'ay L'honneur De presenter mes Respects à M^r de Boneval⁷ Et a tous vos Messieurs—Rien n'egale Celuy avec Lequel je me ferai toujours une gloire D'Être Monsieur [&c.]

Le Bailie Du Plessis

P.-S.

Le proces verbal Est si mouillé que je ne puis vous le faire passer ce soir il me faut En tire copie.

[Translation]

Sir

Little Compton 31 July 1778.

The fatigue of the Horse added to the rain impeded me from having the honor of reporting to you myself on my mission. In short, yesterday I was on board the prize *Flying Fish* eight hours.¹ I found there a dozen pillagers who had caused considerable havoc. I have drawn up an official report of everything and tomorrow morning as early as possible I will bring it to you. I found the Continental agent² who is taking care of the merchandise of the lost boat and who wants to send all of it to Bedford³ where there are two others of your prizes, one of 14 guns. He wanted to send the *Flying Fish* there, but that has changed. The captain told me it has been decided to send it into the river where you are.⁴ He has almost no victuals. There are the men of the lost boat with the captain at the point of Coxet⁵ whence I come and they are very embarrassed living at the inn. In addition the English or better to say the English frigate has destroyed two of your prizes and the men, according to what I have been told, are wandering and do not know where to go. I have not been able to transport myself there. Furthermore, I have asked the Continental agent to give me his letter for Monseigneur Le Comte d'Estaing. He has not wanted to: I understood his reasons: he fears losing a prize that should return much. Everyone has warned me on that point. I communicated to him the havoc made by the Americans in the ship the *Flying Fish*. He responded to me gallantly, That is a small loss for the king of France—and I believe that you would do well to let it pass in silence.—I am a Frenchman attached to my king, to my country, entrusted with a certain commission. I want to acquit myself with honor. I do nothing for self interest, too happy to find myself in a circumstance so favorable! And in order to remove any suspicion of my conduct, if is grandeur, Monseigneur the vice admiral⁶ deigns to accept my good will I will dare to request of him an officer of his choice to accompany me everywhere. The letter of the agent should reach his grandeur perhaps before tonight; I have had the honor of writing him some lines but pressed by these people who have an interest to have me write a few words, I have not been able to enter into this detail. If you judge it proper, Monsieur, to pass my letter to my lord this evening, tomorrow when I shall have the honor of coming aboard your ship you will have some orders ready for those people which I would be able to send to them by way of my servant.

I have the honor of presenting my respects to M. de Boneval⁷ And to all your gentlemen—

Nothing equals that with which I will do myself always a glory to be, Monsieur, [&c.]

Le Bailie Du Plessis

P.-S.

The official report is so wet that I cannot send it to you this evening. I need to make a copy of it.

L, FrPNA, Marine B¹, vol. 286, fols. 209–10.

1. The sloop *Flying Fish* had been captured on its way with flour from Sandy Hook to Newport by d'Estaing's fleet and recaptured by H.M. frigate *Sphynx*. On sighting the French fleet off Rhode Island, the British set *Flying Fish* and the prize brig *Harriot* on fire and left them, though as this letter states, it is unclear what happened with *Flying Fish*. See Journal of H.M. frigate *Sphynx*, 29 July, above.

2. Leonard Jarvis, Deputy Continental Agent for Massachusetts at Bedford in Dartmouth.

3. Bedford in Dartmouth, now New Bedford, Massachusetts.

4. Saint-Cosme-Sainte Eulalie was in command of the French frigate *Aimable* in Narragansett Bay's Sakonnet Passage.

5. Coxet Point, on the western bank of the mouth of Westport River (known as Coxet, or Coakset, or Cockeast River in the eighteenth century) in Massachusetts, east of Little Compton, Rhode Island.

6. Vice-amiral comte d'Estaing.

7. Capitaine de vaisseau Pierre-René-Béningn-Mériadec, comte de Bonneval Ruffo, commanding French navy frigate *Alcmène*.

LIEUTENANT ANTOINE-STANISLAS-XAVIER DE CURIÈRES DE CASTELNAU, CHEVALIER DE SAINT-COSME-SAINTE EULALIE TO VICE-AMIRAL COMTE D'ESTAING

Mon general

j'ai eu lhonneur de vous rendre compte hier au soir par un bateau americain dont le capitaine me dit etre depeché par vous pour apprendre de mes nouvelles de la brulure et entiere destruction des trois batimens anglais qui estoient mouillés dans la riviere.¹ jespere mon general que ma lettre vous est parvenue. Nous avons retiré de la corvette sept canons de six trois dun petit calibre et trois pierriers et une asses grande quantité de fer ; jen ai fait prendre note quoique jespere mon general que vous m'Authoriserés a laisser cette petite gratification a lequipage des deux fregates qui se donnent beaucoup de peine. je comte que demain nous acheverons de declarer tout ce qui pourra l'être. *Lalcmène*² a fait une chaloupe deau, jen ferai autant demain matin, nous ne pouvons en faire par nous meme qu'une quarantain de bariques par jour, ce qui ma décidé a profiter dun offre que ma fait faire de general cornell³ pour lui demander de nous en procurer ne sachant pour la moment ou vous jugeres apropos de me rappeler je lui ai fait demander en meme tems du bois, lune et lautre frègate en a le plus grand besoin je presume que m^c. de borda⁴ se chargera de faire payer les depenses que nous ferois dans le cas de faire

le general cornell ma reponda ce matin, sa lettre ma été remise par le colonel jossham⁵ et cest lui qui sest chargé de nous procurer tous nos besoins. Tout la monde paroît tres empressé a nous etre utile et tres aise de nous voir les fregates ne desemptissent pas ; et vous etés bien assuré mon general que m^c. de Bonneval et mois ne negligions rien pour entretenir cette bonne volonté

j'ai lhonneur de vous prevenir que le colonel jossham ma annoncé la viste du general cornell pour dimanche. je vous prie mon general quelques hommes sur lisle, ils en sont revenir a minuit et mont donné pour nouvelle que la petite isle de conneticut doit etre prise par les français ou par eux ; que tous les batimens qui estoient dans niewport setoient rassemblés sous la ville, et avoient débarqué presque tous leurs effets ; mais ils ne sont pas daccord sur la quantité des batimens de guerre, les uns disent quil y a un vaisseau de 50 canons et quatre fregates et les autres portent le nombre des fregates a sept et meme a dix. j'ai lhonneur detre [&c.]

St. Cosme

A bord de *laimable* le 31 de jeuillet 1778

[Translation]

My general

I had the honor of reporting to you yesterday evening by an American boat whose captain told me he had been dispatched by you to learn from me news of the burning

and entire destruction of the three English ships that were anchored in the river.¹ I hope, my general, that my letter reached you. We have retrieved from the corvette seven six-pounder cannons, one of small caliber, and three swivel guns and a rather large quantity of iron; I have had a note made of it, although I hope, my general, that you will authorize me to leave this small gratification to the crew of the two frigates who have taken such pains. I reckon that tomorrow we shall be able to declare everything that could be from it. The *Alcmène*² has taken on a ship's boat of water, I shall take on as much tomorrow morning, we can take on only about forty barrels a day, which made me decide to take advantage of an offer made me by General Cornell³ to ask him to procure some for us, not knowing at the moment whether you will judge it appropriate to recall me I asked him at the same time for some wood, the one and the other frigate have the greatest need of it. I presume that M. de Borda⁴ will take on himself to have the expenses that we shall incur in the matter.

General Cornell answered me this morning, his letter was sent to me by Colonel Jossam⁵ and it is he who is charged with procuring for us all our necessities. Everyone appears very intent to be useful to us and to see us very easy that the frigates are not disabled. And you are well assured, my general, that M. de Bonneval and I neglect nothing to maintain this good will.

I have the honor of alerting you that Colonel Jossam has announce to me the visit of General Cornell tomorrow. I beg you, my general, some men on the island, they returned at midnight and gave me for news that the small island of Conanicut should be taken by the French or by them; that all the ships that were in Newport had been assembled under the city, and had unloaded almost all their effects; but they are not agreed on the quantity of the ships of war, some saying that there is a ship of 50 guns and four frigates and the others carrying the number of frigates to seven and even to ten. I have the honor to be [&c.]

St. Cosme

On board the *Aimable* 31 July 1778

L, FrPNA, Marine B¹, vol. 144, fols. 437–38.

1. The British ships H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander, H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander, and H.M. galley *Spitfire*, Lt. James Saumarez, commander.

2. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

3. Brig. Gen. Ezekiel Cornell. St. Cosme had requested water and wood from Cornell. See Lt. St. Cosme-Saint-Eulalie to Maj. Gen. John Sullivan, 31 July, below.

4. Jean-Charles, Chevalier da Borda, lieutenant de vaisseau, and French flagship *Languedoc*'s first lieutenant.

5. Not identified.

LIEUTENANT DE VAISSEAU CHEVALIER DE SAINT-COSME-SAINTE-EULALIE TO MAJOR GENERAL
JOHN SULLIVAN

Monsieur

j'ai eu lhonneur de vous ecrire dans une langue que je connes bien peu, vous vous en serez appercu a coup seure;¹ j'aprends monsieur que le francais vous est aussi familier que langlais: je vous demande la permission den revenir au francais, jen serai plus intelligible vous aures été informé monsieur de la brulure des trois batiments anglais² qui etoient dans la riviere,³ les anglais ont pris ce parti tout vite et nont pas meme attendu que je fasse a portée de leur tirer du canon.

j'ai été informé⁴ monsieur a mon arrivée ici qu'une prise faite par l'escadre française se soit perdue a la pointe de Cox,⁵ et qu'il y avoit une autre prise mouillée tout auprès, j'ai envoyé sur les lieux pour chercher a sauver la cargaison du bâtiment perdu et mettre le second en état de venir me joindre ici. on vient de me rendre compte que ce dernier appelé *Le fling fisch* avoit été en endommagé par quelques habitans des environs, et que l'agent du continent⁶ qui prend soin de la cargaison du bateau perdu avoit le projet de la faire passer a Bedford⁷ ou il a relâché deux autres prises. comme l'équipage de ce bâtiment ne point de moi en pour se rembarquer j'ose vous prier monsieur de donner vos ordres pour qu'il leur soit fourni des vivres et accordé libre passage pour se rendre a bord de ma frégate, je vous fais la même prière pour l'équipage de deux autres prises qu'on assure avoir été brûlées dans ces parages par une frégate anglaise.⁸

M^r le comte d'Estaing me prescrit de m'adresser a vous, monsieur pour lui faire passer les comptes que j'avois a lui rendre je prends la liberté de vous prier de lui faire parvenir le plutôt possible le paquet que je joins a ma lettre. j'ai profité de l'honnêteté et des offres de service du général Cornell⁹ pour lui demander de l'eau et du bois dont les deux frégates ont grand besoin et très pressant.¹⁰

j'ai l'honneur de vous assurer de nouveau de mon zèle de mon empressement a vous être utile dans vos opérations; et du sincère respect avec lequel j'ai l'honneur d'être Monsieur [&c.]

St Cosme

a bord de la frégate *Laimable*
dans la rivière Siconet le 31 juillet 1778.

[Translation]

Sir

I have written to you in a language that I know rather little,¹ you will have certainly perceived this; I learn, Sir, that French is as familiar to you as English; I therefore ask your permission to return to it as I shall be much more intelligible in that tongue. You will have been informed of the burning of three English ships² which were in the river,³ the English undertook this suddenly and unexpectedly and without even waiting for me to come within range of their guns.

I have been informed,⁴ Sir, on my arrival here that a prize taken by the French squadron was lost at Point de Cox;⁵ and that there was another prize anchored quite near. I have sent therefore to try to save the cargo of the lost ship and to put the second in a condition to join me here. I have just been told that the latter, called the *Flying Fish*, had been damaged by some of the inhabitants in the vicinity, and that the agent of the Continent,⁶ who is taking care of the cargo of the lost ship, had intended to transfer the cargo to Bedford,⁷ where he has brought two other prizes. As the crew of this ship has no means to reembark, I take the liberty of begging you, Sir, to give orders that they may be furnished with food and accorded free passage to come on board my frigate. I make the same request for the crews of the two other prizes that I am assured have been burned in this vicinity by an English frigate.⁸

The Count d'Estaing instructed me to write you, Sir, to send him the accounts that I have to render to him. I take the liberty of begging you to have forwarded as soon as possible the packet that I enclose in my letter. I have taken advantage of the courtesy of General Cornell⁹ to ask him for water and wood, of which the two frigates stand in immediate and pressing need.¹⁰

I have the honor to assure you again of my zeal and my eagerness to be useful to you in your operations; and of the sincere respect with which I have the honor to be, Sir [&c.] On board the frigate *Aimable* in the Sakonnet River [*R.I.*] the 31 July 1778.

St. Cosme

L, NhHi, John Sullivan Papers. Docketed: "From L' Cosare July 31."

1. See Lieutenant de vaisseau Chevalier de Saint-Cosme Sainte-Eulalie to Major General John Sullivan 30 July, above.

2. H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, commander, and H.M. galleys *Alarm*, Lt. Philip d'Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander.

3. That is, Sakonnet Passage.

4. Le Bailie Du Plessis to Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, this date, immediately above.

5. Coxet Point, on the western bank of the mouth of Westport River (known as Coxet, or Coakset, or Cockeyeast River in the eighteenth century) in Massachusetts, east of Little Compton, Rhode Island.

6. Leonard Jarvis, Deputy Continental Agent for Massachusetts at New Bedford.

7. Bedford in Dartmouth, now New Bedford, Massachusetts.

8. The sloop *Flying Fish*, had been captured on its way from Sandy Hook to Newport, with flour by d'Estaing's fleet and recaptured by H.M. frigate *Sphynx*. On sighting the French fleet off Rhode Island, the British captors set *Flying Fish* and the prize brig *Harriot* on fire and left them. See Journal of H.M. frigate *Sphynx*, 29 July, above.

9. Brig. Gen. Ezekiel Cornell, Rhode Island Militia.

10. French Navy frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, commander, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénéigne-Mériadec, comte de Bonneval Ruffo, commander.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

Monsieur

En mer 31 Juillet 1778

J'ai l'honneur de Vous Remercier des avis qui me sont parvenus, et de Celui que Vous avés la Bonté de me donner. J'ai Reconnu a cette attention Vos lumieres, ainsi que la prudente, et L'indissoluble amitié qui unit nos deux nations. le desavantage de Rester mouille et d'être prevenu lorsqu'il faut Combattre, m'a decidé hier au Soir a appareiller: deux Exprés ont été detachés, l'un par mer et l'autre par terre pour faire Rejoindre les deux Vaisseaux¹ du canal de L'ouest:² Je les ai Vu sous Voiles Ce matin, et s'il y avait eû une affaire Je crois que quelques instans de retard les auraient mis dans le Cas heureux d'y prendre part. J'ai depuis Envoyé ordre à ces Vaisseaux de mouiller où on les trouverait, et nous allons a cause Du Brouillard reprendre a peu prés notre premiere position. nous y Serous seulement un peu plus En ordre de Bataille. les fregates³ du canal de L'est,⁴ ont dû suivant ceque Je leur ai prescrit, vous Rendre Le même Compte qu'a moy.⁵

la fregatte Le *King fisher*⁶ de dix huit Canons de neuf, et deux de trois, ainsi que La Galere le *Spit fire*, ayant deux Canons de dix huit deux de douze, et six de six accompagnée de la Galere le *Lamb*,⁷ portant deux Canons de dix huit, deux de neuf, et deux de six, le Sont Brulées sous une Batterie Anglaise⁸ à L'approche de nos fregattes, qui etaient d'après ceque J'ai Eu L'honneur de Vous dire hier, infiniment plus faibles par la difference Énorme du calibre des Canons. les fregattes du Roy n'ont essayé que quelques Coups de Canon, sans perdre un seul homme. le Brulot⁹ qu'il à fallu acrocher pour le detourner, et qui a operé son Explosion, lorsqu'il etait ainsi Remorqué, à fait seulement courir en très grand Danger à M^r. le C^{te} De Grasse¹⁰ Jeune officier de distinction: ce qui n'est pas moins extraordinaire, c'est que plusieurs Matelots De L'

aimable commandés par M^e de Dorset,¹¹ étaient à Bord Du *King-fisher* pour tacher d'en Eteindre Le feu, lorsque La poudre a fait sauter. Ce bâtiment personne n'a Eû aucun mal. chès les Romains, et dans Le téms ou l'on croyait aux presages, ces deux singularités vous auraient promis ce que Vous obtiendrès par Vos talents, par le courage des americains, et par Votre Zelé, la prise de Rhod-Island. Voila le Chenal débarassé d'ennemis aquatiques, votre Excellence Voudra Bien me mander si cela ne changera Rien à la disposition projetée du Vaisseau de cinquante Canons.

Ce petit succès Rendrait encore plus facile l'excellent Conseil que Vous me donnés de fermer la passe milieu avec les fregattes Du chenal de L'est. Je dois cependant, Monsieur, Vous observer que les fregattes Anglaises de L'interieur¹² sont plus fortes que L'*aimable*, et que l'*alcmene*, mais Je pourrais Remplacer cette derniere par l'*engageante*, qui a Du Canon de douze.¹³

L'exprés Chargé D'une lettre de Votre Excellence pour M^e Le Colonel Laurence,¹⁴ me dit que les Batimens Vués sont suposés etre chargés deporter des secours; cela ne change Rien à mes dispositions. Le Colonel Laurence est à terre.

Je prens La liberté de Vous suplier de Vous Ressouvenir au milieu de la multitude de Vos affaires, des nottes que vous avez Daigné prendre hier de nos Besoins; le Long tems que nous avons passé à la mer commance à multiplier nos scorbutiques, et les Rafrachissemens surtout En legumes, sont de premiere necessité contre Ce terrible mal.

M^e le Colonel Laurence à Bien Voulu se charger de Vous parler de La Remise de nos prisonniers; le congrés y à Consenti: J'envoyerais le plutôt possible nos prises à vôtre quartier General. J'ai l'honneur detre, Monsieur, [&c.]

Estaing

[Translation]

Sir

At Sea, July 31, 1778

I have the honor to thank you for the information which has arrived, and for that which you have already had the kindness to give me. I recognize in this matter your wisdom, as well as the prudent and indissoluble friendship which unites our two nations. The disadvantage of remaining at anchor, and of being informed when it was necessary to fight, decided me yesterday evening to set sail: two messengers have been sent, one by sea and the other by land, to rejoin the two ships of the line¹ in the West Channel.² I saw them under sail this morning, and if there had been an engagement I think that, with a few minutes delay, they could have taken part in it. I have since ordered these ships of the line to anchor where they could be summoned, and we are going, on account of the fog, to take up station again fairly near our first position. There we shall be just a little more in order of battle. The frigates³ in the East Channel⁴ must have, according to my orders, rendered to you the same account as they did to me.⁵

The frigate *Kingsfisher*,⁶ having 18 nine-pounders, and 2 three-pounders, as well as the galley *Spitfire*, carrying two eighteens, two twelves, and six sixes, with the galley *Lamb*,⁷ carrying two eighteens, two nines, and two sixes, were burned under an English battery⁸ at the approach of my frigates, which were, as I had the honor of telling you yesterday, infinitely weaker, owing to the enormous difference in the caliber of the guns. The king's frigates sustained only a few shots without losing a single man. The fireship,⁹ which had to be grappled to be warded off, and which had undergone an explosion while it was being towed, brought into very great danger M. the Comte

de Grasse,¹⁰ a distinguished young officer; what is not less extraordinary is that several sailors from the *Aimable*, commanded by M. de Dorset,¹¹ were on board the *Kingsfisher* trying to extinguish the fire, when the powder exploded. No one was hurt on this Ship. Among the Romans, and in the times when one believed in omens, these two remarkable events would have promised you what you will obtain by your talents, by the courage of the Americans, and by your zeal, the capture of Rhode Island. Now that the passage is freed of the enemy, your Excellency will be so kind as to instruct me if this will make any change in the projected disposition of the ship of the line of 50 guns.

This little success would make still easier the excellent advice which you give me to close the Middle Passage with the frigates from the East Channel. I must, however, Sir, call to your attention the fact that the English frigates inside the harbor¹² are much stronger than the *Aimable*, and the *Alcmène*, but I could replace the latter by the *Engageante* which has twelve-pounders.¹³

The messenger entrusted with a letter from your Excellency for Colonel Laurens,¹⁴ tells me that the ships seen are supposed to be instructed to bring relief; this does not change my preparations at all. Colonel Laurens is on shore.

I take the liberty of begging you to recall in the midst of the multitude of your affairs the notes that you were so kind as to take yesterday of our needs; the long time that we have spent at sea begins to increase the cases of scurvy, and fresh provisions, above all, vegetables, is of the first necessity against this terrible sickness.

Colonel Laurens kindly assumed the responsibility of speaking to you of the delivery of our prisoners. Congress has consented to it. At the earliest possible moment I will send our captured to your headquarters. I have the honor to be, Sir, [&c.]

Estaing

L, NhHi, John Sullivan Papers. Addressed at foot of first page: "to the honorable Major General Sullivan." Docketed: "From Count Destiang/July the 31st."

1. French Navy ships of the line *Fantastique*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commander.

2. That is, the Narragansett (or West) Passage.

3. French Navy frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, commander, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, commander.

4. That is, the Sakonnet (or East) Passage.

5. Comte de Bonneval Ruffo to d'Estaing of 30 July, Saint-Cosme-Sainte-Eulalie to d'Estaing of 30 July, and Saint-Cosme-Sainte-Eulalie to Sullivan of 30 July, all above.

6. H.M. sloop-of-war *Kingsfisher*, Comdr. Hugh C. Christian, commander.

7. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.

8. Sandy Point battery.

9. This was H.M. galley *Spitfire*, Lt. James Saumarez, commander, which was ablaze and drifting down on the French frigates below Fogland.

10. Enseigne de vaisseau Étienne-Marc-Antoine-Joseph de Grasse-Limermont of the French frigate *Aimable*.

11. Enseigne de vaisseau Darragonet-Dorset of the French frigate *Alcmène*.

12. H.M. frigate *Cerberus*, Capt. John Symons, H.M. frigate *Flora*, Capt. John Brisbane, H.M. frigate *Juno*, Capt. Hugh Dalrymple, H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Orpheus*, Capt. Charles Hudson.

13. French Navy frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Préville, commander.

14. Lt. Col. John Laurens, Continental Army.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[*Juillet 1778, Languedoc, devant Newport, R.I.*]

du jedy 30 au vendredy 31

A 5 heures du soir Le General sulivant qui doit Commander les troupe americain ait venüe a Bord et à une aves Conference d'une heure avec Le General ont Lui à 15 Coups de Canons sortant du vaisseau¹ au Coucher du solielle on à vue à toute vue 14 à 15 voile par dessus La pointe de [*blank*] plusieurs personne jugeoit que Cetoit des arbres m^s de Broves et Barass Envoyer prevenir Le General que Estait des voile² En Consequence pour plus de securité

Suite du vendredy 31

Le General fit fait Le signal a toutte Lescadre de se preparer à appareiller—dans La Crainte de surprise dans La nuit, et meme au prise³ a neuf heure du soir signal d'appareiller à once heure toute Lescadre était sous voile les vents à Louest petit frais—Gouverné au S:SO dans La nuits les vents ont virés au so Gouvernée au plus pres Le Reste de la nuits à 4 heur du matin virer de Bord de Lof pour Lof et Gouvernée au plus pres amur Basbord au jour nous navons Rien vué fait Route pour Returner à notre mouillage ni pourant pas faveur Lentré attendüe que Les troupe americaine netait pas assemblé et Lartillerie de Campagne venant de Boston par terre Ce qui deplaisait tres fort au General de ne pouvoir pas operer de huit jour Ce qui donnait le temps à Lenemy de se fortifier—et de fortifier La passe a 7 heure du matin nestant qu'à une lieu du mouillage Le General avait ordonné daller avec un Canoste parcourir La partie du ouest de La ditte passe ou était Le *fantasque* et Le *sagitair*⁴ visiter La Coste pour y trouver quelque Endroit ou pouvoir faire de leau Ce que je trouvais En trois Endroits differents En petite Quantité Cependant à pouvoir procurer à chaque vaisseau une chaloupe deau par 24 heure à dix heure Lescadre mouillé En Rade, nous avons aprit que m^r Le marquis de La fayet venait de laissé a mr ouasington avec une division de 2400 homme et quil ne pourrait pas arriver avant six jour⁵

[Translation]

[*July 1778, Languedoc, off Newport, R.I.*]

From Thursday 30 to Friday 31

At 5 o'clock in the evening General Sullivan who is to command the American troops came on board and had a conference of an hour with the General. We gave him 15 guns in leaving the ship.¹ At sunset 14 to 15 sail were seen above the point of [*blank*]. Several persons thought that it was trees. Messrs. de Broves and Barasse sent to alert the General that they were sails.² In consequence for greater security

Friday 31 continued

The General ordered a signal made to the entire squadron to prepare to sail, in the fear of surprise in the night, and even to the prize.³ At nine o'clock in the evening signaled to set sail. At 11 o'clock the entire squadron was under sail, the winds at the SW, steered close to the wind the rest of the night. At 4 o'clock in the morning, veered about, and steered close-hauled on the starboard tack. At daybreak, having seen nothing, made our way to return to our anchorage, not being able to favor the entrance, expecting that the American troops had not assembled and the field artillery coming from Boston by land, which very much displeased the General, unable to begin operations for eight days, which gave time to the enemy to fortify, and to fortify

the pass. At 7 o'clock in the morning, being only a league from the anchorage, the General ordered [me] to go with a boat to survey the western part of the said pass in which were the *Fantasque* and the *Sagittaire*⁴ to go ashore in order to find some place it would be possible to water a little. We found three different locations in which some small quantities could be procured for each ship by a watering boat in 24 hours. At ten o'clock the squadron anchored in the road. We learned that M. Le Marquis de Lafayette had just left M. Washington with a division of 2,400 men and that he could not arrive before six days.⁵

D, FrPNA, Marine B¹, vol. 147, fols. 138–39.

1. The log of *Languedoc* also makes note that five cries of “Vive le Roy” were given at the departure of Maj. Gen. John Sullivan, Continental Army. Journal of French Navy ship of the line *Languedoc*, FrPNA, Marine B¹, vol. 145, fol. 60.

2. Chef d'escadre Jean-Joseph Rafelis, comte de Broves, aboard French ship of the line *César* and Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent, who commanded French ship of the line *Zélé*.

3. Likely the former H.M. armed brigantine *Stanley*, under command of officier auxiliaire Boulouvard de Barentin.

4. French ships of the line *Fantasque*, commanded by Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, commanded by Capitaine de vaisseau François-Hector, comte d'Albert de Rions, had been reconnoitering the West (Narragansett) Channel.

5. Continental Army Maj. Gen. the Marquis de Lafayette approached with brigades of troops under the command of Brig. Gen. John Glover and Brig. Gen. James Mitchell Varnum along with a smaller detachment under the command of Col. Henry Jackson.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

Vendredi 31. [Juillet 1778.] [devant Newport, R.I.]

au Lever du Soleil nous avons couru des bords par un Vent de S. assés frais et relevé le Fanal de Connecticut¹

au	NNo 5.° o dist. [<i>illeg.</i>]
La Côte o à	oNo 5.° o
La Côte E au	NE½N
La pointe N de block island au	So 5.° o Cor[rigée]
à 8 h du matin L'Escadre à mouillée a peu près au même poste qu'elle occupait, nous jettames L'ancre à 10 h. entr'elle et le fanal par 17. brasses fonds de Sable Vaseux, et filames 2/3 de Cable	
relevé le fanal	NNo 5 [<i>illeg.</i>]
Le milieu de la grande passe au	NNE
L'Entre de la passe de L'E a	L'ENE 5.°N
il regna une brume très épaisse pendant toute la journée et toute la nuit	

[Translation]

Friday 31. [July 1778.] [*off Newport, R.I.*]

At sunrise we ran several tacks with a wind from the South, rather brisk, and found the bearing of the lighthouse of Connecticut¹

to the	NNW 5° W distance [<i>illeg.</i>]
The west shore to	WNW 5° W

The east shore to the	NE½N
The north point of Block Island to the	SW 5° W corrected
At 8 o'clock in the morning the squadron anchored near the same place it had occupied, we dropped anchor at 10 o'clock between it and the lighthouse in 17 fathoms, bottom of muddy sand, and paid out 2/3 cable.	
The lighthouse bearing	NNW 5 [illeg.]
The middle of the main passage to the	NNE
The entrance to the East Passage to	the ENE 5° N
There prevailed a very thick fog the entire day and the entire night.	

D, FrPNA, Marine B⁴, vol. 147, fol. 61.

1. That is, the lighthouse on Conanicut Island at Beavertail Point.

JOURNAL OF PILOT JONATHAN LAWRENCE

[on board French Navy ship of the line *Hector*, July 1778]

Thursday morning 31: fine weather the wind about West a Ship of 54 Guns¹ was Sent up the Channel west of Conanicut Island a Small Battery on the West Side of the Island fired Eight or ten Guns which was returned by the ship as She passed, at about ½ past 10 oClock a 64 Gun Ship² was Sent forward up the same passage, but was not fired at, we Could Desern from our Ship a large Smoak where we Judged the fort was, and Concluded the Britttish had Destroyed their fortifications on Conanicut, and had evacuated that Island, at about 4 oClock in the afternoon was Seen on Rhode Island about Six miles ESE from Newport a Very Large Smoak which rose very Sudenly, apearing like the explosion of Powder, whether this was occationed by the Destruction of some of their out works, or was Some Signal, do not know, as no report was heard and, the Smoak Soon Disapeared, this afternoon Several american Privateers from the westward Came in among the fleet we received Inteligence that the English had Evacuated their outposts on Rhode Island and Blown them up at this Evening Signals was made that a fleet of 16 Sail was in in Sight the Ships all made Sail and Stood out to the SSE in the morning of friday 31st, saw some of the above mentioned fleet to the westward of Block Island the wind a Lite air from the SW, Came in before the Harbour of Rhode Island an Anchorred in about 15 fathoms water several American Privateers with the fleet, Heard that the 2 frigates we Sent to the Eastward³ had Destroyed one Ship of 20 Guns and 2 Galleys in the East passage⁴

D, RPJCB, Jonathan Lawrence Journal.

1. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commanding.

2. French Navy ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commanding.

3. French Navy frigates *Alcmène*, Lieutenant de vaisseau Chevalier de Bonneval Ruffo, commander, and *Aimable*, Lieutenant de vaisseau Chevalier de Saint-Cosme-Sainte-Eulalie, commander.

4. The British had themselves burned H.M. sloop-of-war *Kingsfisher*, Comdr. Hugh C. Christian, commander, H.M. galley *Spitfire*, Lt. James Saumarez, commander, and H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*Friday July 31th. Day 1778

this morning at 4 Weigh^d and hov and Stood of[f] till 9 Fathoms Maids the fleet a Standing to the Westar'd We Des[c]overd that they Was Convold By two Ships and a Brig and a Sloop. We Gave them a Gun and then hove about and Stood Down to Ward the East End of fishis iland¹ it Calm and foggy all Night So Ends this 24 howers

D, CtMyMHi, The John Palmer Papers, Coll. 53, Manuscripts Collection. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. That is, Fishers Island, New York.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Duplicate
Number 71.
Sir,

Eagle Sandy Hook
July the 31st: 1778.

No Opportunity for sending off the Dispatches You will receive herewith having earlier offered, I am enabled in Addition thereto to acquaint You for the Information of the Lords Commissioners of the Admiralty, that the *Raisnable*¹ joined me here the 28th; and the *Centurion*² with the *Cornwall*³ yesterday.

Captain Edwards parted Company from the Squadron with Vice Admiral Byron in a sudden and hard Gust of Wind the 3^d. Instant, in Latitude 48°.. 53' and Longitude of 31°.. 16'.⁴

No Intelligence having been since received of the Vice Admiral, I am preparing to put immediately to Sea with the Force collected at this Port; In quest of the French Squadron, supposed when last seen on the 28th; to be steering for Rhode Island. I am, with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 308–9. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o: 71/31 July 1778/Sandy Hook/Lord Visc^t Howe/R, 13 Sep^r/By Capt. Venture/(Duplicate) original not come/to hand." On 18 Sept. the Admiralty forwarded the original of this letter, which had been received by Major Agnew on 14 Sept., to Lord George Germain for the King's information. UKLPR, C.O. 5/129, fol. 76.

1. H.M.S. *Raisnable*, Capt. Thomas Fitzherbert, commander.
2. H.M.S. *Centurion*, Capt. Richard Braithwaite, commander.
3. H.M.S. *Cornwall*, Capt. Timothy Edwards, commander.
4. Marginal notation in Stephens' hand: "R, 13 Sep^r/Original not/recd."

COMMODORE WILLIAM HOTHAM, R.N., TO SIR CHARLES HOTHAM THOMPSON

*Preston*¹ off Sandy Hook [N.J.]
31st. July 1778.

My Dear Sir Cha^s:

The Packet not being yet sailed gives me the opportunity of making this addition to my Letter of the 27th:² to inform you that our Affairs begin to wear a better Aspect, the *Cornwall* one of Byrons Squadron having joined us Yesterday,³ who parted from that Fleet in a Gale of Wind the 4th Instant off of the Western Islands.⁴ We may therefore hourly expect them, but if they should not happen to join us before we gain information of the french Squadron, and that they should be gone to Rhode Island as

from the Motions of the Rebel Army we have reason to suppose, there is little doubt I believe but that his Lordship will be after them with the force he has collected.⁵ His Escape (but by a Week) from being shut up in the Delaware, was as fortunate, as the late sailing of Byron has been otherwise. three sail are now in sight, and if they should prove a part of his Squadron I hope we may yet turn up trumps. I am sure his Lordship well deserves success.

Adieu. You may depend upon hearing from me as I have opportunity, being ever
Yours

W Hotham

L, UKH1Hu, Hotham Collection.

1. H.M.S. *Preston*, Capt. Samuel Uppleby, commanding.
2. Above.
3. H.M.S. *Cornwall*, Capt. Timothy Edwards, commanding.
4. That is, the Azores.

5. Vice Adm. Hon. John Byron did not arrive at Sandy Hook until 15 September. As Hotham anticipated, Vice Adm. Viscount Howe sailed before Byron's arrival to challenge comte d'Estaing's fleet.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

31st [July], *p.m.*—The *Cornwall*, one of Admiral Byron's fleet, and the *Centurion*, from Halifax,¹ joined the fleet.² Two transports were fitted at New York as fireships and joined us here. They were named the *Sulphur* and *Volcano*.³

"Journals of Henry Duncan," p. 160.

1. H.M.S. *Cornwall*, Capt. Timothy Edwards, commanding; H.M.S. *Centurion*, Capt. Richard Braithwaite, commanding. Vice Adm. Hon. John Byron's fleet, which had sailed on 9 June to reinforce the British fleet in American waters, had been scattered by a gale.

2. Vice Adm. Viscount Howe's fleet at Sandy Hook, New Jersey.

3. For more on these fire ships, see Viscount Howe to Philip Stephens, 2 Aug. 1778, below.

REPORT OF THE CONTINENTAL MARINE COMMITTEE

Marine Committee [*Philadelphia, Pa.*] July 31. 1778

The Marine Committee to whom was referred the Petition of William Storey Clerk to the Navy Board of the Eastern Department beg leave to report

Ag

That in their opinion it is not expedient at this Time to raise Salaries when measures are about to be taken by Congress for the appreciation of the Currency, but in consideration of the great and constant business in which the above Petitioner is engaged and the expensive living for the post and at the present Time the Committee think a compensation of 500 Dollars for his extra services & expences since his appointment ~~in addition to his salary~~ should be allowed him.¹ It is also the opinion of the Committee that as the Commissioners of the Navy Board of the eastern Department are necessarily obliged for the right discharge of their Duty frequently to visit the different parts of their extensive district—that they be allowed 365 Dollars each for their travelling expences the year past.

Ag

DNA, PCC, fol. 37 (M332, roll 6). Docketed: "July 31.1778/Report of the Mar: Com^{tee}/Read 1 Aug^t & ordered/to be on the Table—/passed 4 Aug. 1778."

1. On 4 Aug. Congress accepted the Continental Marine Committee's report that no raise in salary be made but that Story be compensated 500 dollars for "his extra services and expenses." *JCC* 11: 735 and 747.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Friday, July 31, 1778

Present. hon^{ble}. George Bryan, Esq^r Vice President. Jos. Hart, Esq^r Mackay, Esq^r James Edgar, Esq^r James Read, Esq^r & Jac. Arndt, Esq^r

. . . The Navy board informed the Council, that the Armed Brig is nearly ready for Service & recommended Capt. Thos. Houston, to be the Captain of said Brig. The appointment of a Captain to the Armed Brig being put to Vote, a majority of Six against one, was appointing Capt. Richard Eyre, & thereupon Ordered, That Capt. Richard Eyre be appointed Commander of the Armed Brig, *Convention*, belonging to this State & Commissioned accordingly.¹

Council having received information, that a Ship called the *Albion*, which was sunk in the River Delaware & seized by the Navy board of this State, on or about the 27th, day of June.² That a Libel had been filed, in the Court of Admiralty by Dav^d Beverage of this City Merchant, in behalf of himself & others, claiming the property of said Ship & her Cargo, & had given security in the said Court for the value thereof & received the same into his possession.³ The Council considering the importance of the trial, and the great weight of business, which now falls on the Attorney General,⁴ which renders assistance herein absolutely necessary. Ordered, That Jacob Rush, Esq^r be employed to assist the Attorney General, in the trial before the Court of Admiralty respecting the Ship *Albion*, & that the Secretary be directed to pay him the Sum of One hundred Dollars as a Fee for his Services therein.⁵ And an Order was drawn on the Treasurer in favor of the Secretary for the Sum of One hundred Dollars, to be paid by him as the Fee abovementioned.

On application Ordered, That the Navy board furnish, Mr. James Carson & Jo^s M^cCulloch,⁶ with three hundred weight of Gunpowder & half a Ton of round & grape Shop, to be repaid by them as soon as possible. . . .

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 328–29.

1. When *Convention* sailed in late August, Capt. Thomas Houston commanded it.

2. Ship *Albion*, British victualler, 200 tons burthen. *Pennsylvania Packet or the General Advertiser*, 15 Sept. 1778. Reportedly, it had struck a cheval-de-frise in the Delaware River and sank. Timothy Matlack to Jonathan D. Sergeant, 9 July 1778, *Pennsylvania Archives*, 1st ser. 6: 630.

3. Beverage said he had purchased *Albion* from the British. *Ibid*.

4. Jonathan D. Sergeant.

5. The Court of Admiralty hearing concerning *Albion* was set for 10 October 1778. *Pennsylvania Packet or the General Advertiser*, 15 Sept. 1778.

6. The applicant appears to be Joseph Carson, a Philadelphia merchant. He and Joseph McCulloch posted bond for a letter of marque for the privateer sloop *Susannah* on 31 July 1778. DNA, PCC, item 195, vol. 15, p. 7 (M247, roll 204).

MOSES YOUNG TO THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Gentlemen

31st July [1778, Philadelphia, Pa.]

The Honorable The President of Congress having received an application from Tim^o Matlack Esquire, under the direction of your Honors, for “some blank Commissions for private Ships of War” has order’d me to transmit six, with proper instructions and Bonds, which your Honors will find under cover with this.¹

The President has directed me to intimate to your Honors that it is necessary to return Bonds duly executed for the Commissions formerly lodged with the State of Pennsylvania, or for so many of them as have been actually issued, and that the remainder should be accounted for in due time. I have the Honor to be [&c.]

Mos. Young, secretary to the
President of Congress

LB, DNA, PCC, item 13, vol. 2, p. 37 (M247, roll 23).

1. The request is in the letter of Timothy Matlack of the Pennsylvania Supreme Executive Council to Henry Laurens, 29 July, above.

MARYLAND COUNCIL TO CHARLES WALLACE HOWARD

Sir

In Council 31 July 1778

We shall be obliged to you to endeavour to sell the Ship *Defence* for not less than nine thousand Pounds we would wish to part from her with her Apparel &^{ca} agree^{le} to the Inventory formerly made but that Inventory is mislaid so that we do not know whether it can now be ascertained therefore we would have the Contract made for what went up in the Ship & including the sails with which she was carried to Baltim^e: a Suit for a merchantman to be made up out of those here which belonged to her— We design six and only six of her Guns, with what belongs to them to go with her as pertaining to the Ship If the purchaser should want more of her Guns he may have them at their selling price in Baltimore One half the money to be paid down the rest if the purchaser desires it to be on three Months Credit he giving Bond with Security¹

LB, MdAA, Governor and Council, Proceedings, Liber CB, 1777–1779, S1071-23 (MdHR 3842), pp. 260–61. Docketed: “July 31. 1778/Instructions to C W:/Howard about the Sale/of the Ship *Defence*.”

1. On 5 August, the Council again wrote Howard saying they would not sell *Defence* “with the Articles desired” for the “£9000 offered” but would “dispose of her otherwise” and requested that Howard no longer “trouble yourself further on that Business.” *Maryland Archives* 21: 176.

WAGES OF THE CAPTAIN, MATE, AND CREW OF MARYLAND NAVY TENDER *AMELIA*

[Annapolis, Md., 31 July 1778]

The State of maryland D^e: for wages due the men on Board the *amelia*

£ S D

Henry Leigh Massey Cap ^{le} : from the 8 th of June till the 31 st of July which is one month and twenty three Days at £20 Ⓕ Month.	35..6.. 7
To Charges D ^o : for Greens—fresh provisions for the use of the Vessel	<u>3..[6.. 9]</u>
	38. 13.. 4
Robert M ^c Clelland mate from the 7 th of June till the 31 st of July which is one month and 24 Days at 7..10 Ⓕ month which is	13..10.. 0

Leigh Massey from the 15 th of June till the 31 st of July which is one month and fifteen days at £6 ʒ month	9.. 0.. 0
Jacob Duvall from the 12 th of June till the 31 st of July which is one month and nineteen Days at £6 ʒ month	9..16.. 0
Jeremiah Nugin from the 15 th of June till the 31 st of July which is one month and sixteen Days at £6 ʒ month	9.. 4.. 0
James Tarlton from the 19 th of June till the 31 st of July which is one month and twelve Days at £6 ʒ month	8.. 8.. [0]
Henry Price from april 8 th till may the 14 th which is One month and six Days at £5 ʒ Month	<u>.6.. [0.. 0]</u> £94..11.. [4]

July 31st. 1778 This Above Account proved According to Law by Henry Leigh Massey Before

Ja^s Brice¹

July 31st. 1778. passed for Ninety four pounds eleven Shillings and four pence
Zeph. Turner²

D, MdAA, Maryland State Papers, Series A, S1004-13-1220 (MdHR 6636-12-9A).

1. James Brice was a member of the Maryland Council.
2. Zephaniah Turner was Maryland's Auditor General.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday 31st Day of July 1778.

Present,

M^r Whiting M^r Travis M^r Lewis and M^r Innes

A Warrant to M^r Foster Webb junior for one thousand pounds on Account for the purpose of paying the Officers and Sailors of the Navy of this State.

Ordered that the Keeper of the Publick Store deliver to Captⁿ Maxwell¹ two dozen Gimblets for the use of the Chickahominy Shipyard.

D, Vi, Navy Board Journal, pp. 438–39.

1. Virginia Navy Capt. James Maxwell.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES BRIGGS, SOUTH CAROLINA NAVY

Navy Board [Charleston] 31st July 1778—

Captⁿ James Briggs
Sir/

With the Schooner *Rattlesnake* now under your Command, the Commissioners of the Navy Direct, that you do proceed with all possible Dispatch to the Island of S^t Croix, where you are to dispose of the Cargoe (Agreable to the Inclosed Invoice and bill of lading)¹ for the highest price you can Obtain, and after paying the Costomary port charges, and deducting five ʒ Cent from the Sales for your Commission, you are to Invest the Balance of N^t Proceeds in good high proof Rum of which you must be particularly Careful in the Choice; as Soon as the Cargoe is sold

and the proceeds shipp'd you are to proceed with all possible dispatch for Charles Town, or some convenient Inlet in the State of South Carolina.² The Commissioners particularly recommend that you keep a good look out from the Masthead every hour in the day while at Sea, and by every means in your power avoid Speaking with any Vessel on either passage; and that you do Strictly Comply with all the Rules and Customs of the ports you may go into during the Voyage; that you take on board a Sufficient Quantity of Provisions and Stores of every kind to serve the Voyage; and that you avoid going into any Expences whatever on Account of the Vessel more than what you are absolutely Obliged to do—

By Order of the Board
Edw^d Blake first Commiss^r

South Carolina Commissioners, p. 173.

1. The invoice and bill of lading has not been found, but as seen in the Journal of the South Carolina Navy Board of 6 July, above, the cargo was lumber and tobacco.

2. On 9 Nov., the Board announced the arrival in Charleston of *Rattle Snake* with “Ten Hh^{ds}. of Rum[,] Four Pipes of Maderia Wine, and a Quantity of six qua^{rs} Cloths.” *Ibid.*, 199.

August

NOTES MADE ON BOARD THE FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*

[Extract]

Notes Faites abord du *Languedoc*

Aoust—1778.

Samedy—1^{er}. Le general¹ va à Terre reconnoître Newport et Ses Fortifications.

Lundy—3. Un seloup Anglois donne dans L'Escadre. Il est chargé de Tortuës, ananas et Citrons et vient de La Neue Providence.²—huit Batimens Anglois dont 4. Fregates, le reste Corvettes et seloups se sont brulés à la Coste, où le *Fantasque* et le *Sagitaire*³ les avoient forcés

Samedy 8. Forcé L'Entrée de Newport à 3. heures ½ après midy.—Feu bien nourri de l'Escadre, de même des batteries de Brenton, du sud, du bout de L'isle La ville et de celle de L'isle.—on trouve 9. Batimens coulés dans le port.—on mouille à 4. heures ½ au nord de La ville.—Les Anglois mettent le feu à un de leurs batimens, Jugé de 40. à 50. Canons⁴ et coupent les mâts à une fregate de 28. Canons⁵ qu'ils ont ensuite coulée

Dimanche 9. L'on débarque sur Cononicut Les Troupes et les matelots destinés à la descente.—Je⁶ suis chargé de faire le Tour de la pointe de cette Isle et d'aller rassembler en terre ferme 51. Chevaux, avec Silles et brides pour les faire passer où Les Troupes Seront rassemblées.—La flotte angloise⁷ paroît et mouille en dehors, a une Lieuë plus au Large que nous n'avions fait.—l'on rembarque ce qui avoit été débarqué Le matin.

Lundy 10. Le vent vient N.N.E. à 8. Heures du matin, nous coupons nos Cables; —nous sortons, Feu des batteries, feu de L'Escadre.—un canon creve abord du *Zelé*.⁸—Les Ennemis Coupent aussi leurs Cables, appereillent en desordre et prennent chasse.—nous trouvons Canots à la mer, L'ambris, Tonneaux et bœufs vivans; —Ils avoient 36. Voiles.

- Mardy 11. Separés des Ennemis à 6. Heures du soir par un Sudain gros coup de vent ; —resté à la Cape toute La nuit
- Mercredy—12. Le *Languedoc* demâte de tous mâts en moins d'une demie heure à trois heures du matin.—à deux heures après midy la barre de notre gouvernail se rompt
- Jeudy—13. notre Gouvernail Se rompt à la Teste; Les Equillotes Se declouent.—attaqué vers les 3. heures après midy par un v^{au} De 50. Canons⁹ : —Il se retire à 5. Heures ½.—Il est Joint par un autre.¹⁰—nous Jettons L'ancre le soir à 35. Brasses—
- Vendredy 14. Neuf voiles paroissent au Lever du soleil a 3. Lieuës au vent;—L'*hector*¹¹ S'approche en faisant des Signaux de reconnoissance—des vive-Le Roy.—Le *Tonnant*, Le *Protecteur*¹² et le *Fantasque* en chasse de L'Ennemi.—Le *Guerrier*¹³ et le *Sagitaire* Joignent, ce dernier tenant Le *Marseillois*¹⁴ à la remorque qui etoit demâté de son beaupré de son mât de mizaine, de son mât de grand hunier et de celui de son perroquet de fougue.—Le *Cezar* et le *Vaillant*¹⁵ restent séparés.—Le General passe sur L'*hector* et y arbore son pavillon
- Samedy 15. L'*hector* chasse et prend Le *Senegal*.¹⁶—notre gouvernail devient très nuisible ; —nous appercevons le *Vaillant* avec La Galiotte a bombe Le *Thunder*¹⁷ dont il s'est Emparé

[Translation]

Notes Made on board the *Languedoc*

August—1778.

- Saturday 1st. The general¹ goes ashore to reconnoiter Newport and its fortifications.
- Monday 3. A sloop comes in among the squadron. It is laden with tortoises, pineapples, and oranges and comes from New Providence.² 8 English ships, of which 4 are frigates, the rest corvettes and sloops are burned on the shore, where the *Fantasque* and *Sagitaire*³ forced them.
- Saturday 8. Forced the entrance to Newport at 3:30 o'clock in the afternoon. Fire well-sustained from the squadron, the same from the batteries of Brenton, from the south, from the base of the island the town and that of the island. We found 9 ships sunk in the port. We anchored at 4:30 o'clock north of the town. The English sank one of their ships,⁴ supposed of 40 or 50 guns, and cut the masts of a frigate of 28 guns,⁵ which they then sank.
- Sunday 9. We disembarked on Cononicut the troops and the sailors intended for the landing. I⁶ was instructed to make a tour of the island from the point and to assemble on solid land 51 horses, with saddles and bridles, in order to bring them to the place where the troops will be assembled. The English fleet⁷ appears and anchors outside, a league farther out than where we had anchored. We re-embarked what we had disembarked in the morning.
- Monday 10. The wind comes from NNE at 8 o'clock in the morning; we cut our cables; we go out; fire from the batteries; fire from the squadron; a ball crashes aboard the *Zélé*.⁸ The enemy also cut their cables, set sail in disorder, and take chase. We find dinghies in the sea, paneling, casks, and living cattle:—They have 36 sails.

- Tuesday 11. Separated from the enemy at 6 o'clock in the evening by a sudden great gale. Lie to through the night.
- Wednesday 12. The *Lanquedoc* dismasted of all its masts in less than half an hour at 3 o'clock in the morning. At two o'clock in the afternoon our tiller broke.
- Thursday 13. Our helm broke at the head; the breaking tore out the nails. Attacked around 3 o'clock in the afternoon by a ship of 50 guns:⁹ It withdrew at 5:30 o'clock. It is joined by another.¹⁰ We dropped anchor in the evening in 35 fathoms.
- Friday 14. Nine sails appeared at sunrise at 3 leagues to the windward; the *Hector*¹¹ approached making recognition signals—some cries of Long live the King.—The *Tonnant*, the *Protecteur*¹² and the *Fantasque* in chase of the enemy.—The *Guerrier*¹³ and the *Sagittaire* join, this last having in tow the *Marseillois*,¹⁴ which was dismasted of its bowsprit, of its foremast, of its maintopmast and of those of its mizzen-topmast. The *Cesar* and the *Vaillant*¹⁵ remained separated. The general passed to the *Hector* and hoisted his flag in it.
- Saturday 15. The *Hector* chases and captures the *Senegal*.¹⁶ Our helm becomes very detrimental. We see the *Vaillant* with the bomb galliot the *Thunder*,¹⁷ which it had seized.

D, FrPNA, Marine B4, vol. 286, fols. 52–54.

1. Vice-amiral comte d'Estaing.
2. Unidentified.
3. Ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
4. *Grand Duke of Russia*, a 672-ton transport, John Holman, master.
5. H.M. frigate *Flora*, Capt. John Brisbane.
6. The author of these notes is unidentified.
7. The fleet of Vice Adm. Lord Richard Howe.
8. Ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.
9. H.M. frigate *Renown*, Capt. George Dawson. For this encounter, see Journal of H.M. frigate *Renown*, 13 Aug., below.
10. *Renown* spoke H.M. frigate *Venus*, Capt. William P. Williams, on the 14th. See Journal of H.M. frigate *Renown*, 14 Aug., below.
11. Ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet.
12. Ships of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalbre, and *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.
13. Ship of the line *Guerrier*, Capitaine de vaisseau Louis-Antoine, comte de Bougainville.
14. Ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux.
15. Ships of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis, and *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.
16. H.M. ship-rigged sloop-of-war *Senegal*, Capt. John Inglis, taken by *Hector* this day. See Journal of John Lawrence, 15 Aug., below.
17. H.M. bomb *Thunder*, Comdr. James Gambier [2], had been taken the day before by *Vaillant*.

August 1

JOHN LANGDON TO JOSIAH BARTLETT

[Extract]

Dear Sir

Portsmouth [*N.H.*] August 1st 1778

Your favor of the 13th Ult^o have just received, and am much obliged by your kind Intelligence. The Acc^o of Money came to hand in M^r Wentworth's Letter,¹ which exactly corresponds with my Books-No doubt the removal of Congress to Philadelphia must have retarded the Business very much-The conduct of the British has been truly Systematical the whole Voyage thro'; I shall not pretend to describe their dirty Behaviour, only say, it is poor Spite. . . .

I am amazed that I have no Orders respecting the French Ship the *Duchesse of Grammont*, as she lays here at great Expence to some body;² it's three Weeks since I Rec^d a Letter from the Board of War, in which they mention the Commercial Committee having received my Letter of the 5th of June respecting the Cargo and no doubt all the Letters that came by that Ship were received at the same time-perhaps Orders have been sent and the Letter have miscarried; in such important Matters, duplicates should come, to prevent Miscarriage, pray think of this Immediately—

The Schooner *Amity* Packet Capⁿ Palmer is taken and carried into New York.³ I've waited on the Navy Board at Boston with the Marine Committee's Acco^t which contains every thing except the 74 Gun Ship,⁴ and it seems satisfactory-shall close the whole as soon as I get out the Navy Board Acco^t as the Balance of the Marine Committee's Acco^t will be carried to that. I intend to furnish you with the Cost of the *Raleigh* and *Ranger* soon, and hope the other Continental Ships will turn out as good, as well equipt, and as Cheap: which I doubt; to say nothing of the Places where some are built, the Risque of getting out of such places to the Continent is worth 20 P Cent. these things must be overhauled, and put on a better footing, many Thousands are lost by their continuing in the present Situation—If I could get Time would wait on the Marine Committee at Philadelphia to talk over some of these matters and State the Facts; and then on a proper Survey of the Ports by Persons appointed by Congress for that purpose, they will know the best places for Navy Yards—

We are going to send two Vessels to Maryland or Virginia for Flour, Corn &c part of which I shall want for the use of the Continent, therefore I hope no Embargo will hinder them as we can't do without. I shall take Liberty to draw on the Commercial Committee for the purpose, as I am in advance for them. I shall inform you further of this Matter—

I most heartily Congratulate you and my good Friend your Colleague on the prospect of our public Affairs Pray don't forget to write me (one of you) every Week, and enclose a Paper at my Expence. I have been much out of Town otherwise should have wrote oftener. Nothing material to inform you of, only preparing for Rhode Island Expedition⁵ I am [&c.]

John Langdon

My very kind Respects to M^r Wentworth—

I expect to Set out for Rhode Island in two days from this, mondy 3^d Au^t

L, MiU-C, H.S. Smith Collection. Addressed below close: "Hon'ble Josiah Bartlett Esq^r" Addressed on separate sheet: "The Hon'ble./Josiah Bartlett Esquire/Member of Congress/Philadelphia." Docketed on same page: "Col Langdon/August 1st 1778."

1. John Wentworth, another member of the New Hampshire delegation to Congress. Bartlett discussed Wentworth's letter, not found, in his letter to Langdon of 13 July, above.

2. On 6 October Congress ordered that a warrant be issued for \$16,666 $\frac{2}{3}$ to John Langdon "for the purpose of lading the French ship *Dutchess of Gramont*." JCC 12: 985–86. On the cargo carried by the ship, see the Invoice of Goods Shipped in the Ship *Duchesse de Grammont*, in NDAR 11: 895–97 and 1140–41.

3. Schooner *Amity*, Thomas Palmer, master, was captured on 12 June by H.M.S. *Experiment* off Monhegan I., Maine. See Master's Journal of H.M.S. *Experiment*, 12 June, above. On the mission of *Amity*, see

Langdon to the Continental Committee of Foreign Affairs, 5 June, above.

4. Continental Navy ship of the line later named *America*. For more on Langdon's visit to the Continental Navy Board of the Eastern Department—the "Navy Board at Boston"—see the board's letter to Langdon of 16 July, above.

5. Langdon commanded a light horse company that served as volunteers during the American invasion of Aquidneck Island.

SAMUEL PHILIPS SAVAGE, PRESIDENT OF THE MASSACHUSETTS BOARD OF WAR, TO
WILLIAM AND GODFREY HUTCHINSON

Gentⁿ.

War-Office, Boston August 1st 1778-

The foregoing is Copy of our last to which we beg Reference & now confirm,—¹ You may be assur'd of the Continuance of our Exertions to discharge our Obligations to you as soon as possible, of which the prospect of an increasing Connection between your Place & this, under the Protection of our Illustrious Ally the King of France gives us the most pleasing Expectations;—² We have now our two State Brig^{ts} *Hazard*³ & *Tyrannicide*⁴ on a Cruise with Orders to send to you all such Vessels as they may take with proper Cargoes for your Markets;— As the Fall approaches we shall renew our Attempts, to make you some Remittances, direct from hence, & flatter Ourselves that notwithstanding any disadvantages you may at present lay under with respect to us, That our Business will in the Issue be greatly to your Advantage—We are [&c.]

SPS— Pres^t—
p^t Order

LB, M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 195. Addressed at top: "Mess^{rs}. W^m. & G^y Hutchⁿ."

1. Probably Savage to William and Godfrey Hutchinson, 11 July, above.
2. The Hutchinsons were Massachusetts' agents at Martinique, a French possession.
3. Massachusetts Navy brigantine *Hazard*, Capt. John Foster Williams, commander.
4. Massachusetts Navy brigantine *Tyrannicide*, Capt. Allen Hallet, commander.

MAJOR GENERAL JOHN SULLIVAN TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

Dear Sir,

Head Quarters Aug^t 1st. Providence— 1778.

I have the honor to transmit to Congress, the particulars of my Proceedings, since I reciev'd General Washingtons Orders, to co-operate with the Count Destaign against the Enemy, on Rhode Island.—¹ At that time my Magazines were empty, but few Troops, and scarcely any Boats to effect an embarkation, I immediately wrote to the several New England States, calling upon them in the most pressing Terms, to supply me with Men and Provisions, and I have the pleasure to assure you, that their exertions exceed my expectation;² The Magazines will be sufficiently large, to supply the number of Troops I shall have, and with the standing Forces in this department, the several Quotas of Militia, and the Reinforcement from the Grand Army, I make no doubt, I shall have a Force sufficient, with the assistance of the French Fleet & Army, to ensure me Success. I have collected a great number of Boats, and the Carpenters are indefatigable in building more, so that I think, I may venture to assure you, that I shall have a Number sufficient to transport my whole Army at the same time. On the 29th. Ultimo, the Count's Fleet arrivd, and anchor'd off the light House in Naraganset Bay,³ the next morning, two Ships, one of Sixty four Guns, and the other of fifty,⁴ were

sent up the western Passage, between the Island of Connecticut and the Main, with a view, to capture two Frigates, that lay in that Channel, between Prudence, and Conanicut, but they on approach of the Ships, turn'd the point of the Island and stood into the Harbour of Newport. Upon this Island the Enemy had two Regiments of Anspach, and Colonel Fannings Corps of New-York Volunteers encampd.⁵

A small Battery fired upon the fifty Gun Ship as she pass'd, but She return'd it with a Broad-side, which effectually silenced the Battery and before the Sixty four pass'd, they blew up their Magazine, and the three Regiments decamp'd and cross'd over to Rhode-Island.

Two Regiments Frigates⁶ were likewise sent Round to Seconnet Point, to block up the eastern Channel in this River, the Enemy had two Gallies, and the *King Fisher* Sloop of War, which upon approach of the Frigates, were set on fire, and blown up.—⁷ The Destruction of the Sloop, and the Gallies, is a very capital advantage to us, as there is nothing now to obstruct our Landing, but a Battery upon the Shore, which can be easily silenc'd by the French Shipping.— This disposition of the French Admiral, will convince your Excell^y by a Survey of this Map, that the Enemy are compleatly block'd up; And my Preparations are in such forwardness, that I shall doubtless, be able to make a Landing in the course of next week. In the interim, I have the honor to be [&c].

Jn^o Sullivan

L, DNA, PCC, item 160, p. 247 (M247, roll 178). Addressed below close: "The Honble/Henry Laurens Esq^{re}." Docketed: "Letter from gen^l Sullivan/Providence Aug't 1. 1778/Read 10."

1. Gen. George Washington's orders to Sullivan concerning the French fleet were in his letter to Sullivan of 17 July, above.

2. On 22 July, Sullivan had sent requests for militia reinforcements to the governors of Rhode Island, Massachusetts, New Hampshire, and Connecticut. *Sullivan Papers* 2: 97–98, 102, 107, 110–11.

3. Rhode Island Light House.

4. The sixty-four gun ship was *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez; the fifty-gun ship was *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions. It was *Sagittaire* that engaged the British battery at Fox Hill on Conanicut Island.

5. Col. F. A. V. Voit von Salzburg's 1st Anspach-Bayreuth Regiment, Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Bayreuth Regiment, and Col. Edmund Fannings's King's American Regiment.

6. French Navy frigates *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

7. For the movements of H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, commander, and the galleys *Spitfire*, Lt. James Saumarez, commander, and *Alarm*, Lt. Philip d'Auvergne, commander, before being set afire by their crews, see Christian to Capt. John Brisbane, 30 July, above.

MAJOR GENERAL JOHN SULLIVAN TO GENERAL GEORGE WASHINGTON

Dear General

Head Q^{rs} Providence August 1st 1778

It is with pleasure I inform your Excellency that our preparations in this Department are as forward as Circumstances will admit, or Industry and application could make them

I Submitt'd the Plan of Operations (sometime since communicated to your Excellency) to Admiral Count D. Estaign & was happy in its receiving his approbation & concurrence¹

Upon his proceeding to put part of them in Execution the greatest Consternation apparently prevail'd on the part of the Enemy—The Crews of the *Kings Fisher* &

two of their Gallies (at the appearance of the French fleet) abandon'd & sat them on fire, after Charging their Cannon with Grape to prevent their being Extinguish'd— They were entirely consum'd²

I wait with Impatience the arrival of the Marquiss & the different Corps order'd to this Station—³

Their Motions are by no means so rapid as I could wish, but your Excellency may rely that when collected I shall proceed without delay to put them into immediate Action.

My acknowledgments are due for your kind attention in sending Gen^l Green⁴ to my assistance & Council—I have the Honor likewise to acknowledge the receipt of your Commands of 27th & 28th last Month & promise your Excellency that I shall religiously observe the Recommendations they contain—⁵

From what past in my late Interview with Count D Estaing I think I can venture to assure your Excellency that the greatest Harmony will subsist between us, with respect to command I have the Honor [&c.]

Sign'd Jn^o. Sullivan

Ps The Regiments on Cononicut adandon'd it on the coming up of the french Ships, & retir'd to Rhode Island My best accounts of the Enemy's Strength makes them not more than 5.200 which are better warrant'd than my former Accounts⁶

J S

Copy

Copy, DNA, PCC, item 152, p. 209 (M247, roll 168). Addressed at foot, below close: "His Excellency/Gen^l Washington." Docketed: "(Entered & Examined)/Gen^l Sullivan's Letter/(Copy)/(2)."

1. Sullivan to Vice-Amiral comte d'Estaing, 25 July, and d'Estaing to Sullivan, 30 July, both above.

2. H.M. sloop-of-war *Kingsfisher*, commanded by Lt. Hugh C. Christian, and the row-galleys *Alarm*, commanded by Lt. Philip d'Auvergne and *Spitfire*, commanded by Lt. James Saumarez.

3. The Marquis de Lafayette approached with brigades of troops under the command of Brig. Gen. John Glover and Brig. Gen. James Mitchell Varnum along with a smaller detachment under the command of Col. Henry Jackson.

4. Maj. Gen. Nathanael Greene.

5. In the letter of 27 July, Washington told Sullivan that in the likelihood of a debarkation of troops from d'Estaing's fleet to reduce the island of Rhode Island, although the admiral might put the troops under Sullivan's general direction, the particular command of them should be the admiral's choice, which Washington supposed would be the Marquis de Lafayette. Washington alerted Sullivan to the fact that "The Count is himself a Land Officer, and of the high rank of Lt General in the French Army." In his letter of 28 July, Washington stated that his lack of precise information prevented him from deciding on the plan of operation Sullivan had presented d'Estaing, but he considered that cutting off the British regiments on Conanicut I. and preventing further British reinforcements were important objects. See *GW Papers, Rev. War Series* 16: 187–88 and 193–94.

6. For an account of the movements of the British regiments, see Maj. Gen. John Sullivan to Henry Laurens, President of the Continental Congress, this date above.

Sullivan had pegged British strength at 5,000 men on 20 July, but four days later increased his estimate to "near 7000." Sullivan also apparently told Gov. Jonathan Trumbull Sr., of Connecticut that British strength would reach 11,000. George Washington warned Sullivan against inflating his estimates of British strength. See Maj. Gen. John Sullivan to Gen. George Washington, 20 July, *GW Papers, Rev. War Series* vol. 16:110; Maj. Gen. John Sullivan to Gen. George Washington, 24 July, *ibid.*, p. 159; and Gen. George Washington to Maj. Gen. John Sullivan, 27 July, *ibid.*, p. 187. Subsequent estimates of British strength hovered between 5,000 men to 6,500 men. On 4 Aug., Lt. Col. John Laurens told his father, President of the Continental Congress Henry Laurens, that he thought the British "cannot have much more than 5,000" men, but on the same day he also told George Washington that the British strength stood at 5,544 men. Lt. Col. Fleury informed Vice-amiral comte d'Estaing on the same date that there were 5,800 British troops on Rhode Island. On 13 Aug. Sullivan, perhaps heeding Washington's advice, estimated a British total of 6,500 men. See Lt. Col. John Laurens to President of the Continental Congress Henry Laurens, 4. Aug.; Laurens to Washington, 4 Aug.; Colonel the Marquis de Fleury to Vice-amiral comte d'Estaing, 4 Aug.; and Sullivan

to Washington, 13 Aug., all below.

A well-reasoned estimate by a modern historian puts total British troop strength at 5,750 men; McBurney, *R.I. Campaign*, pp. 77 and 281n48. A recapitulation of British troop strength from 15 Aug. gives the number of total effectives as 5789; Henry Clinton, "Recapitulation of the State of 15th August 1778," UKLPR, C.O. 5/96, fol. 113. In light of this, Continental estimates in the range of 5,000–6,000 were fairly accurate.

MAJOR GENERAL JOHN SULLIVAN TO BRIGADIER GENERAL JOHN GLOVER

Head Quarters [Providence, R.I.] August 1st 1778.

Dear Sir,

You will please to proceed to Boston, Marblehead and such other places as you may think proper, to engage two or three hundred Seamen or other persons well acquainted with Boats, who are to act as Boatmen in the Expedition against Rhode Island. You will please to use all possible expedition in forwarding them on. Their pay shall be three Dollars per day & their expenses borne upon the Road. Their engagement is to be for fifteen days, if not sooner discharged; they will be allowed three days for coming & three for going Home. You are to advance each man one week's pay upon his engaging. Upon this encouragement I think you will have a sufficient number who will at this important Crisis, step forth to assist in the glorious Enterprise on hand & share with their Brethern the Honor of giving the last Blow to British Tyranny.¹ I am, Dear Sir, [&c.]

JOHN SULLIVAN

Brig'r Gen'l Glover

Historical Collections of the Essex Institute 5: 107.

1. Glover recruited a large number of seamen: one hundred from Marblehead, eighty from Boston, sixty from Newburyport, twenty-five from Salem, and lesser numbers from various smaller communities in Massachusetts. George Williams to Timothy Pickering, 20 Aug. 1779, Pickering Papers, MHI.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 3.

[headquarters Providence Aug^t. 1st. 1778.]

My Dear Sir

I was honored with your Excellency favor of Yesterday last Evening¹ & am happy to find that your Zeal & attention to the Service & that of the officers who have the honor to serve under your Excellency's command, promise the most favourable Issue to our Enterprise. I rejoice that your two ships in the west channel² have fallen down to Join you; as they will be ready at hand to assist your Excellency in case of an attack & can as Effectually block up the channel by Laying off the mouth of it as by Laying further up the river. I congratulate your Excellency upon the Success of your frigates³ in the East channel & upon the remarkable interposition of Providence in our favor. These Instances seem to foretell a most happy Issue to our attempt. I am of opinion that those vessels in the East Channel Should fall down near the Mouth, to be ready in case of necessity to Join you & they may with Ease move up to cover our Landing when ready. I am however far from thinking any attempt will be made by the English against your fleet as Lord Howe will not dare to Leave Newyork, while General Washington with a formidable army Lays ready to attack it.⁴ The English fleet from home must Expect to be followed by another from france, I therefore think there is little prospect of your being attack't, but I know you will be prepared against every Event & I am sure, it is my most Earnest wishes that you may be ready for them at allpoints. I should have

provided an hospital in coming a Shore but found your fleet was coming to sail & not being certain where your Exc^y would return I came forward & sent a person down to provide the hospital & Necessaries, Since which I received a letter from Lieut. Col^o Laurens,⁵ informing that the hospitals were already provided[.] I have Sent M. ___ Halsey⁶ down to Supply your fleet & your Sick with every necessary. Sixty Fat oxen Set off this morning Every other article shall bee Supplied. The Brick & mason go off this morning, biscuit is baking & Every thing in my power Shall be done. The English prisoners & prises Shall be recd and taken care of. I have Inclosed your Exc^y the depth of water in the East channel & have provided pilots to go on board the frigates to conduct them. I have only time to add my Earnest request that you will be Kind enough to give me from time to time your Judgement upon all the operations. I can Say without flattery & with the utmost Sincerity that I have the highest confidence in your Experience good Judgement & friendship & therefore Shall be happy in complying with Every wish you will please to make Known to me. I have the honor [&c.] Signé Jn^o Sullivan P.S. as the English vessels in the East Channel are destroy'd⁷ I beg leave to suggest that sending a fifty gun Ships to that channel become unnecessary as the British frigates cannot get round to attack them on the north & your Excellency's fleet will Sufficiently Secure them on the South; I also think the two frigates Sufficient to cover our Landing—
Signé J. S.

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fols. 84–85. Addressed at foot after signature but before postscript: “his Exc^y General de Estaing.” Docketed at head: “De M. Le General Sullivan à M/Le C^{te} d’Estaing, datée headquarters/Providence Aug^t 1st 1778.”

1. See d’Estaing to Sullivan, 31 July, above.
2. The French ships of the line *Fantastique*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d’Albert de Rions.
3. The French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.
4. George Washington and the Continental Army remained at White Plains, in position to attack New York if the circumstances warranted. See Gen. George Washington to d’Estaing, 14 July, above.
5. Not found, though Lt. Col. John Laurens briefly describes setting up hospitals at the request of Vice-amiral comte d’Estaing in his letter to Gen. George Washington, 4 Aug, below.
6. Thomas Lloyd Halsey, merchant and Continental Agent. See Thomas Lloyd Halsey to Vice-amiral comte d’Estaing, 3 August, and Maj. Gen. John Sullivan to Vice-amiral comte d’Estaing, 4 Aug., both below.
7. The British destroyed H.M. sloop-of-war *Kingsfisher*, commanded by Lt. Hugh C. Christian, and the row galleys *Alarm*, commanded by Lt. Philip d’Auvergne, and *Spitfire*, commanded by Lt. James Saumarez, to prevent them from falling into enemy hands.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D’ESTAING

N^o. 4.

[headquarters Providence Aug^t 1st 1778.]

My dear Sir

I had the honor of writing your Excellency this morning in answer to your favor of yesterday¹ Since which a Major general Green,² an officer of great merit, has arrived here to Share with us the promised Laurels. his presence will be of singular advantage to us; he will have the honor of delivering this to your Excellency with his own hands. I have the pleasure to Inform you that every thing goes on well in this department & I hope to be Able at the day we mentioned or at furthest one or two days after to await you in resto[ring] the Island to the proper Owners. I am Informed that the boats will

be ready to Send your Excel[lency] & every other article will be ready as Soon as possi[ble] the Cattle are on their way, will be with you tomorrow & M. Halsey³ will supply you with what vegetables & fresh provisions you Want, Either in your fleet or hospital, Should there be a failure on his part, beg you to let me Know it, & I will have a Supply For you; at all Events I have the honor to be [&c.]
Signée Jn^o. Sullivan—

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 86. Addressed at foot: "his Exc^v Count de Estaing." Docketed at head: "De M. Le General Sullivan à M/Le C^{re} d'Estaing, dattée headquarters/Providence Aug^t. 1st. 1778."

1. See d'Estaing to Sullivan, 31 July, above.

2. Maj. Gen. Nathanael Greene.

3. Thomas Lloyd Halsey, merchant and Continental Agent. See Thomas Lloyd Halsey to Vice-amiral comte d'Estaing, 3 Aug., and Maj. Gen. John Sullivan to Vice-amiral comte d'Estaing, 4 Aug., both below.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

Aug^t 1778
Saturday 1

[At Single Anchor within Dyers Isl^d]

this Morning at 6 AM both the French Ships¹ got under Weigh & Worked to the S^{ow}^d and Anch^d. again, two miles below the N^c [one side] of Connanicutt on the Naragansett side

At Single Anchor in the Inner Harbour Newport R^d. Island
Mod^t Breezes and fair at 1 PM got all onb^d. weigh^d. the S^m.B^r.

D, UKLPR, Adm. 51/181.

1. The French vessels *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

August 1778
Saturday 1

[near Goat Island, R.I.]

Mod and very foggy with some rain got the provisions ashore Emp^d.
Occasionally.—

Fresh Breezes & hazey Emp^d Occ^y PM sent a boat to row Guard

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, Rhode Island]

1st August 1778

In consequence of the French ships in the Narragansett¹ having moved part of the way down that passage yesterday, orders² were sent last night to The *Cerebus*, *Lark*, and *Orpheus*,³ to reshipe their Guns, Stores, &c., and proceed down to Newport; in pursuance of which they have been hard at work all last night and this day in taking them on board. . . .

Nothing could be seen of the French fleet 'till 9 this morning, when they were observed at anchor in the same position as before. The Ships in the Narraganset and Seconnet,⁴ are also in the same position as yesterday.⁵ The fleet continued at anchor all day. They have two Frigates constantly cruizing in the Offing. . . .

Signals, made by great Smokes, have been observed this day on the Narraganset shore, and thence up to Providence. The Rebels have for some time past, conveyed intelligence of the movements of vessels from New York, and down The Sound, in this Manner.

Some boats from the French ships off Black point having come near our shore this morning, three shot were fired at them from Fogland Redoubt, which obliged them to return.

Mackenzie, *Diary* 2: 324–5. Four paragraphs dealing with British soldiers have been omitted.

1. That is, the Narragansett (or West) Passage.

2. See Journal of H.M. frigate *Cerberus*, 31 July, above.

3. H.M. frigate *Cerberus*, Capt. John Symons, H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Orpheus*, Capt. Charles Hudson.

4. That is, the Sakonnet (or East) Passage.

5. The French ships of the line *Fantasque*, Capitaine commandant chevalier de Suffren de Saint Tropez, and *Sagittaire*, Capitaine commandant d'Albert de Rions, patrolled the Narragansett (West) Passage while the frigates *Aimable*, Lieutenant commandant Saint-Cosme Sainte Eulalie, and *Alcmène*, Lieutenant commandant Bonneval, patrolled the Sakonnet (East Passage). See Notes Made on Board the French Navy Ship of the Line *Languedoc*, at the start of July, American Theater, above.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

Saturday the 1 Day of August 1778

This morning foggy and at 9 am it Brook away and a Lite Bres¹ We discoverd the fleet We hove up and Stood after them— the armed Brig and We Exchang^d five or Six Shot and then hove a bout and We Stood to the Easter^d and at PM maids a Sail of[f] in the of[f]ing We Gave Chaise to her and the *Beaver*² With us[.] She Was Was a Sloop But Night Comming on We Lost Sight of her We Standing of[f] and on all Night So ends this 24 hower

D, CtMyMHi, The John Palmer Papers, Coll. 53, Manuscripts Collection. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. That is, light breeze.

2. Connecticut Privateer sloop *Beaver*, Capt. William Havens, commanding, carried 12 guns, a crew of 65, and was owned by Joseph Trumbull, John and Samuel Broome, and John Livingston. Middlebrook, *Maritime Connecticut*, 2: 54.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc*, devant Rhode Island]

du samedy 31 premier aoust

Les vents le jour du sso et La nuit du oso quelquefois a Louest Baucoup de Brume font Equipe à ne pas voire Le vaisseau ont à mis tous Les prisonniers Englois à Bord du prise et ont Les à Expediee pour La providance pour Les y vendre m. de plevile pelye¹ a Eté chargé de Cete Besogne

[Translation]

[August 1778, *Languedoc*, off Rhode Island]Saturday 31st first of August

The winds by day from the SSW and by night from WSW, sometimes to the west Much fog causes the crew not to see the ship they have put all the English prisoners on board the prize and have sent them for Providence to sell them there M. de Plevile Pelye² has been entrusted with this business

D, FrPNA, Marine B⁴, vol. 147, fol. 139.

1. Georges-René Chevalier Pleville le Pelley, Lieutenant de vaisseau of *Languedoc*, bore responsibility for handling the French prizes. The French sold in Providence the following ships: *Carcass*, *L'Etoile du Matin*, *Fancy*, *Heureuse Famille*, *Lord Howe*, *Peggy*, *Phenix*, *Polly*, and *Roquin*. Etat et montant des prises faites par l'Escadre du Roy Commandée par M. le Comte D'Estaing...,” FrPNA, Marine B⁴, vol. 152, fol. 177.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

Août 1778

[Devant Newport, R.I.]

Samedi 1^{er}.

Les Vents à L'oso, beaucoup de brume, L'Escadre a débarqué Ses malades sur le Continent, à 3 h ½ Le Général¹ m'a fait appareiller pour aller mouiller a 3 Cables dans le NE. Nous avons laissé tomber L'ancre par les 16 brasses fonds de roche, et filé un Cable

Relevé le fanal au	No ¼ N dist ½ l
La passe du S. au	NNE. 5 l
La passe de L'E a	5 L 5° N
Cap de Judith au	So 5° o

Dans L'après midy L'Escadre a débarqué le prisonniers sur les prises qui les ont Conduite sous bonne Escorte à la providence ou l'on les a remis aux Americaines, le Général [les a ?] Chargé de la vente des prises;²

[Translation]

August 1778

[Off Newport, R.I.]

Saturday 1st

The winds at ESE, much fog, The squadron landed its sick on the mainland, at 3:30 O'clock the General¹ had me weigh in order to go anchor at 3 cables in the NE. We dropped anchor in 16 fathoms, rocky bottom, and paid out a cable

Bearing of the lighthouse in the	NW ¼ N distant ½ league
The South passage in the	NNE 5 leagues
The East passage at	5 Leagues 5° N
Cape Judith in the	SW 5° W

In the afternoon the squadron disembarked the prisoners on the prizes, which they conducted under good escort to Providence where they were turned over to the Americans, the General entrusted to them the sale of the prizes;²

D, FrPNA, Marine B⁴, vol. 147, fol. 61.

1. Vice-amiral comte d'Estaing.

2. 1. Georges-René Chevalier Pleville le Pelley, Lieutenant de vaisseau of *Languedoc*, bore responsibility for handling the French prizes. The French sold in Providence the following ships: *Carcass*, *L'Etoile du Matin*, *Fancy*, *Heureuse Famille*, *Lord Howe*, *Peggy*, *Phenix*, *Polly*, and *Roquin*. Etat et montant des prises faites par l'Escadre du Roy Commandée par M. le Comte D'Estaing...,” FrPNA, Marine B⁴, vol. 152, fol. 177.



Georges-René Chevalier Pléville le Pélley

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), SATURDAY, AUGUST 1, 1778

NEW-YORK, AUGUST 1.

The brig *Enterprize*, Captain Squire, belonging to Messrs. Moore and Neil,¹ of this city, on the 14th inst. took a French snow of 18 guns, laden with salt and dry goods, from Bourdeaux, for Carolina, and sent her to St. Augustine: On the 15th, she took a sloop laden with naval stores, out of Bouge Inlet;² on the 17th, she took the snow *David*, laden also with salt and dry goods. On the 22d, she took the sloop *Betsy*, out of Ocracock, laden with rum, gin, sugar, salt and dry goods— The *ENTERPRIZE*, was left safe on the 22d instant.

Captain Squires of the brig *Enterprize*, stopped the ship *Peggy*, and about twenty more sail of vessels, from going up the river Delaware, after it had been evacuated.

1. Loyalist privateer brig *Enterprize*, Capt. Daniel Squier (Squires), owned by George Moore and Pendock Neal, carried 4 guns, 16 swivels, and a crew of 110. UKLPR, C.O. 5/1109, fol. 109.

2. That is, Bogue Inlet, North Carolina.

nor pul the Irons of while I wors in the hole And then sent me a shore to gail they tuck all my cloes from me and 2 Joes in harde money and 80 Dollors in paper mony I went a Shore with Nothing but a Short and a pare of trouses and An old pare of shoes and a old hat a few Days after they set us all at our liberty I found an amarakan Mr Johnson who Invtyted me to his hous and gave me a sute of Cloes I stade at his hous Until the 1th of August then I went a bord of a Sloope bound to Nuwyork² I left John Buckland In the horspittol he had not got well of his lameness thair wors a Sloope that wors a Sloope thair bound to Rodesilland Capt Edmonson Commander Isrel Fox and John Buckland wair a going home in hor one Mr Hambotton made me a preson of a half joe which I gave half of It to Buckland and Fox I agreed With Jonson to Let the two men to have anything thay wonted and I wold Sey him payd
This 1th of August 1778

Went on Bord of the Sloope *Active* John Underwod Capten as a hand to Doe my Duty to work the sloop to Nue York Jeams Taylor wors mait two Inglisch seayman & 3 amarekans that wors prisonors teakon by Capt Hill in the *Royal george*³ thair naymes are Artemos White Aquilla Ramsdol Davd Clark who ware put a bord By Capt hill as prisnors to work the vessel to Nueyork⁴ thare wors three Jentolmen passongers⁵ and two Negroes which made 13 of us all
August 1th we jind the lunnon fleat under Convoy of the *Glasssco* a 20 gun ship and two sloopes of wor⁶ wee cap Comey with them until wee got into the Ltt 34

D, DLC, Frederick Law Olmsted papers, 1777–1952, Gideon Olmsted Journal. Facsimile, with modernized transcription, published as *The Journal of Gideon Olmsted*.

1. That is, Lt. Robert Hibbs of H.M. armed brigantine *Lowestoffe's Prize*.

2. The sloop *Active*, commanded by John Underwood and bound from Montego Bay to New York, carried "a cargo of rum, coffee, pimento, &c." *The Whole Proceedings in the Case of Olmsted and Others versus Rittenhouse's Executrices, As Contained in Documents on Record in the Courts of the United States and Pennsylvania; Together with the Act of the Legislature of the State of Pennsylvania and Other Matters in Relation to this Important Subject*, collected and arranged by Richard Peters Jr. (Philadelphia: William P. Farrand and Co., 1809), p. 16.

3. Likely the privateer *Royal George* which was of 400 tons burthen, armed with 20 carriage guns of 6 and 9 pounds, and commanded by Samuel Hill. UKLR, H.C.A. 26/61, fol. 88.

4. That is, Artemas White, Aquila Rumsdale, and David Clarke. *The Whole Proceedings in the Case of Olmsted and Others...*, p. 8.

5. The three passengers were Andrew Anderson, James Holmes, and Robert Jackson. *Ibid.*, p. 9

6. H.M. frigate *Glasgow*, Capt. Thomas Pasley, and H.M. sloop *Cameleon*, Comdr. John L. Douglas, escorted trade bound to Europe. H.M. sloop *Hornet*, Comdr. Robert Haswell, accompanied them to Latitude 32 North.

JOURNAL OF REAR ADMIRAL SAMUEL BARRINGTON

Saturday 1

In Carlisle Bay, Barbadoes

Moderate and cloudy weather, with rain at times.

AM. The Launch employed watering.

Having agreed for the purchase of a Brig of 130. Tons and 12 Carriage Guns 4 Pounders; I this day commissioned her, in consequence of an order from the Lords Commissioners of the Admiralty of the 4th of June, to be employed as a Sloop in His Majesty's Service by the name of the *Barbadoes* with a Complement of 90 Men, and appointed Lieutenant Sir George Home of the *Prince of Wales* to be Master and Commander of her, with orders to get her fitted for sea with all possible dispatch.

D, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers.

August 2 (Sunday)

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

My Dear Sir

Portsm^o. [N.H.] 2^d Aug^t 1778

Your favor of y^e 13th Ulto came to hand Yesterday¹ I have no expectation that an alteration will take place agreeable to my proposal especially as my plan is objected too by a French man, I have had a conversation with M^r Landais since he left Congress on that subject he seems very fond of his own child which is natural enough to suppose, but he can offer nothing of sufficient weight to alter my sentiments, on the contrary, since talking with him I am more confirmed in my own opinion—These French men who are not perfectly acquainted with our Language have a very convenient way of getting over difficulties, when they cannot answer your objections, they do not understand you—however experience will bring us right in time I hope—I am sure it will convince us that this plan for 56 Gun ships will never answer our purpose—²

I am much obliged for your perticular acco^t of the French fleet, which I find Differs from the newspaper acco^{ts}—I heartily wish this Fleet may answer our most sanguine expectations, but I am very apprehensive that (unless they are very quick in their motions) a Fleet from Britain will be a long side of them before they are ready to rece[ive] them—we are in daily expectation of hearing of some Grand Operations—Sullivan it seems is to attack New port but he cannot be ready for such an attack, by his making a requisition very lately of assistance from this state³ no orders are yet Issued from the Executive authority here; it will be very difficult for this state to spare any men at this Busy season we are already thoroughly drained of men—I suppose we have as large a proportion as any state in the Union in the public service, that are sent by the state, nearly as many more have enlisted in the Massachusetts Regiments, & vast numbers are gone a Privateering so that we have hardly any males left but Old men & Boys, if we send any more Soldiers I believe they must be females we may spare a considerable number of that sort, & have enough left for Breeders.— I don't learn that Gen^l Sulliv[an] has more then 5 or 6000 men & its said the Enemy have 7000 at New Port.—⁴ There has been no arrivals this way for some time past, all the intelligence from Europe must come from Your way I therefore wish you wo^d furnish as much as possible. . . .

I hope Chesapeak & Delaware Bays are now open for our Northern Vessels & the States Bordering on them able to furnish us with a little Bread which I assure you we are in great want of one third of the Families in this town are half their time without Bread tho' if the information I have is true very considerable quantities are in the Country but that is in the hands of Farmers who don't want money, therefore will not part with their corn, what little is bro^t to town is sold at 7. & 8. dolls p^r Bushel in short the Produce of the country in general is by far dearer then any foreign articles.— . . . I am [&c.]

W^m. Whipple⁵

L, NN, Emmet Collection. Addressed below close: "Josiah Bartlett Esq^r."

1. Bartlett's letter has not been found.

2. In his letter to Bartlett of 29 June, above, Whipple outlined his objections to Continental Navy Capt. Pierre Landais' plan to have the Continental Navy build 56-gun ships instead of the 74-gun ships of the line that had been planned.

3. Maj. Gen. John Sullivan wrote Meshech Weare, the President of New Hampshire, asking for additional troops on 22 July. *Sullivan Papers* 2: 96–98.

4. Continental officers pegged their strength on 4 Aug. at around 2,000 Continental troops and 3,000 militia on hand. Additional troops under the Marquis de Lafayette, as well as militia, were expected to arrive later. See Lt. Col. John Laurens to George Washington, 4 Aug., below. For a discussion of British troop strength, see Sullivan to Washington, 1 Aug., above, note 6.

5. There follows a postscript unrelated to the contents of the letter.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 5.

[headquarters Providence Aug^t. 2^d. 1778.]

Dear sir

This Serves to introduce to your Excellency John Brown Esq^r¹ who will have the honor of handing you this. From his knowledge of the Bay, his acquaintance with boats, his fidelity in business & Zeal in our cause, I have appointed him to attend with Sail & row boats around your Excellency's fleet, when they begin to move for the attack; to receive messages from your Excellency to me & carry messages from me to you. You may deliver him with the greatest safety any oral message, as he will not fail of delivering it. when the time of attack is near at hand, I will Send him prepared to receive your Instructions. he now waits on the marquis de La Fayette with one of the boats he will have to attend your Excellency. I have the honor [&c.]

Signée Jn^o. Sullivan

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fols. 87–88. Addressed at foot: "his Excellency General de Estaing." Docketed at head: "De. M. Le General Sullivan à/ M. Le C^{ie}. d'Estaing, dattée headquarters/Providence Aug^t. 2^d. 1778."

1. John Brown, the wealthy Providence merchant.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 6.

[headquarters Providence Aug^t. 2^d. 1778.]

My Dear Sir

a number of matter have ocured to me Since my Last, which I beg leave to mention to your Excellency. I wish to Know whether you have any brass field pieces to Land with your troops or horses to draw them; if you have none, I will Send you the number of pieces & horses you will please to mention; it will perhaps be necessary For your Excellency to be on horseback with Some aide de camps, for which purpose I suppose you have not horses; these Should therefore be Sent on board some Small vessels that may follow the Ships of war with forage to Keep them till we are ready for Landing; you will please to Let me Known your pleasure on this head. I would also beg Leave to Suggest that it might be of advantage to Your Land forces & marines to Encamp them on the Shore at Tower hill for a day or two, as they have been long at Sea, this will refresh them & give them the use of their legs, render your Ships less crouded & of course your men more healthy. Your men in this Situation will be perfectly Safe from any attempt of the Enemy. if you have not Tents, this cannot well be done; you will Consider of & order as you Think proper. Your Excellency will pardon these hints as they only proceed from an Earnest desire to render your Troops as healthy & as possible. The boats are now ready but I thought best not to Send them till I know whether your Excellency was in want of the horses & field pieces. I also wish where you would have them Sent, whether on board the fleet or any part of the Shore;

if you think proper to Land your Troops, they may with Safety be left under their care, without being Sent on board, & perhaps the Sending boats down on this Side & landing your troop while our preparations are making at Tivertown, May serve to amuse & Distract the Enemy. of these things your Excellency will please to Judge & give me your Opinion. There is another matter which you will please to Let me Know your pleasure upon. Suppose while we are on shore a fleet Should come in sight before the Island is completely conquered, or Some other matter should turn up, which may call for your Excellency's presence onboard the fleet, under whose command would you wish your Troops to be put in your absence. Major general Green commands the right wing of our army, The Marquis de Lafayette the Left;¹ you will please to let me Know your pleasure in case Such Event Should take place, perhaps the marquis being of their own nation & of course better able to distinguish those who behave with remarkable bravery may be most agreeable; I shall wish to Know that I may gratify your wish in this point; if you do not chuse Either but that one of your own officers should Command them in your Excellency's absence, I Shall cheerfully acquiese or if you think it best to divide them to right & Left, I shall act accordingly. while your Excellency thinks proper to remain with your [dear ?] Troops, I shall be Exceeding happy in the Thought that I have so Brave and Experienced an Officer in the art of war to cooperate with me & act against the common Enemy, but as it is possible for Such an Event to take place, I wish to know Your pleasure that I may act accordingly. The maquis de La fayette waits upon your Excellency with the letter² accompanied by John Brown Esq^r and Col^o. Nightingale³ which the marquis will be Kind Enough to Introduce to your Excellency; They are Gentlemen of great wealth, probity and honor. any article you may want taken care of or business performed while in this place, you may with great safety intrust to their care. The marquis will be kind Enough to Explain to you—many Things which I have not time at present to commit to writing. Your Excellency will add full faith to what he Says to you on my part.

I have the honor to be [&c]

Signée Jn^o. Sullivan—

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 88. Addressed at foot: "his Exc^t Count d'Estaing." Docketed at head: "De. M. Le General Sullivan à/M. Le. C^e d'Estaing, dattée head/quarters Providence Aug^t. 2^d. 1778."

1. Gen. George Washington had directed Sullivan to split his troops into two divisions, one to be commanded by Maj. Gen. Nathanael Greene and the other by the Marquis de Lafayette. Washington to Sullivan, 27 July, *GW Papers, Rev. War Series* 16: 187–88.

2. See Sullivan to d'Estaing, this date, above.

3. Colonel of the state militia and prominent Providence merchant Joseph Nightingale.

CAPTAIN JOHN BRISBANE, RN, TO VICE ADMIRAL VISCOUNT HOWE

Copy

My Lord,
1778.

Flora

Newport Aug^t. 2^d. August

Since my last of the 29th. July in which is contained the proceedings of the Ships until the 31st.¹ On the 2d. in the Morning, the following Intelligence was received and communicated to me by Maj^r. General Sir Robert Pigot; That the Enemy mean to make three different landings, one from Bristol to the North End of the Island; Second from Seconnet Shore; Third from the Ships; and another Body to be assem-

bled at Connanicut; the two first Embarkations they report will be 15,000 Men, the latter 10,000. Gen^l Arnold is on board the Fleet, and the French General La Fayette; three Brigades are arrived at Providence, Glover's, Vernon's and Poor's; the French Fleet are to come into the Harbor, and to garrison Connanicut, fortify the Dumplings; Wednesday or Thursday they intend everything shall be ready; they have Mortars as well as Artillery; most of the Militia came as Volunteers. But the General acquaints me the Character of the Person who brought this, is very doubtful, and his Accounts in general exaggerated.²

The Seamen belonging to the *Kingsfisher* and Galleys³ are disposed of to the different Batteries and the Fire Vessels got out to the South End of Goat Island under the Care of Lieu^t Stanhope of the *Pigot* Galley.³

The *Orpheus*, *Lark* & *Cerberus*⁴ are come down and anchored; the two former in the Inner Harbor, and the latter between Pest Island and Blue Rocks to guard that Passage.

The Transports are all hauled to the Wharf and prepared to scuttle and cut away their Masts.

The General desired the *Juno*⁵ might remain in Coddington Cove as her Guns are wanted for Batteries near that place.

Two French Ships of the Line still remain in Naraganset,⁶ Two Frigates in the Sec^onet,⁷ the Remainder of the Fleet without, off the Harbor[']s mouth, with a number of small Craft constantly cruizing backwards and forwards.

I have dispatched this by M^r Jones late master of the *Kingsfisher*, who has offered his Service to proceed in a Whale Boat from Sach[um] Beach in Order if possible to avoid the Vigilance of the Enemy's Cruizers. I have the Honor to be [&c.]

J. Brisbane

The French Fleet are anchored between Ch[urch's] Point which forms the West End of Easton's Beach and Brenton's Ledge without any Form the South-most 5 Miles from the Land.

Copy, UKLPR, Adm. 1/488, fol. 326. Docketed: "Copy of a Letter from Captain/Brisbane to the Viscount Howe./Dated 2^d. Augst. 1778./N^o. 4/In Lord Howes N^o. 73."

1. See Brisbane to Howe, 29–31 July, above.

2. As Brisbane indicated, much of this intelligence was exaggerated or not true. The Franco-American force was far short of the 25,000 given here; Gen. Benedict Arnold was not with the French fleet, nor was the Marquis de Lafayette. The latter was marching with the Continentals sent from Washington's army. That force did include two brigades commanded by Brig. Gen. John Glover, Brig. Gen. James Mitchell Varnum, and a detachment commanded by Col. Henry Jackson. Finally, the French role in the assault was not as presented here. For the plan of attack, see Maj. Gen. John Sullivan to Vice-amiral comte d'Estaing, 25 July, above.

3. For fear of capture, on 30 July, H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, and armed galleys *Alarm*, Lt. Philip d'Auvergne, and *Spitfire*, Lt. James Saumarez, were burned by their crews. For more on their burning, see Brisbane to Howe, 29–31 July, above.

4. H.M. frigate *Orpheus*, Capt. Charles Hudson, H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Cerberus*, Capt. John Symons.

5. H.M. frigate *Juno*, Capt. Hugh Dalrymple.

6. French ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

7. French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

[Aug^t]
Sund^y 2

[Near Rose Island]

at 11 AM our advanced Ships turning down at 12 the Enemies Ships
as before—Rowed Guard—
D^o Wea^r. [Mod^t Winds hazy] *Lark*¹ *orpheus*² & *Cerberus*³ anch^d under
Cover of Goat Isle & N^o Batterys *Juno*⁴ in Coderington Cove

D, UKLPR, Adm. 51/360, fol. 164.

1. H.M. frigate *Lark*, Capt. Richard Smith.
2. H.M. frigate *Orpheus*, Capt. Charles Hudson.
3. H.M. frigate *Cerberus*, Capt. John Symons.
4. H.M. frigate *Juno*, Capt. Hugh Dalrymple.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

[Aug^t 1778]
Sunday 2

[At Single Anchor In the Inner Harbour Newport R^d: Island]
at 4 AM Weighed & came to Sail as did the *lark*¹ and *Orpheus*,² Emp^d
Turning down, the two French ships³ took no notice of us working
down at 11 AM Anch^d in 3 ½ f^m. w. B^tB^r in the Inner Harbour Flag-
staff on the North Batt^y ESE Goat Island SSE offshore [*illeg.*] Cables
Length
d^o [At Single Anchor in the Inner Harbour Newport R^d: Island]
Mod. and fair at 1 PM Carried out the Stream Anchor a Stern to the
NW & moord the Shiphead & Stern.

D, UKLPR, Adm. 51/181.

1. H.M. frigate *Lark*, Capt. Richard Smith.
2. H.M. frigate *Orpheus*, Capt. Charles Hudson.
3. French ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]
Sund^y 2

[near Goat Island, R.I.]

AM Long boat water^g came down the harbour the *Cerberus*¹ & 3
other Frigates²

D^o. W^r. [Fresh Breezes & hazey] Longboat d^o sent six of the Marines
onshore to guard the Stores people Emp^d. Occas^y.—

D, UKLPR, Adm. 51/336.

1. H.M. frigate *Cerberus*, Capt. John Symons.
2. H.M. frigate *Juno*, Capt. Hugh Dalrymple, H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Orpheus*, Capt. Charles Hudson.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport. Rhode Island]

2^d Aug^t Fresh wind at S. all day. Very warm weather.The French Fleet at anchor as before....¹

The *Lark*, *Orpheus*, and *Cerberus*, and The *Pigot Galley*,² having taken in their Guns, Stores, and most of their provisions, again, went down this day towards the town.³ The resolution of withdrawing the Troops from the N. end of the Island⁴ as soon as the French fleet enters the harbour, is the cause of this movement. The ships may probably be saved by getting near the town, and their guns and Stores will be of service in the defence of the Garrison. They are ordered to put their Guns, &c, on shore as near the town as possible.⁵

Mackenzie, *Diary* 2: 325–6. Five paragraphs regarding troops and inhabitants on Connonicut Island and in Newport have been omitted.

1. Mackenzie described the location of the French fleet's anchorage in his entry of 1 Aug., above.

2. H.M. frigate *Lark*, Capt. Richard Smith; H.M. frigate *Orpheus*, Capt. Charles Hudson; and H.M. armed galley *Pigot*, Lt. Henry Edward Stanhope, commander.

3. That is, Newport.

4. That is, Aquidneck Island.

5. See above, Capt. John Brisbane, RN, to Vice Adm. Viscount Howe, 2 Aug.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

Sunday August 2. Day. 1778

[Off Newport, R.I.]

This morning at 9 Stood in to Wards the french fleet and st^g amongst the french fleet that Lay of[f] New Poort Harbour then hove about and Stood out a Gain till 3 PM then Stood in A Gain and hove up the Easte River¹ Whare We Came to anchor With With two french fregits and a Brig² Where We Lay all Night So Ends this 24 howers

D, CtMyMHi. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. The Sakonnet, or East, Passage.

2. The French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, accompanied by the captured H.M. armed brigantine *Stanley*, patrolled the Sakonnet Passage.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

[Août 1778]

[Devant Newport, R.I.]

Dimanche 2.

dans la matinee les Vents ont regné à Le so assés frais à 4 h après midy le Général¹ a envoyé à notre bord le Pilote Gardner, avec les instructions nécessaires pour nous faire mouiller a 4 Cables plus dans le NE pour nous oppose plus facilement aux [illeg.] qui pourraient faire les bâtimens Ennemies de vouloir sortir de Newport. à 5. H. nous avons laisser tomber L'ancre et filé un Cable, je me suis aussi embossé contre une Goelette de 12. Canons, qui était sortie de la baye, nous lui avons tiré quelques coups

de Canons qui l'ont obligé de rentrer.

Relevé la p ^t So. de connecticut à	L'o ¼ No. dist. 1/3 li.
Le Recif qui-git au So de Rhodeisland à L'E ¼ SE dist. 1/3 li	
Le milieu de la passe du S. au	NE ¼ N.

[Translation]

[August 1778]

[Off Newport, R.I.]

Sunday 2.

in the morning the winds predominantly at the SE, rather fresh at 4 o'clock in the afternoon the General¹ sent on board us the pilot Gardner with the necessary instructions to have us anchor 4 cables more in the NE so that we would oppose more easily the [*illeg.*] that could make the enemy ships want to go out from Newport. At 5 o'clock we dropped anchor and paid out a cable, I also brought myself broadside against a schooner of 12 guns that had gone out from the bay, we fired several cannon shots at it which obliged it to return

Bearings of the point SE of Conanicut at W ¼ N. distance 1/3 league

The reef that lies to the SW of Rhode Island at E ¼ SE distance 1/3 league

The middle of the S Passage in the NE ¼ N.

D, FrPNA, Marine B¹, vol. 147, fols. 61–62.

1. Vice-amiral comte d'Estaing.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, devant Rhode Island*]

du dimanche 2

Les vents Les meme de La Brume Le matin a 5 heures du soir une Goellet angloise Cest presenté à Lentré de La passe du milieu En Le voyant Comme si elle avoit voulu sortir *Lengageant*¹ qui était mouillé à Louest de La passe Lui à tiree quelque Coup de Canons et Les obligée de Rentrer

[Translation]

[August 1778, *Languedoc, off Rhode Island*]

Sunday 2

The winds the same some fog in the morning at 5 o'clock in the evening an English schooner was at the entrance of the Middle Passage On seeing it as if it wanted to come out, the *Engageante*,¹ which was moored to the west of the passage, fired a few shots at it and forced it to go back in

D, FrPNA, Marine B¹, vol. 147, fol. 139.

1. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville. See the Journal of the French Navy Frigate *Engageante*, this date, above.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Duplicate

Number 72.

Sir,

Eagle

Sandy Hook [N.J.]

August the 2^d. 1778.

Judging it necessary upon the Arrival of the Toulon Squadron,¹ to increase the Force under my Command by an Addition of two more Fire-ships, I directed the Transports described in the Margin² to be purchased, and they were prepared by the ready Assistance of the chief Officers in the Ordnance Department, accordingly.

I thereupon nominated the Lieutenants James Watt, late of the *Roebuck*, and William Henry King O'Hara of the *Eagle*, to the Command of them by the Names of the *Sulphur* and *Volcano*; And I am to hope, from the Spirit with which that Service was undertaken by the two Officers, that the Lords Commissioners will see fit to confirm the Appointments.³ I am [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 310–11. Addressed below close: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o. 72./2 Aug^t 1778/Sandy Hook/Lord Visc^t Howe/(Duplicate)/Rx 25 Octr/Original not/come to hand."

1. That is, the French fleet under the command of Vice-amiral comte d'Estaing.

2. Notation in left margin: "*Albion*/Army Victualler/*Nancy*/—D^o—."

3. Watt was already a commander when he was assigned to *Sulphur*; for Howe had promoted him to that rank when he assigned him command of H.M. armed ship *Delaware* in Nov. 1777. See Howe to Stephens, 23 Nov., *NDAR* 10: 584. Howe called him lieutenant in this letter because that promotion had not yet been confirmed by the Lords of the Admiralty, who did so on 10 Feb. 1779. Watt's command of *Sulphur* was of short duration as he was medically invalided to England in Sept. 1778. See UKLPR, Adm. 1/489, fol. 91. O'Hara's promotion to commander was likewise approved on 10 Feb. 1779 and he too commanded his fire ship only a short time, leaving *Volcano* on 6 Oct. 1778. See UKLPR, Adm. 51/4385, p. 8b.

OFFICERS OF H.M. FRIGATE *MERMAID* TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS

M^r President

Sir

[Philadelphia] August 2nd. 1778.

We take the Liberty of desiring you to lay our Situation before Congress, & represent to them that we are at this Present confined in the Common Goal, where we have been since Tuesday last: M^r Bradford the Deputy Commissary of Prisoners,¹ has given Orders to the Goaler, that no Person is to be admitted to speak with us, & has given it as his Opinion, that all fresh Provision for our use exclusive of our Rations is superfluous, & what ought not to be purchased; at the same Time we beg them to peruse Governor Johnson of Maryland's Letter to the Board of War, which we flatter ourselves will be a sufficient Proof, of the Humanity, & good Treatment, which American Prisoners who fell into our Hands, ever received on Board the *Mermaid*²

As we had before our Arrival in Philadelphia, been on Parole from our first Landing, we should esteem a Renewal of it as an Indulgence, which we hope Congress will grant. We are [&c.]

Ja^s Hawker Captⁿ

Jn^o: Stoddart 1st. L^t

Tho^s: Dickinson 2 L^t

John C Peers Mⁿ

Watkin Tench L^t of Marines

Tho^s: Dawkins.- Purser

L, DNA, PCC, item 78, vol. 11, p. 313 (M247, reel 96). Addressed at foot of letter: "His Excellency Henry Laurens Esq^r/President of Congress." Docketed: "Capt Ja. Hawker/& Officers of *Mermaid*/M of W./2 Aug^t 1778/read the 3d/Offered 4th Ordered/to lie till called by the House./Ordered 27th. Aug^t/the Marine

Commee to/enlarge Cap' Hawker/on Parol—.”

1. Thomas Bradford.

2. The French fleet had forced H.M. frigate *Mermaid*, Capt. James Hawker, ashore in July. Gov. Thomas Johnson Jr.'s letter has not been found but in the resolution granting Hawker parole, it was noted that Hawker had treated American prisoners with “singular humanity and tenderness.” *JCC* 11: 840.

PETER JANUARY & CO. TO VICE PRESIDENT GEORGE BRYAN AND THE PENNSYLVANIA SUPREME
EXECUTIVE COUNCIL

To The Honorable George Bryan Esq^r Vice President and Council of the State of
Pennsylvania

The Petition of Peter January & Co^y

Humbly Sheweth

That Whereas the said Peter January & Co^y have fitted a Vessel¹ for the purpose
of Cruizing against the Enemies of the United States of America and cannot by any
Means whatever furnish themselves with Gun Powder,

We therefore pray Your Excellency would Order for us two quarter Casks of Gun
Powder²—

January & Co^y

Philad^a. 2^d. Aug^t. 1778

D, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed on
separate sheet: “1778 rec^d. Aug^t. 2^d. Petition/of Peter January and Co^y.”

1. Probably Schooner *Fly*, Capt. Micajah Smith, for which Peter January applied for a letter of marque
on 31 July 1778. *Fly* carried three guns. DNA, PCC, item 196, vol. 5, p. 55 (M247, roll 203).

2. It is not known if the Pennsylvania Executive Council provided the gunpowder.

GOVERNOR WILLIAM MATHEW BURT OF THE LEEWARD ISLANDS TO REAR ADMIRAL SAMUEL
BARRINGTON

Sir,

The detention of the Fleet so long in England & its so very late arrival in this
Part of the World, has been the means of some thousands of Hogsheads being still
detained which could not Possibly be sent by the August Convoy: this has induced the
Legislature of this Island to desire I would Convey to you their Joint application, if in
your power, to assist them with a Convoy in the Month of September there will also
be Sugars from Nevis & I am told from Montserrat & Antigua: I am very Sensible of
the Weakness of your Squadron & equally so that you will give every Protection and
assistance in your Power to the Commerce & Colonies under your Care. I am [&c.]

William Mathew Burt

S^t Christopher

August 2nd. 1778.

L, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers. Addressed at the foot: “Admiral
Barrington.” Notation: “recd. 14. Ansd. 15.” Barrington’s reply is below, at 15 Aug.

August 3

CAPTAIN SAMUEL SMEDLEY TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Boston August 3^d 1778Hon^d. Sir

I am to inform Your Excellency of the Ship *Defences* arrival into this Port, after a Cruise from Charlestown¹ of about four weeks not so successful as I could wish, but the Ship being so very foul (it being more than eight months since she was cleaned) obliged me to come into Port—The Authority of Charlestown would not permit me to lay my Ship on Shore, but obliged me to perform quarantine at the Harbours mouth, on account of my having had the Smallpox on board during the Cruize. They would not suffer the Ship to go up to Charlestown notwithstanding the repeated promises I had of being permitted every week—Could I have gone up to Charlestown, the Ship might have been compleatly fitted for the Sea, which was my entire view in going into that place: But after waiting week after week without any prospect of being in the end suffered to go on with cleaning my Ship, I was obliged to put the Ship into the best condition my bad situation would allow, and proceed to Sea—After this was done I received intelligence from the Governor of there being three Privateers cruising on the Coast, which greatly annoyed them- with his desire that I would proceed immediately after that; which I accordingly did, and had the fortune to fall in with them, two of which I soon captured—the other made off while they were securing the Prisoners on board—The next day I got safe with them into Charlestown with a large Bermudian Sloop of twelve Guns and 72 men, and a Sloop of eight Guns & 36 men—² The Prisoners I delivered to authority—The Vessels I delivered to M^r. Rose, who will transmit to your Excellency a particular account of the whole—My Clerk, M^r. Wasson will be able to answer any particular enquiries Your Excellency pleases to make—My Peoples times are out. They will expect their wages and discharge. I wait Your Excellencys Orders about the Ship—³ which I am ever happy to obey—I am [&c.]

Sam^l. Smedley

M^r. Wasson will deliver into your hands the Commissions of the two Prize Sloops—

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 42–43.

1. Capt. Samuel Smedley commanded the Connecticut Navy ship *Defence*, which had lately been on a cruise from Charleston, South Carolina.

2. On the capture of the privateers *Tony's Revenge* and *Ranger*, see the account in *The Gazette, of the State of South-Carolina*, 24 June, above.

3. Trumbull replied on 6 Aug., below.

BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, AUGUST 3, 1778

We have an Account by a Gentleman just arrived from the Eastward, that on the 23d of last Month the *Gage* Sloop of 14 Guns, (late belonging to Dr. Gardner of Kennebec)¹ commanded by Charles Callahan,² and the Sloop *How*,³ commanded by ———— Allen, both fitted out at Halifax, came into Cramberry Islands,⁴ and there got Intelligence that a Number of Officers who lately escaped from Halifax had been there, and they supposed had gone to Naskeag;⁵ the sloops went there and demanded

these Men; but were informed by the Militia Officer who commands there, that they were not there; that had they been, they should not have them: On which they fired from the Sloops, & landed between 40 and 50 Men, and were opposed by seven only, who were fortunate enough to kill one, and wound three very dangerously.—— Before they left Naskeag, they burned 6 Houses and 6 Barns, and kill'd and carried off between 16 & 20 Head of Cattle. The next Day they went to Robenson's Island,⁶ from whence they took some Sheep. They then proceeded up Aggamoggen Reach,⁷ took a Number of Fishermen and 3 Sloops, loaded at Penobscot, and carried them with them to the Eastward on the 24th in the Evening after releasing all the Fishermen.

1. That is, Silvester Gardiner, a Loyalist who fled the area when the British evacuated Boston in 1776.

2. That is, Nova Scotia Provincial armed sloop *Gage*, Capt. Charles Callaghan, commanding.

3. That is, Nova Scotia Provincial armed sloop *Howe*.

4. That is, Cranberry Islands.

5. That is, Naskeag Point, Maine.

6. Possibly, Robinson Point, on Isle au Haut, Maine.

7. Eggemoggin Reach, Maine. All of the locations mentioned are in Penobscot Bay.

MAJOR GENERAL JOHN SULLIVAN TO MAJOR GENERAL WILLIAM HEATH

Head Quarters Providence 3rd August 1778

My Dear Sir—Some time since I wrote you that I should need no more Rice forwarded—but finding the french fleet in need of it I wish you to forward immediately to Providence as much as you can possibly Spare.¹

Sullivan Papers 2: 168. Addressed: "Honl Maj' Genl Heath Boston—"; notation: "(on public service)."

1. See Sullivan to Heath, 25 July, and Heath to Sullivan, 25 July, *Sullivan Papers* 2: 115–16 and 117–18.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

Monday August 3 Day 1778—

[*Newport Harbor, R.I.*]

thick Weather all Day at anchor and at Night Eight of us Set out for to Go to Work on the Wrack of the *King fisher*¹ that had Bin Burnt a few Days Before— But We unluckely Sank our Boat and one of our Negro fellow Was Drownnd. We Got our Boat a Gain and Baild her out and Returnd on Board the Sloop A Gain So End this 24 howers.

D, CtMyMHi. It is not certain what position Palmer held on *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. H.M. ship-rigged sloop-of-war *Kingsfisher*. For its destruction, see Diary of Captain Frederick Mackenzie, 30 July, above.

LIEUTENANT DE VAISSEAU DE SAINT-COSME-SAINTE-EULALIE TO VICE-AMIRAL COMTE D'ESTAING

[Extract]

Monsieur,

....

permettes moi de vous rendre comte mon general des motifs qui mont engagé a garder la position ou je suis. mouillé environ trois mille dans la riviere *Ialcmene*¹ a quelques cables dans le sud, le brig² au milieu je me suis cru a portée dintercepter tout

ce qui pouroit entrer pendant le jour. La nuit la chaloupe de *lalcmene* va en avance du cote de lembouchure, et la mienne remonte restant cependant a portée de se rallier a la moindre alerte. plusieurs bateaux americains courent le long des deux cotes, et je suis convenu avec le general cornell³ des signaux pour quils ne puissent nous inquieter ni etre inquietes par nous. je suis ici très a portée d'observer la seul camp que les anglais ayent sur cette cote, tres a portée des deux petites fontaines, et du bois qui est tout a fait sur le rivage dailleurs ne connaissant point lendroit ou lon projette la descente jai cru inquieter les anglais pour le haut et pour le bas de la riviere mais il me semble quils sen occupent très peu, et il me parait aussi quil seroit difficile quils ses precautionassent partout ou le terrain se preste dun débarquement fause des embarcadaires au des plages très commodes puisqu'on ne restent point la mer, un terrain très a decouvert point dominè ou du moins de très loin, quelques petites colines sur le bord de la mer avec des plages a coté ce qui donnerait la facilite destablir une fregate de chaque cote et les bateaux pouroient se tenir prest a labri de la coline a se jetter a terre. les fregates peuvent saprocher, a moins de deux cables—voila mon general bien de facilite anxieux dun officier de marine je ne scai ce quen pensera le general sullivan⁴—je me conformerai a ses indications selon vos ordres jai lhonneur detre [&c.]

St. Cosme

a bord de *laimable*

la siconnett passage le 3 aoust 1778

[Translation]

Sir,

. . . .

Permit me to report to you, My General, the reasons that have engaged me to keep the position I am in. Anchored about three miles up the river, the *Alcmène*¹ several cables to the south, the brig² in the middle, I believe myself in range to intercept everything that may enter during the day. At night, the *Alcmène's* boat goes ahead alongside the mouth, and mine goes up, remaining, however, within range of rejoining at the least alert. Several American boats run along the two shores, and I have arranged with General Cornell³ signals so that they cannot disturb us nor be disturbed by us. I am here well within range to observe the only camp that the enemy has on this side, and well within range of two small springs and of the woods that are completely up to the shore, besides not knowing at all the place where the landing is intended, I had thought to disturb the enemy above and below the river but it seems to me that they are very little worried about it, and it also appears to me that it would be very difficult for them to take precautions everywhere where the ground is ready for a false landing of troops on the very commodious beaches, since one does not stay at sea, a ground very exposed, not at all dominated or at the least from very far, a few small hills on the verge of the sea with some beaches alongside, which facilitate establishing a frigate on each side and the boats can take station under the shelter of the hill to run ashore. The frigates can approach at least to two cable lengths. There now, My General, is plenty of a naval officer's anxious indulgence. I do not know what Gen. Sullivan⁴ will think of it; I shall conform myself to his suggestions, according to your orders. . . . I have the honor to be [&c.]

St. Cosme

On board the *Aimable*

The Siconnet Passage, 3 August 1778

L, FrPNA, Marine B¹, vol. 144, fols. 444–45.

1. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

2. Captured H.M. armed brigantine *Stanley* commanded by officier auxiliaire Boulouvard de Barentin.

3. Brig. Gen. Ezekiel Cornell, Rhode Island Militia.

4. Maj. Gen. John Sullivan, Continental Army.

MAJOR GENERAL SIR ROBERT PIGOT TO GENERAL SIR HENRY CLINTON

Copy.
Sir

Newport 3^d August 1778.

Last night & the Night before I had the honor of writing to you, and acquainted Your Excellency with the Situation we were in, and what we could learn of that of the Rebels and the French.¹ I hope one or other of those Accounts You have received. This morning I had the pleasure of Your Excellency's Letter of the 29th- and an hour afterwards arrived a Naval Officer from Lord Howe with Dispatches.² Since I wrote Yesterday, Two Armed Brigs have arrived in the Seconnet along side the French Frigates, full of men; the Officers could not tell whether they were Rebels or French, Soldiers or Sailors. The Brigs continue with the Frigates, but the Men are either put on board the Frigates or landed; Yesterday and today a great number of small Vessels & Two Ships supposed to be rebel Frigates, went up the Narraganset Passage from Sea towards Providence, supposed to be full of Men, but they were at too great a distance to discover any thing particular. About two Hundred French Marines were seen today ashore on Conanicut, and a number of Men about the Dumplins. It is thought to be a working party. We shall make the Signal You desire on the high ground near the place You desire. and if in my power will execute the rest You recommend. If the French Fleet comes into the Harbour, the Seconnet passage will be open. We are making a Redoubt to secure the Gorge from Brenton's Neck, shou'd a landing be made there. In my last I told you that the People I had made Prisoners acquainted me that the Rebels would be ready by Wednesday or thursday at farthest. That three different landings were intended: From Bristol, from the Seconnet, and from the Fleet & Shore at the South End or in the Harbour. We are preparing against every event.³ All the Cattle and Teams are drove in.⁴ The Out Posts will continue till the last moment, & have Orders not to retreat till the Fleet enter the Harbour or a landing is attempted. We will make our Front as strong as we can. Should they raise Batteries against us, it will take time; if they make a sudden Attack, I hope we shall defend ourselves well. The Troops are healthy and in good Spirits, shall have all the Encouragement I can give them to maintain their Ground to the last. We have secured most of our provisions & Ammunition; and I don't know that any thing is wanting. Three Frigates are gone to the North End of the Island.⁵ I don't think the French will venture after them least they may want their Assistance when absent. I have the honour to be [&c.]

Sign'd. R^t Pigot.

L, MiU-C, Sir Henry Clinton Papers. Addressed at foot of first page: "His Excellency Sir Henry Clinton." Docketed: "From Major Gen^l Sir Rob^t Pigot/to/General Sir Henry Clinton/Newport 3^d. August 1778."

1. Extracts of Pigot to Clinton on both 1 Aug. 1778 and 2 Aug. 1778 are found as enclosures in his letter of 11 Aug. 1778 to Lord George Germain; UKLPR, C.O. 5/96, fols. 77–80.

2. See Captain John Brisbane to Vice Admiral Viscount Howe, this date, below.

3. Frederick Mackenzie reported similar rumours about the intended landing sites. He also noted

that “troops stationed in Newport . . . are constantly employed in making Abbattis round all the Redoubts, in clearing away all obstructions in front of them, and in removing Stores of different kinds to places of security.” Mackenzie, *Diary* 2: 326.

4. Pigot later wrote that he “ordered all the cattle on the island to be drove within our lines, leaving only one cow with each family.” Pigot to Clinton, 31 Aug. 1778, Davies, *Documents of the American Revolution* XV: 189.

5. That is, Aquidneck (Rhode) Island. The three frigates “gone to the North End” were H.M. frigate *Cerberus*, Capt. John Symons, H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Orpheus*, Capt. Charles Hudson. See Captain John Brisbane to Vice Admiral Viscount Howe, this date, below.

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Copy.
My Lord,

Flora Newport
August 3^d. 1778.

I have just now the Honor of both Your Lordship’s Letters of the 29th. & 30th. July by Mess^{rs}. Furnival and Jann,¹ who arrived within two Hours of each other; and beg leave to acquaint you the Force under my direction has been employed, from time to time, as the General² has desired; and was drawn into the Inner Harbor except the *Cerberus*, who was lying between Pest Island and the Blue Rocks to stop that Passage:³ But on receiving your Lordship’s Dispatches, they have proceeded up the Middle Channel again: The *Lark* off Arnold’s point; The *Orpheus* off Dyer’s Island, the *Cerberus* below it; agreeable to the General’s desire.⁴

As to the time the Garrison may be able to sustain the Attempts of the Enemy; Is, the General says, very uncertain, and depends upon the Numbers they throw in— With respect to the nature of their hostile Operations; There are two Ships of the Line up the Naraganset Passage; Two Frigates, a large Brig and two Sloops in the Seconnet;⁵ The rest consisting of Ten Sail of the Line and one Frigate are still at Anchor without any form, between Churche’s Point, (which forms the West Side of Easton’s Beach) and Brenton’s Reef, the Southmost at about 5 Miles Distance from the Island; The other Frigate is supposed to be Cruizing off Montock Point.

This Morning I caused five Transports to [be] sunk in the passage between Goat Island, and the Blue Rocks, to prevent the Approach of the Enemy too near the North Battery, so as to attack it with Advantage. And Five more Transports are proceeding out, in order to be sunk between Goat Island and Rose Island for the same Purpose.⁶

The moment I am convinced your Lordship is off; I will use every possible means to get a Boat with an Officer to You.

Mess^{rs}. Furnival and Jann were both chased by the small Vessels; the former escaped and got his Sloop safe in; the latter ran on Shore on Easton’s Beach.

I think it proper to acquaint Your Lordship the following is the Signal settled between Gen[eral] Clinton and General Pigot.

If an English Fleet appears off; the Enemy being in the Port, You are to hoist an English Red Ensign on Beaver’s Tail, if not in possession of that Ground, on Castle point.

I have dispatched this by M^r. Jann in a Whale-Boat to your Lordship. I have the Honor [&c.]

J: Brisbane

It is impossible at present, the Winds hanging so much to the Southward, for a Sailing Vessel to get out; & the Mouth of the Harbour so Vigilantly guarded: but should there be any opportunity, I shall embrace it, and dispatch Furnival.

J: B:

Copy, UKLPR, Adm. 1/488, fols. 328–29. Notation at the foot of the first page: “The Viscount Howe &c. &c.” Docketed on separate sheet: “Copy of a Letter from/Captain Brisbane to the/Viscount Howe./dated 3^d. August 1778./N^o. 5.” On the same page in a different hand: “In Lord Howes N^o. 73.” Packet no. 73 was Howe’s letter to Secretary of the Admiralty Philip Stephens, 17 Aug., (UKLPR, Adm. 1/488, fols. 314–18).

1. Howe’s letters to Brisbane have not been found. “Mr. Furnival” was Lt. William Furnival; “Mr. Jann” has not been identified.

2. Maj. Gen. Sir Robert Pigot, British Army commander on Aquidneck Island.

3. H.M. frigate *Cerberus*, Capt. John Symons.

4. H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Orpheus*, Capt. Charles Hudson.

5. The French ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d’Albert de Rions, patrolled the Narragansett Passage; the French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Currières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, accompanied by the captured H.M. armed brigantine *Stanley*, patrolled the Sakonnet Passage. The sloops remain unidentified.

6. The exact number of transports sunk remains unknown. British, American, and French sources generally place the number at 10 or 11. The *Boston-Gazette* reported on 17 Aug. that the British had sunk 11 transports. Besides the number of transports sunk this day, another set was sunk on 8 Aug. A modern list compiled from various British records enumerates the following twelve transports thought to have been sunk by the British in Newport in August 1778: *Betty*, Master Thos. Long; *Bristol*, Master William McArthur; *Britannia*, Master J. Trousdale; *Earl of Oxford*, Master Jas. Johnson; *Good Intent*, Master Jn. Harrison; *Grand Duke of Russia*, Master John Holman; *Lord Sandwich*, Master Jn. Blanchard; *Malaga*, Master Wm. Chien; *Peggy*, *Rachel and Mary*, Master Fran. Rowbotham; *Susanna*, Master Thos. Spencer; and, *Union*, Master Bryson. See “List of Transports at Rhode Island, Under the Direction of Lt Knowles,” UKLPR, Adm. 49/5; Kieran Hosty and Paul Hundley, “Preliminary Report on the Australian National Maritime Museum’s Participation in the Rhode Island Maritime Archaeology Project Search for HMB *Endeavour* August 2001,” p. 10; D. K. Abbass, *Naval History and the Submerged Cultural Resources of Rhode Island: Volume II: Appendices, Bibliography, List of Figures* (Newport, RI: Rhode Island Marine Archaeology Project and the Foundation for the Preservation of Captain Cook’s Ships, 2000), p. 666; D.K. Abbass, *Rhode Island in the Revolution: Big Happenings in the Smallest Colony: Part II: The Ships Lost in Rhode Island* (Newport, RI: Rhode Island Marine Archaeology Project, 2007), facing p. 292 and pp. 295–336.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

[Aug^t]

[Near Rose Island]

Mond^y 3

at 6 AM an Express arriv’d from N York.¹ the Enemies Ships as before—Row’d Guard—
Cloudy Wea^r & fresh Winds *Lark*² & *Orpheus*³ ret^d to their former Stations. *Pigot* Galley⁴ followed Emp^d Landing Stores Enemies Ships as before

D, UKLPR, Adm. 51/360, fol. 164.

1. See Capt. John Brisbane to Vice Admiral Viscount Howe, 3 Aug., immediately above, and Diary of Capt. Frederick Mackenzie, 3 Aug., below.

2. H.M. frigate *Lark*, Capt. Richard Smith.

3. H.M. frigate *Orpheus*, Capt. Charles Hudson.

4. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

[Aug^t 1778][At Single Anchor in the Inner Harbour Newport R^d. Island]

Monday 3

AM Emp^d. getting our Provision onshore spare Sails Spars &c &c
&c at Noon rec^d Orders to take all on board again, & prepare for

returning to our former Station. Emp^d. getting onb^d. our provision
Sails spars &c &c. Sailed up the River His Maj^s Ship *Lark*¹
d^o.

First p^t. Moderate & fair Middle & Latter Foggy, got on board all the
Provision. Emp^d. Stowing it away, at 2 PM sail'd hence His Majestys
Ship *Orpheus*² up the river

D, UKLPR, Adm. 51/181.

1. H.M. frigate *Lark*, Capt. Richard Smith.
2. H.M. frigate *Orpheus*, Capt. Charles Hudson.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

[near Goat Island, R.I.]

Mond^y. 3

First part d^o. W^r. [Fresh Breezes & hazy] Remainder Mod. & Foggy
W^r. PM sent a midshipman & twenty men to the Fort on Goat Island
6 onboard the *Flora*¹ & 4 to the Hosp^l.

D, UKLPR, Adm. 51/336.

1. H.M. frigate *Flora*, Capt. John Brisbane.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, R.I.]

3rd Aug^t [1778]

Two small tenders arrived at 4 this Morning from New York with dispatches from Lord Howe, and Sir Henry Clinton, dated 30th & 31st July. One of the Tenders ran through the French fleet and got safe into the harbour; the other also ran through them, but was fired at and chaced, which obliged the Officer Commanding her, to run her on shore near Castle-hill, Brenton's neck, from whence he got safe to Newport with the letters.¹ It appears by these dispatches, that Lord Howe, having been joined by The *Cornwall* of 74 Guns, one of Admiral Byron's fleet, and by The *Raisnable* and *Centurion* from Halifax, thinks himself of sufficient force to attack the French fleet, whose situation off this Island he is perfectly informed of;² and therefore he and General Clinton assure General Pigot of immediate assistance. The Officers who came from New York say, that Lord Howe's fleet was warping out from Sandy hook on the 31st July; and as it is supposed they all got out, and were under sail yesterday Evening, we may soon expect to see them in the Offing.³ This intelligence has given us all fresh spirits, and we are now in expectation of seeing the French fleet beaten, and the hopes of the Rebels destroyed.

The French sent in some boats in order to destroy the dispatch vessel which was run ashore, but the people on board her, waiting 'till they came near, gave them a Volley of small arms, and some Swivels, which obliged them to sheer off with some loss.

At 8 this morning, the small vessels which anchored yesterday near the French ships in the Narraganset, got under way, and stood up behind Prudence, and by Warwick point into Providence River, where they arrived and anchored about 2. They consist of two Ships, two Brigs, a Schooner, and two large sloops. The ships appear to

be of some force, and probably are Privateers, with some prizes they have lately taken.

Several small Sloops have been observed yesterday and this day, going from Bristol and Warren towards Providence.

In consequence of the accounts received this morning, and the probability there is, that the French ships in the Narraganset, will go out the first fair wind, and join their Fleet; it has been determined that The Frigates which had gone towards the Town, should resume their Stations on the West side of this Island, in order to cut off the Communication between the Narraganset shore, and Bristol, as well as to protect the West side from the attempts of Privateers & small parties; and also to shew the Rebels that they still have something to apprehend from our ships, notwithstanding the situation of the French Fleet. In pursuance of these orders, The *Lark*, *Orpheus*, & *Cerberus*, with the *Pigot* Galley came up from Newport, and anchored on the W. side; The *Lark* and *Pigot* off Freeborn's Creek; The *Orpheus* above, and The *Cerberus* below Dyer's Island.⁴ . . .

Mackenzie, *Diary* 2: 327–28. Three paragraphs regarding British troops movements omitted.

1. For more on the arrival of these officers with letters, see Brisbane to Howe, this date, above.

2. H.M.S. *Cornwall*, Capt. Timothy Edwards, commanding, H.M.S. *Raisnable*, Capt. Thomas Fitzherbert, commanding, and H.M.S. *Centurion*, Capt. Richard Braithwaite, commanding. As seen in his letter to Philip Stephens of 17 Aug., even with these additions Viscount Howe did not believe his squadron was as powerful as that of comte d'Estaing; UKLPR, Adm. 1/488, fols. 314–18.

3. Howe's squadron did not sail from Sandy Hook, New Jersey, until 6 Aug. Ibid.

4. For more on the relocation of these vessels, see Brisbane to Howe, this date, above. The vessels and captains are: H.M. frigate *Lark*, Capt. Richard Smith; H.M. frigate *Orpheus*, Capt. Charles Hudson; H.M. frigate *Cerberus*, Capt. John Symons; and, H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope.

THOMAS LLOYD HALSEY TO VICE-AMIRAL COMTE D'ESTAING

South Kingston Aug^t 3. 1778

Sir

I have now the Honour to address you Relative to the Necessary Supplies of your Squadron. The Sick demands my First attention, & have as yet amply Supplied them.

It is with the greatest Concern that I could not Furnish your Excellency with Such Necessaries as you must have had need of: However Shalt with the greatest diligence endeavour that your Excellency be Supplied with what you may want for your Family: Your Fleet in general to day has been well Supplied with Fresh Provisions: but not much Vegetables, as it is very Scarce at this Season for Want of Rain & the Hospital having much need obliges me to send it thither.—

I have Sent forward to Major General Sullivan the Lemmons & Pine Apples your Excellency Sent ashore for him;¹ also the Letters for him & his Excellency General Washington.—²

I have wrote & Sent Six Letters to Providence for Bread & Rice but as yet have Received none, hope to have some very Shortly—

Your Excellency may depend that I shall do Every thing on my Part for the Good of the Service and your Excellencys Pleasure. I am [&c.]

Thomas Lloyd Halsey Com

P.S. I speak & write French.

Copy, FrPNA, Marine B¹, vol. 146, fol. 333. The addressee is not given, but presumed to be Vice-amiral comte d'Estaing.

1. On the pineapples and lemons, see d'Estaing to Maj. Gen. John Sullivan, this date, below.

2. Likely d'Estaing's letter of 3 Aug. to Gen. George Washington and his two letters of 3 Aug. to Maj. Gen. John Sullivan, all below.

VICE-AMIRAL COMTE D'ESTAING TO GENERAL GEORGE WASHINGTON

En mer le 3 aout 1778.

Monsieur

Il est Bien difficile de se Consoler des obstacles aussi multipliés qu'insurmontables qui mont arrêté a Sandy-hook. L'importance de new-york le Bonheur de Combattre La flotte Anglaise, et L'extreme satisfaction d'agir directement avec Vous me fesaient desirer avec la plus Grande ardeur la possibilité de passer. J'ai offert trop inutilement dans L'assemblée de Vos pilotes pratiques, une recompense de cinquante mille ecus a celui qui nous a trouverait assés d'eau. Ce n'est quen agissant que mes regrets peuvent diminues, et nous ne fesons Rien Encore; votre prevoyance, et vos ordres ont Cependant prevenu les besoins, et Rendu les Retards moins longs; le renfort que vous Envoyés si a propos, dont a ce qu'on dit arrives ce soir,¹ et ce sera très assurément du parte que Vous avez si sagement, et si promptement pris que dependra le succès.

Monsieur le General Sullivan ma fait l'honneur de me venir Voir, et de me communiquer ses vûes, je le seconderai de tout mon pouvoir. il est rempli de cet Esprit d'activité et de Combinaison, que vous inspirés a tous Ceux qui ont servi sous Vos ordres;² Je le crois aussi persuadé que nous le sommes de la nécessité d'agir, les Retranchemens que l'on peut voir de dessus Cononikut sacroissent Chaque jour. ils sont nombreux. le tems quil y a que je suis a la mer, commence à me faire perdre Beaucoup d'hommes par le Scorbut. l'extreme difficulté de faire de Leau a Shrewsbury³ et la lenteur avec laquelle on en Rassemble ici de differens endroits, m'ont forcé de nous Retranches l'eau depuis Longtems. Les officiers et les equipages supportent avec courage et patience cette terrible privation ; et nous avons acquis une vertu qu'on nous Refusait, la perseverance. nous la devons surement a l'espoir flatteur d'être utiles a des alliés que nôtre Gout national s'était donné de lui-même, avant que les ordres du Rois ne Leussent prescrit.

Messieurs vos officiers Generaux saquiteront mieux que moy du devoir de vous Rendre compte de l'etat Certain des preparatifs, et de la petite Brullure de trois Batimens Anglais qui Gardaient le Chenal de L'Est.⁴ Je me bornerai monsieur a vous Repeter, ce que je ne puis pas Bien vous dépeindre, c'est le Zele, et les soins infiniment utiles que se donne Monsieur le Lieutenant Colonel Laurens. il court des vingt quatre heures Entiers de suite pour nous procurer des adoucissements; et ensuite il Reste a bord pendant des jours tres longs, avec toute la patience d'un antique marin. nous lui Devons d'avoir un hopital etabli a terre, et d'être débarassé do nos prisoniers, ce qui dans notre situation forme deux articles importans.⁵

Je desire fort que l'expedition actuelle soit promptement terminée, pour m'occuper des moyens de purger le sound des Batimens anglais qui en gênent la navigation. J'ai reçu Monsieur le Colonel Sears avec toute La Consideration, et toute la Confiance que meritent Aux que Vous Voulés Bien m'envoyer, et lorsqu'il En sera tems Je le consulterai avec le plus grand Empressement.⁶

Agrées l'hommage de l'attachement, et du Respect, avec lesquels Jay l'honneur d'être [&c.]

Estaing

P.S.

Depuis ma lettre Ecrite, Je recois, Monsieur, celle que Vous avés la Bonté de m'adresser le 26 de Juillet, par Monsieur le major General Green. Je Vais aller le Chercher a terre, pour qu'il ne perde pas des instans bien pretieux. la Reputation de cet officier Général, fesoit souhaiter son arivée. son influence sur ses Compatriotes, et la connaissance des lieux, le Rendra Redoutable pour nos ennemis Communs; vous savés devenir tout Ce que nous faut, et la connaissance, et Lemploy des hommes propres a la chose, est d'après ce que je vois une des qualités qui composent un caractere aussi illustre que le Vôtre: c'est peutêtre la partie la plus importante de celui d'un grand Général.⁷

[Contemporary Translation]

At sea the 3. of August 1778.

It is difficult to console ones self for the obstacles as numerous as insurmountable which stopped me at Sandy-Hook. The importance of New York, the happiness of fighting the English fleet and the extreme satisfaction of acting directly with you made me desire with the greatest ardor the possibility of entring. I offered, to too little purpose, in an Assembly of your experienced pilots a recompense of fifty thousand crowns, to him who should find us a sufficiency of water. Tis only by action, that my regret can be diminished, and as yet we do nothing—your foresight and your orders have nevertheless, anticipated my wants and rendered my delays less long. The reinforcement you have so properly sent, will, as I am informed, arrive this evening;¹ and it will most assuredly be on the part you have so wisely and expeditiously taken, that our success will depend.

General Sullivan has done me the honor to come and see me and to communicate his views; I will second them with all my power. He is full of that spirit of activity and combination with which you inspire all those who have served under your orders—² I believe him as fully persuaded as I am of the necessity of acting. The intrenchments that are visible above Conanicut increase dayly; they are numerous. The time I have been at sea begins to make me lose a number of men with the scurvy. The extreme difficulty of procuring water at Shrewsbury,³ and the tardiness with which it is collected here from different places, have long since obliged me to retrench our allowance. The officers and men support this terrible privation with courage and patience; and we have acquired a virtue which has been hitherto refused us—the virtue of perseverance. We doub[t]less owe it to the flattering hope of being useful to allies whom our national taste had itself given us, before the orders of the king had prescribed it.

The Gentlemen, your Generals, will acquit themselves better than I, of the duty, of rendering you an account of the certain state of the preparations going on, and of the small burning of three English vessels, which guarded the Eastern channel.⁴ I will confine myself to repeating to you what I cannot well describe,—the zeal and the infinite pains of Lieutenant Colonel Laurens. He is on the wing the four and twenty hours round, to procure us refreshments; and when this is done, remains on board during very long days, with all the patience of an old sailor. We are indebted to him for a hospital established on shore and for disembarassing us of our prisoners; which in our situation form two important articles.⁵

I desire much that the present expedition may be speedily terminated, to give me leisure to employ myself with purging the Sound of the English Vessels which now infest the navigation. I have received Col: Sears, with all the consideration and all the

confidence, which those merit, whom you are pleased to send me, and when it shall be time for it, I will consult him with the greatest eagerness⁶

Accept the homage of the attachment & respect with which I have the honor to be—Sir—

P.S: Since writing my letter, I received that which you had the goodness to address me the 26 of July, by Major General Greene—I am going to look for him on shore, that he may not lose any of the present precious moments. The reputation of this General Officer made his arrival to be wished. His influence on his countrymen and his knowledge of the country will render him formidable to our common enemy. You know how to divine whatever we stand in need of; and from what I have seen, the discerning and employing men proper to the business in hand, seem to be one of the qualities which compose the illustrious character you bear.- This is perhaps the most important part of the Great General.⁷

L, with Contemporary Translation, DLC, George Washington Papers, Series 4. Addressed at foot of first page: "Son Excellence Monsieur le General Washington Commandant En chef des/armées Des etats unis de L'amérique."

1. Washington had sent a contingent of 2,500 men from the main army at White Plains, New York, to reinforce the American invasion force. To expedite the march they divided into two divisions with one taking a route along the coast while the other went via a more inland route. By 2 Aug., both divisions arrived at the outskirts of Providence, Rhode Island, but remained there until ordered to march to Tiverton, Rhode Island, the staging area for the invasion, on 6 Aug. McBurney, *R.I. Campaign*, p. 102.

2. Sullivan had sent d'Estaing a preliminary plan of operations in a letter, Maj. Gen. John Sullivan to Vice-amiral comte d'Estaing, 25 July, above.

3. Shrewsbury River in New Jersey was where the French fleet obtained water while anchored off Sandy Hook. The fleet obtained water in the vicinity of Providence while anchored off Newport. Lt. Col. John Laurens to Gen. Washington, 4 Aug., below.

4. On the burning of these vessels, see Diary of Captain Frederick Mackenzie, entry of 30 July, above.

5. In a letter to Washington, Laurens wrote: "The Admiral [d'Estaing] disembarrassed his Squadron of the Sick—prisoners & prizes. The Two last are ordered to providence. The Sick are in Houses near the North & South ferry, up the West passage." Lt. Col. John Laurens to Gen. George Washington, 4 Aug. 1778, below. Those ferries were on the mainland opposite Conanicut I., slightly north and south of Dutch Island, which is located in the West Channel between Conanicut I. and the mainland.

6. Col. Isaac Sears; see Washington to d'Estaing, 26 July, above.

7. On 26 July, Washington dispatched Maj. Gen. Nathanael Greene, Quartermaster General of the Army who still retained his rank in the line and served as a battlefield commander, to help command the American invasion force. Greene was a native Rhode Islander. Washington to d'Estaing, first letter of 26 July, *GW Papers, Rev. War Series* 16: 172.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

En mer le 3 Aout 1778.

Monsieur

La lettre que Votre Excellence m'a fait l'honneur de m'ecrire, ma été remise,¹ et j'ai appris avec grand plaisir la prochaine arrivée du detachment de L'armée. il faut, à la Guerre, être préparé a tout evenement, et soit qu'il ne Vienne point de Renfort deurope à nos Ennemies, ou qu'il leur en arrive, je tacherai detre le plus utile qu'il me sera possible à La cause Commune. chaque instant passé sans que j'agisse, est un mal de moins pour les Anglais, et malheureusement lorsque le sejour de la mer se prolonge à un certain point, les derniers têmes multiplient Les scorbutiques au point qu'un long Repos devient malheureusement indispensable.

Vos ordres, Monsieur, la facon dont ils sont Executés et Lactive surveillance de

M^r Le Lieutenant Colonel Laurens ont déjà produit un hopital, et la reception de nos prisonniers.² nous attendons avec confiance les autres objets que Vous daignés m'anoncer; malheureusement le difficultés de faire De Leau ne s'aplanissent pas, et Les legumes manquent absolument.

Les fregattes De L'est executeront ponctuellement vos ordres;³ Je vous supplie de Les leur faire passer assés a têmes pour qu'aucun obstacle maritime ne puisse suspendre ou retarder les mouvemens que vous leurs prescires: la mer exige qu'on y commence ses operations avant le moment designé, parceque les vents les plus Reglés manquent quelquefois de parole.

Je ne suis point, Monsieur Louangeur Sur mon metier, et Je vous assure que les applaudissemens que J'ai donné a vôtre plan Mont été dictés par la Verité; les observations que vous me permittés de vous faire me seront inspirés par le desir de contribuer a votre gloire et au succès de la Cause commune, J'ai l'honneur detre [&c.]

Estaing

[Translation]

At sea 3 August 1778.

Sir

The letter your Excellency did me the honor of writing me has been delivered,¹ and I have learned with great pleasure of the next arrival of the detachment of the army; one must, in war, be prepared for every event; And let it be that no reinforcement at all comes from Europe to our Enemies or that they do arrive for them, I shall try to be the most useful that I can possibly be, to the common cause. Every instant that passes without my acting is a lesser evil for the English; And unhappily when the sojourn at sea was prolonged to a certain point, the excessive time multiplied the Scurvy, to the point that a long rest becomes unhappily indispensable.

Your orders, Sir, the manner in which they are executed and the active supervision of M. the Lieutenant-Colonel Laurens, have already produced a hospital and the reception of our prisoners.² We await with confidence the other objects that you deign to announce to me. Unhappily, the difficulties of watering have not been removed and vegetables are completely lacking.

The frigates in the east will punctually execute your orders.³ I beg you to send them to them in sufficient time so that no maritime obstacle can suspend or retard the movements that you prescribe to them. The sea Requires that one begin operations in it before the designated moment, because the most regular winds sometimes fail to keep their word.

I am not at all, Sir, a flatterer in my profession and I assure you that the applause that I have given to your plan has been dictated to me by the truth. The observations that you permit me to make to you will be inspired by the desire of contributing to your glory and to the Success of the common cause. I have the honor to be [&c]

Estaing

L, NHHi, Gen. John Sullivan Papers. Addressed at foot: "to the honorable Major General Sullivan."

1. Probably Sullivan's letter to d'Estaing of the previous day in which Sullivan discussed the possibility of British reinforcements arriving. See Major General John Sullivan to Vice-amiral comte d'Estaing, 2 Aug., above.

2. Lt. Col. John Laurens, Continental Army.

3. *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau, Chevalier de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénédict-Mériadec, comte de

Bonneval Ruffo.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

En mer le 3. aout 1778.

Monsieur

L'arrivée de Monsieur Le major Général Green¹ Est daprés ceque J'en ai Entendu dire; un secours Important; vous êtes fait plus que personne pour savoir qu'un excellent officier Général deplus vaut souvent mieux que plusieurs Bataillons; Je vais aller à terre, pour eviter à Le Monsieur Major General Green; une visite fatigante et la perte D'un tems precieux.

L'Esperance que votre Excellence me donne d'être bientôt dans le Cas heureux, et necessaire de me designer un jour prochain; est infiniment Consolante. Monsieur Le major Fleury,² et peutêtre M. Le Lieutenant Colonel Laurens³ projettent Je crois D'aller incessamment recevoir vos derniers instructions pour me les Communiquer par escrit, avec tout Le detail dont le papier peut etre susceptible; Je crains, que vous nayés oublié sur ma table un plan que J'ai Linfidelité de gardée parcequ'une chose faite pour vous même, est trop precieuse a conserver pour s'en de saisir aisement; mais Comme Je ne Veux pas Me rendre tout a fait coupable, et que Vous pourais en avoir Besoin; Je vous en Renvoye une Copie. J'ai l'honneur d'être [&c.]

Estaing

PS.

Je vous supplie, Monsieur, d'avoir la bonté d'accepter quelques annanas, et deux barils de Citrons frais que Monsieur Le colonel Wall a bien voulu se charger de vous faire parvenir le plutôt possible⁴

[Translation]

At sea 3 August 1778.

Sir, the arrival of M. the Major General Green¹ is, according to what I have understood said of him, an Important aid. You have done more than anyone to make known what an Excellent general officer [*he is*] besides, worth often more than several battalions. I am going ashore in order to save the Monsieur Major General Green a fatiguing visit and the loss of precious time.

The Hope that your Excellency gives me of soon being in the happy and necessary case of indicating to me a Day soon is infinitely consoling. Monsieur the Major Fleury² and perhaps Monsieur the Lieutenant Colonel Laurens³ propose, I believe, to go immediately to receive your latest Instructions to communicate them to me in Writing, with all the detail of which paper can be susceptible. I am afraid that you forgot on my table a plan that I have the infidelity to keep, because a thing made by you, yourself, is too precious to conserve for its being so easily seized; but as I do not want to render myself entirely guilty and as you might have need of it, I return you a copy of it. I have the honor to be [&c].

Signed Estaing

P.S.

I ask you, Sir, to have the goodness of accepting some pineapples and two casks of fresh lemons that Monsieur Colonel Wall has arranged to send to you as soon as possible⁴

L, NHHi, Gen. John Sullivan Papers. Addressed at foot: "to the honorable Major General Sullivan." Docketed: "Count De Estaing/3^d August 1778."

1. Maj. Gen. Nathanael Greene, dispatched by Gen. Washington assist Maj. Gen. John Sullivan.
2. Lt. Col. François-Louis Teissède de Fleury, Continental Army.
3. Lt. Col. John Laurens, Continental Army.
4. Lt. Col. William Wall of the Rhode Island State Artillery regiment.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, devant Rhode Island*]

Du Lundy 3

au jour La meme Goellet à parut et à Rentre. Le soir un Bateau Englois venant du Large nous à passé a poupe ont La fait mouiller, et amarine il venoit de la providence¹ par Le Canal de Bahamas il etoit chargé d'orang Citron et alana et quelques tortue² La Cargaison à Eté distribué à Lescadre ayant vue un vaisseau au Large le *Zelé*³ a appareillé et ait Revenue au mouillage Le soir, et dans La nuit ayant Eté instruit quil y avoit une fregatte Engloise qui mouilloit quelque-fois Le soir sous Lisle de Block island, à La nuit le General à fait appareiller Le *Zelé*, La *provence*⁴ et *Lengageant*⁵ pour aller visiter cette party

[Translation]

[August 1778, *Languedoc, off Rhode Island*]

Monday 3

At daybreak the same schooner appeared and went back in. In the evening an English boat coming from out at sea passed under our poop and they were made to anchor and was manned as a prize it came from Providence¹ by the Bahamas Channel and was laden with oranges and pineapples, and tortoise² The cargo was distributed to the squadron having spotted a vessel at sea the *Zelé*³ sailed and returned to the anchorage in the evening, and in the night having been instructed that there was an English frigate that anchored sometimes in the evening under Block Island, at night the General had the *Zelé*, the *Provence*,⁴ and the *Engageant*⁵ weigh in order to go visit that area

D, FrPNA, Marine B¹, vol. 147, fol. 139.

1. New Providence Island, Bahamas Islands.
2. Unidentified.
3. French ship of the line *Zelé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.
4. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.
5. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[*Devant Newport, R.I.*]

Lundi 3.

Ce matin vent D'oso, petit temps brumeux, la gœlette est encore sorti du port, ella a Couru quelques bordées qui l'ont un peu approchée de nous, enfin lorsqu'elle a jugé être apportée de Canon, elle nous à tiré quelques coups qui n'ont pas Seulement franchi la moitié de la distance, mais je ne lui ai pas repondu.

Le *Zelé*¹ a mit sous voile il a Chassé et joint un brick Americain de 16. Canons, qui lui a dit qu'étant par 66.° de longitude, et 39. de L'altitude il avait rencontré un Senaut Anglais de 14. Canons, qui S'était deffendre pend^t 4 h. mais qu'enfin il avait été obligé d'amener, que L'officier qui le Commandait avait jetté des paquets a la mer, mais que dans les lettres particulieres on avait trouvé que le Gouvernement avait depêché plusieurs bâtimens, pour faire passer ses ordres aux Généraux, ces ordres protaint de faire la paix avec les Americains a quelque prix qui ce fût, et de ramercier en Angleterre les Vaisseaux et les troupes; ces lettres Etaient dattées du mois d'avril.² dans la soir L'Escadre à pris un sloop Anglais chargé dananas, de limons, d'oranges, et de tortues, que le Gouverneur de la providence³ envoyait a Général Prescott qui commande à Rhode island. M le Commandeur De Suffren⁴ à envoyait un de ses officiers au Général⁵ pour lui apprendre qu'il avait faite bruler les fregattes Angloises *L'orpheus*, La *Junon*, le *Lark* de 32 Canons, le *Cerberé* de 28, un Vaisseau de 40. servant de prison, et deux Corvettes.⁶

dans L'après midy les Ennemies coulerent bas 9 Vaisseaux devant la Ville et la batterie qui la deffend pour Empêcher notre Escadre d'en approcher de manière a les detruire entierement,⁷ à 8 h. du soir le Général nous a donné ordre d'apareiller pour aller joindre le *Zelé* qui suivi de la *provence*⁸ et de la frégatte, devait aller renconnaître block island et S'emparer S'il était possible d'une frégatte Anglaise qu'on Souçonnait être la mouche de L'Escadre.

à 11 h je mis sous voile, le vent au So. faible. nous avons en quelques peine a passer les recifs, et nous n'avons pu doubler le fanal ce qui m'a forcé de reviser relevé le fanal au No. En dist. ½ l Le vent de SSo mais trop faible pour dissiper la brume, Couru le Cap au SE.

[Translation]

[August 1778]

[Off Newport, R.I.]

Monday 3.

This morning wind from the ESE, for a short time foggy, the schooner again left the port, ran several tacks, which brought it a little close to us, when it judged itself at cannon shot, it fire several shots at us, which traveled only half the distance, but I did not respond to it.

The *Zelé*¹ set sail, chased it, and joined an American brig of 16 guns, which told him that at 66° of longitude, and 39 of latitude it had encountered an English snow of 14 guns, which defended itself for 4 hours but which finally was obliged to strike, that the officer who commanded it had thrown some packets into the sea, but that in the private letters were found that the government had sent several ships to deliver its orders to the generals, those orders being to make peace with the Americans at whatever price it may be, and to send back to England the ships of the line and the troops; these letters were dated from the month of April.² In the evening the squadron took an English sloop laden with pineapples, lemons, oranges, and tortoise, which the governor of Providence³ had sent to General Prescott who commands in Rhode Island. M. the Commander De Suffren⁴ sent one of the officers to the general⁵ to inform him that he had had burned the English frigates *Orpheus*, *Junon*, *Lark* of 32 guns, the *Cerberus* of 28, a ship of 40 serving as a prison, and two corvettes.⁶

In the afternoon, the enemy sank 9 ships in front of the city and the battery that defends it to prevent our squadron from approaching it, in a way to destroy them entirely.⁷ At 8 o'clock in the evening the general gave us orders to weigh in order to

go join the *Zélé*, followed by the *Provence*⁸ and by the frigate, was supposed to go reconnoiter Block Island and to seize if possible an English frigate that is suspected to be the advice boat of the squadron.

At 11 o'clock I set sail, the wind at SE weak. We were at some pains to pass the reefs, and we were not able to double the lighthouse which forced me to veer around, raising the lighthouse to the NW at the distance of ½ league, the wind from SSW but too weak to dissipate the fog, the cape to the SE.

D, FrPNA, Marine B¹, vol. 147, fol. 62.

1. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

2. The British had not directed their forces in North America to make peace at whatever price. In April they had sent the Commission on Quieting Disorders in America—more commonly known as the Carlisle Commission—to investigate bringing hostilities to a close. For more on the Commission and its goals, see Commissioners for Quieting Disorders to Lord George Germain, 15 June, above.

3. John Gambier, lieutenant governor of the Bahamas. "Providence" is New Providence Island, Bahamas Islands.

4. Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander of the French ship of the line *Fantasque*.

5. Vice-amiral comte d'Estaing.

6. Suffren exaggerated British losses here, and his role in inflicting them. The British themselves had burned H.M. ship-rigged sloop-of-war *Kingsfisher* and the galleys *Alarm* and *Spitfire* on 30 July. Capt. John Brisbane to Vice Admiral Viscount Howe, 29–31 July, above.

7. On the sunken transports, see Capt. John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above, esp. note 6.

8. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

OBADIAH WRIGHT TO NATHANIEL SHAW, JR.

Sir,

Sea-brook¹ August y^e. 3.. 1778

I would be glad to Trouble You with an Affair I Lately met with on Long Island. Last Friday Morning, I was out on a Cruise & Hearing of a Schooner being drove on Shore at Napeak² Beach her men A followed but Could not over take her, but, went down & found her hands had Striped her of all her Furniture & Swivels, Carried them on Shore. I made A prize of the Same while there, two men one S^d. He was a Leu^t Came down & in a most Insulting manner told Us we should Be prisoners in a Short time, & at Length He told me he was A privencal Officer that Drove the Schooner on Shore & Said he would be Glad to Divide the Good^s. I told him the things were Mine & if he made any Claim he might take proper steps—& our Situation was Such that, I was forcd to send them Some ways by Land & he sent Of[f] A party & made Seizure of the things fird on my Guard took their Arms & went of[f]. Said he Belongd to A Sloop *Betsy* Who saild from Your place Command by Cap^t more.³ & If you Can give me any Intilligence You will much Oblige your Umble Servant—

Obadiah Wright

N.B. Cap^t Sayre is a prisoner at New York A Gentleman Who could be Service to his Country, & if you can once more Help me to Discharge Him it shall be Remembred.⁴

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, portfolio 21. No addressee is given; the recipient was deduced from the fact that the letter was in the Shaw papers and from internal evidence. Wright was a refugee from Long Island who had taken up residence in Saybrook, Conn. In 1781 he was arrested for conducting an illicit trade with the enemy on Long Island. Frederick G. Mather, *The Refugees of 1776 from*

Long Island to Connecticut [Albany, J.B. Lyon Co., 1913], p. 970.

1. That is, Saybrook, Connecticut.
2. Napeague, New York.
3. Probably Connecticut privateer sloop *Betsy*, Capt. Nathan Moore, commanding. The identity of the lieutenant has not been further established. Shaw's "place" was New London, Connecticut.
4. Capt. "Sayre" has not been further identified.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 3 August 1778.

Commission of a Letter of Marque and Reprisal issued to John Burrows Master of the Sloop called the *Washington* mounting 8 Carriage Guns, 6 Swivels and twenty Muskets, navigated by 20 Men burthen 60 Tons belonging to Isaac Vanbibber, David Weems, and John Muir.

Maryland Archives 21: 175.

CHARLES W. HOWARD TO GOVERNOR THOMAS JOHNSON, JR., AND THE EXECUTIVE
COUNCIL OF MARYLAND

May it please your Excellency and Honors

Upon viewing the Ship *Defence*¹ I think She has suffered through the neglect of the person left on board—Her upper-Works are quite open, & I fear her bottom much injured by the worm; I have been informed by several Captains that they have bit exceedingly this Summer—M^r W^m Smith & some others have made me an offer of £9000. provided you will include the undermentioned articles in the inventory

From the situation she appears to be in, and from the circumstances attending her laying here, she most undoubtedly must be every Day the worse—² I have the Honor, to be [&c.]

C. W. Howard
Baltimore Aug^t 3^d 1778

Ships Boats

Bowsprit

10 Carriage Guns w^t every thing comp^l

Pigg Iron for Ballast

~~Complete suit of Sails~~

4 Swivels

10 Muskets

a sufficient quantity of Powder & Ball they paying first cost—

L, MdAA, Maryland State Papers, Red Books, vol. 9, no. 252, S989-14-49 (MdHR 4570-46).

1. Maryland Navy ship *Defence*. The Maryland House of Delegates had authorized its sale on 11 Dec. 1777. See *Journal of the Maryland Council*, NDAR 10: 709.

2. On 5 Aug., the Council wrote Howard informing him that they had "no Inclination to sell the *Defence* with the Articles desired with her, for the £9000 offered, but shall rather dispose of her otherwise. We therefore request you'll not delay or trouble yourself further on that Business." *Maryland Archives* 21: 176. On 7 Aug., the Council wrote Capt. James Thomas requesting that he meet with them to discuss taking *Defence* on a voyage to Nantz. *Ibid.*, p. 180.

PAYROLL FOR VIRGINIA TRADING SLOOP *CONGRESS*, 11 MAY TO 3 AUGUST 1778

Pay Roll for Cap^t Pulley's Men belonging to the *Congress* Sloop. Commencing 11th May & Terminating as below

N ^o	Names—	Commence ^t of Pay	Terminate ing of Pay	Pay ₤ Month	Pay ₤ Day	£	S	D
1	Robert Pulley Cap ^t	May 11 th . 78	3 ^d . Aug ^t . 1778	Dollars 66 ² / ₃	—	54	—	—
2	Peter Peirce	June 8 th . 78	D ^o	50	—	27	10	—
3	Barnit Freeman	June 12 th . 78	D ^o	50	—	25	10	—
4	William Cenaday ¹	June 8 th . 78	D ^o	33 ¹ / ₃	—	18	13	4
5	Samuel Cheney ²	ditto 15 th . d ^o	D ^o	40	—	19	4	—
6	Thomas Ridley	ditto 17 th . d ^o	D ^o	26 ² / ₃	—	11	17	9
7	Simmons Noblin	ditto 17 th . d ^o	D ^o	33 ¹ / ₃	—	12	14	3
8	James Braer	ditto 8 th . d ^o	D ^o	10	—	5	10	:0
9	Anthony Mor- riss	ditto 17 th . d ^o	D ^o	16 ² / ₃	—	<u>7</u>	<u>6</u>	<u>10</u>
10	London Pilot for the Tripp					£ 184	6	7
						9	6	8
						£ 174	19	11

Errors Excepted. 24th. Octr. 1778.

Robert Pulley

Deduct for overcharge of William Cenaday's wages he being employed in the Count-ry Service at the rate of 40/ ₤ M^o. & I have allowed an addition of £3. extra

D, Vi, Papers of Various Ships: Papers of *Congress* sloop, 1778. Docketed on separate sheet: "Cap^t Pulley/ Payroll for/Sloop *Congress*/Settled." The notation below the chart is in the same handwriting as Pulley's signature.

1. In a later payroll for *Congress*, his surname is spelled "Cannady." Vi
2. In a later payroll for *Congress*, his surname is spelled "Chaney." Vi.

COMMISSIONERS OF THE SOUTH CAROLINA NAVY BOARD TO WILLIAM MORGAN

Navy Board [*Charleston*] 3^d August 1778—

Sir.

M^r Duval the Pilot¹ having complained to this Board that Captain Ingraham in a Schooner belonging to You has carried a way a Negroe Pilot; The Board desire that You will take particular Care he be delivered in Charles Town as soon as possible the Law having inflicted severe penalties on those who Transgress in that respect—

By Order of the Board

To
M^r William Morgan—

Edw^d Blake first Commiss^r.

South Carolina Commissioners, p. 172.

1. Stephen Duvall commanded the South Carolina Navy pilot boat *Eagle*.

GOVERNOR WILLIAM MATHEW BURT OF THE LEEWARD ISLANDS TO REAR ADMIRAL
SAMUEL BARRINGTON

[Extract]

Sir,

. . . M^r Ramsay has acquainted me with your intention of letting me have a Vessel when in your Power to Carry me to Antigua; I should have been happy could we have there met: An information I have lately received of a Meditated attack on this Island from Maryland, during the Hurricane Months, will put me under a Necessity, should you spare me a Ship for Antigua, of making a very short Stay there; the Information came from good Authority; I therefore make no Doubt of now & then seeing your Cruisers & shall be happy to hear from you. I am [&c.],

William Mathew Burt

S^t Christopher
August 3rd. 1778.

L, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers. Addressed at the foot: "Admiral Barrington." Notation: "rec^d. 14. Ans^d. 15." Barrington's reply is below, at 15 Aug.

August 4

JAMES WARREN TO ELBRIDGE GERRY

[Extract]

My dear Sir

Boston Aug^t. 4th. 1778

As the signal Operations of War are again in our quarter, you may now Expect some Intelligence from your Friends here, and while you are Engaged in Treaty with An Ambassador of a Grat Monarch & Acting the part of a Sovereign of a great State,¹ Condescend to read with Some pleasure a Line from a Person as Obscure as I am, You have every Capital Intelligence so direct from the persons Intrusted with the Execution of the principal parts of the great Drama that it will be to Little purpose for me to tell you of the Arrival of the French Squadron before Rhode Island, &c. I shall therefore Content myself with Congratulating you on this Event which seems better Calculated to do Execution than laying before New York, and to Inform You that their Arrival has diffused A General Joy here. there seems to be a Spirit prevailing to Afford every Aid to the Expedition against Rhode Island. The Council of this State have ordered out the Men Gen^l Sullivan has requested, and I am told they turn out with alacrity in general,² besides several Companies of Volunteirs are offering themselves. One of which of 84 very respectable men from Salem are now in this Town on their way to Providence,³ so that I think we have at present every reason to Expect Success unless An English Fleet of Superiour Force should Arrive & spoil the Sport. . . . we have no foreign Intelligence, no late Arrivals from Europe nor any prizes in. I presume the *Warren* has before this Joined the French Squadron. the Brig^t *Resistance*

will sail in a day or two. & the *Raleigh* perhaps in 10 or 14 days.⁴ to Effect even this we have been forced to make great Exertions[.]⁵ I find I must soon leave this Business & then when you return Home if you will take the pains to make a Visit to Plymouth, you shall be received with great Cordiality, by a Simple & I Assure you A very honest Farmer, who never in all his Employments got a Single Shilling from the public dishonestly. The Business of this Board is Extensive, Complicated, & as we are supplied Embarrassing & besides is too Expensive for me. my Single Board, Horsekeeping & Barber has Cost me A dollar A day more than my pay since I have been in the Office. what then is to become of our Families. it has always been my Fortune to break the Ice for Other people. I flatter myself we have done A good deal & got things in a tolerable way. I suppose Others will succeed us with good Salaries. & find a beaten Track to walk in. whoever serves you in such an Office should be paid for it. it is Mortifying to serve always for Nothing A Silly & Ungrateful Generation of people wallowing with Unmeaning dissipation, in illgotten abundance, & with all the fopperies & fooleries of high head dresses, & large Cock^d. Hatts &c. while their own Families are to be reduced by the Terms of their Service to Poverty[.] I will not detain you any longer. at this Time but only Assure You that I am with great Sincerity [&c.]

J Warren

I have not paid my Compliments to M^r. Hudson who is here with Gen^l Hancocke.⁶ he lodges at his House. I should have seen him if he had lodged any where else but for many reasons I did not Incline to go there, none of my Friends mention this Gentleman to me. no doubt they have a reason for it

I forgot to mention to you an Extraordinary Step of the Board of War. In Impowering our Council to appoint some Body to receive[,] take Care off, & forward the Cloathing while Otis & Andrews were on the Spot, & Capabl[e of] doing it much better than any Body her[e] & who by their Exertions, have certainly [de]served the public thanks rather than the [Sensure?] of any public Board. the Council have Appoin[ted] M^r. Sam^l. Fletcher.⁷ A Contrast Indeed but he is related to great Men. If you don't know him you may Apply to M^r. Adams⁸ for his Character, History & Connections, from all which you will be Able to form A Judgment of the situation of Your Goods Imported here of a very great value, & perhaps wont won[der] if I tell you this in every part is a matter of much Speculation—

L, MHi, Elbridge Gerry Papers. Notation below first postscript: "Honb^l Elbridge Gerry Esq^r."

1. Warren was referring to the fact that Gerry as a delegate to Congress was dealing with the new French ambassador to the United States Conrad-Alexandre Gérard.

2. Sullivan had sent an urgent plea to the New England governors for additional troops on 22 July, before anyone knew of d'Estaing's plans to sail to Newport. The response was lukewarm. The Massachusetts Council on July 24th agreed to raise 1,000 troops, but only for fifteen days service on the grounds that "This is the time for the farmers to reap and ingather the fruits arising from their labors." Massachusetts Council to Sullivan, July 25, *Sullivan Papers* 2:111–12 and 112–13. Once news of d'Estaing's impending arrival became known, the Council acted with more vigor. On July 27th, it extended the term to six weeks of the original 1,000 men and agreed to raise another 2,000 men. Massachusetts Council to Sullivan, 28 July. *Sullivan Papers* 2:132–33.

3. On Aug. 4th, Boston merchant Ezekiel Price recorded in his diary that "a company of volunteers, consisting of the most reputable persons in Salem," marched through Boston. Ezekiel Price, "Diary," *New England Historical and Genealogical Register* 19: 334. It was reported that out of the roughly eighty Salem volunteers, thirty were "gentlemen" worth an average of £10,000 each. *Massachusetts Spy*, 13 Aug.

4. Continental Navy frigate *Warren*, John Burroughs Hopkins, commanding; Continental Navy brigantine *Resistance*, Capt. William Burke, commanding; Continental Navy frigate *Raleigh*, Capt. John Barry,

commanding.

5. By “we,” Warren meant the Continental Navy Board of the Eastern Department.

6. That is, John Hancock. Mr. Hudson has not been further identified.

7. Pursuant to a resolution of Congress, the Massachusetts Council on 17 July appointed Samuel Fletcher to take charge of the clothing arriving from France, which the Boston merchant firm Otis & Andrews had previously handled. Both Fletcher and Otis & Andrews continued to work to move the clothing from Boston to Washington’s army. *GW Papers, Rev. War Series* 16: 600n.

8. “Adams” was Samuel Adams, another delegate to Congress from Massachusetts.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D’ESTAING

N^o. 7.

[headquarters. Aug^t 4th. 1778.]

Dear Sir

I had the honor of receiving your Excellency’s three Letters of yesterday.¹ am Exceeding happy to find that my plans receive the approbation of So brave & Experienced an officer as the General de Estaing. I am Exceeding Sorry that the procuring water is attended with So great difficulty [...] I think if your people were to go up as far as Bessets mill they might get what they want with great Expedition. I have Sent off Sixty heads of Fat Cattle now in the hands of M. Halsey; This day I Send off Seventy Six more which will arrive, I hope, to morrow; your Commissary will Draw upon M. Halsey For whatever your fleet is in want of.² The hard bread & Beef cannot arrive So Soon as it had been carried from hence to Tarenton³ for the use of the army, but as you Stand Lean in view of that a few days will make no great difference; but assure yourself my Dear Sir, that you Shall not be disappointed, nor Shall you want for provisions of any Kind. in the Letter I did my Self the honor to write Your Excellency by the Marquis⁴ I made a number of queries respecting horses and other matters, but as the marquis had not yet returned and as I wish to save as much time as possible, I have sent off this morning forty boats. Captain Clark⁵ has order to go forward & receive you Excellency’s orders respecting them. perhaps if they were left at Bessets harbour it would be best untill they are wanted of this your Excellency will Judge & Clark has orders to receive & obey your Excellency’s Instructions. In [*the*] boats I have forwarded four field carriages for your Six pounder orders are sent to Major Sylvester Gardner Deputy quarter master to Supply your Excellency with horses for your field artillery & for your Self & aids; Ten saddles [&] bridles are sent with the boats: Major Gardner Lives on Boston Neck; he has orders to Supply your Excellency with a Number of Ferry boats in additions to this I [*have*] sent, he can collect a number. I have Sent on a [*quantity*] of Salt fish, Rice & one hundred barrels of Salt beef & pork, which sets of[*f*] this morning. I have the pleasure to Inform your Excellency that M. Plevill arrived with the prizes in good condition yesterday. I shall take every notice of & give every protection to your brave officer which is in my power. he will Sell the prizes on Thursday next with their cargoes.⁶ I return you my most cordial Thanks For the Lemons you were polite Enough to Send me & beg leave to assure your Excellency that I have the honor to be [&c.] Signé Jn^o. Sullivan

P.S. I only wait for the Troops to arrive from Massachusetts State & from Connecticut, when they arrive, not a moment will be Lost. Indeed every movement that passes before the attack gives me great pains & anxiety. I will give your Excellency & the Ships in the East Channel seasonable notice of descent; the plan of which your Excellency was polite Enough to Send me a Copy I left for your perusal; I send another by the Marquis with my order Subjoined for the purpose of having your Excellency advice & opinion

that I might make any alteration which your Excellency would please to point out.—
Signé J. S./

as Soon as I find the troops are near at hand I will Send Col^o. fleury⁷ with notice of the Day; I am very Sure they will all be in before Sunday next & we ready for the descent./

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fols. 90–91. Addressed at foot: “his Exc^y Count d’Estaing.” Docketed at head: “De. M. Le General Sullivan à M/ Le. C^{ie} d’Estaing, dattée headquarters./Aug^t 4th. 1778.”

1. D’Estaing wrote two letters to Sullivan on 3 Aug., both above.
2. Thomas Lloyd Halsey. See Halsey to d’Estaing, 3 Aug., above.
3. That is, Tiverton, Rhode Island.
4. The Marquis de Lafayette apparently carried the letter of 2 Aug. from Sullivan to d’Estaing; see above.
5. John Innes Clarke, the Rhode Island merchant and partner in the firm Nightingale & Clarke.
6. On his application, the Rhode Island Council of War gave Georges-René Chevalier Pleville le Pelley, Lieutenant de vaisseau in *Lanquedoc*, “permission to dispose of the Prizes under his Care either at publick or private Sale.” Gov. William Greene to d’Estaing, 5 Aug. 1778, FrPNA, Marine B^t, 146, fol. 135.
7. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.

MAJOR GENERAL JOHN SULLIVAN TO JEREMIAH POWELL, PRESIDENT OF THE
MASSACHUSETTS COUNCIL

Dear Sir

Head Quarters Providence Aug^t 4th 1778

In a Conference with Count De Estaing he represented to me the state of his Provisions, and the Necessity there was of procuring supplies for him He has not more than twenty Days Provision on Hand and expects immediately after the Reduction of Rhode Island, to sail upon some other Expedition—

As his only Dependence, in his present Situation, is upon this country and it becomes our Duty not to let him want. I earnestly recommend that you would give Directions for collecting a Quantity of Flour and Salt Provision for that Purpose and let it be forwarded to this Place without Delay. I should be obliged to you to make me a Return of what Quantity of each you will be able to collect that I may satisfy the Count^l I have the Honor to be [&c.]

Jn^o Sullivan

L, M-Ar, Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), p. 395. Addressed on separate sheet: “The Hon^{ble}/Jeremiah Powell Esq^r/President of the Massachusetts Council/M.G. Sullivan Boston,” with the notation, “on public Service.” Docketed: “Letter from Gen^l Sullivan/Aug^t 4th 1778.”

1. The return has not been found. The Massachusetts Council, later in August, attempted to help Lieutenant Georges-René Chevalier Pleville le Pelley secure flour from the County of Albany in New York for the French fleet. The Council averred that “this State is at present very destitute of said article & that it is much needed for the use of said fleet & that it is the desire of the Council that permission may be granted for the bringing of the said flour into this State.” The Massachusetts Council may have intervened because New York had placed an embargo on the shipment of breadstuffs by land, and the Continental Congress had embargoed the shipment of “wheat, flour, rye, Indian corn, rice, bread, beef, pork, bacon, live stock, and other provisions.” M-Ar, Mass. Archives Coll. (Council Records 1778), vol. 22, p. 411; “Massachusetts Petitions New York for Breadstuffs,” 16 July 1778, *Clinton Papers* 3: 553–54; and, *JCC* XI: 569 and 578.

LIEUTENANT COLONEL JOHN LAURENS TO GENERAL GEORGE WASHINGTON

Sir.

Providence 4th. August 1778

I had the honor of receiving your Excellencys letter of the 27 Ult^o the day before yesterday.¹ The following is a short journal of what has passed since the

date of the letter which I wrote from point Judith.²

July 25. Our situation at the point being dangerous from the facility with which the enemy might land a party in our rear and cut off our retreat, I sent the greater part of our pilots to quarter three or four miles out of the cul de sac—and reserved only a sufficient number for attending to the signals which we expected—their safety was provided for by a horse patrol of militia. A twenty gun Sloop went into Newport harbour—³

26—Rec^d. an open letter from General Sullivan for the Admiral containing his plan of operations—⁴

He informs Count d'Estaing that three entrances to Rhode Island—one East of the Island called Seakonnet or the Eastern passage in which there are 2 gallies and one small frigate.—Another on the west of the Island between it & Conanicut I—called the main channel, in which there are 2 frigates—besides 3 gallies and 2 or 3 frigates at New Port. a third on the west of Conanicut Island—called the west passage in which there are 3 Frigates That the enemys land force amount to 7000 men including three regiments on Conanicut.

He proposes that the Admiral should detach a proper force up the east and west channels to take the frigates & galleys stationed there which force might afterward serve to cover the passage of the American troops—From Bristol and Tiverton—And that the main body of the Squadron sh^d. block up the principal or middle Channel—so as to prevent the escape of the enemys ships—and the arrival of succours—

his design is to pass all the enemys works on the North part of the Island—leaving a sufficient detachment to observe the troops stationed in them—and to advance rapidly to the attack of the redouts which immediately environ the Town—at the moment of this attack he wishes the Count to begin his upon the batteries which defend the harbour to cannonade the Town—and land his troops in the most favourable place for seconding the American attack.

He refers the Count to a sketch of the country sent by me—as this did not appear to be sufficiently accurate and detailed to be satisfactory I wrote to the general entreating him if possible to inform the Admiral as nearly as he could—the strength of the profiles in each battery—height of parapet—height of the ground above the surface of the water—distance to which they might be approached—number of guns and their callibers—observing that tho' from the sketch both the entrance and bason of Newport harbour appeared to be subject to a dangerous cross-fire—yet upon a more minute investigation they might be found contemptible compared with the force to be employed against them—I likewise enquired whether the right and left flank of the enemy's chain of redoubts were not so situated—as to admit of vessels anchoring near enough to fire ricochet along the line.

27th. Two deserters crossed from Rhode Island—they say that the scarcity of provision occasions murmuring among The troops.— that the new levies are employed in mowing—that the French fleet is expected—and the troops are busily employed in raising new works—

28—A Ship and sloop appear off block Island—two british Frigates beat out of the harbour at New-port—but returned towards evening—thick hazy weather.—⁵

29—The Fog cleared away and the appearance of the French Squadron was as sudden, as if they had been brought to view by raising a curtain—The gentleman

who had the superintendence of the pilots did not choose to venture them till the signal agreed upon should be given—I went on board the admiral with my dispatches—He informed me that his intention was to have gone into New-port harbour and fired the signal there—the receipt of Gen^l Sullivans letter—the expediency of distributing pilots among the ships—and the advanced hour of the day—induced the admiral to anchor his squadron off the main channel and order two frigates with a tender⁶ up the Eastern Channel and the *Sagittaire*⁷ a Ship of the line up the west.

30—The orders relative to the ships and frigates could not be executed till the morning—the *Sagittaire* was fired upon from a two gun battery of twenty four pounders on the west side of Conannicut—she returned a broad side and passed it—from an explosion which we discovered immediately after we judged that the enemy had blown up their magazine and evacuated the battery—the *Sagittaire* received two slight scratches in her hull—Upon the approach of the *Aimable* and *Alcmene* frigates in the East channel—the enemy set fire to the *King Fisher*⁸ 20 gun sloop—The *lamb* galley⁹ mounting 2 eighteen—2 nine and 2 six pounders—and sent the *spit-fire*¹⁰ galley mounting 2 eighteens—2 twelves & six six pounders—in form of a fire-ship

The latter blew up, soon after the Count de Grasse¹¹ had cause a grapnel to be fixed in her—and while his crew were in the act of towing her off—but neither they nor their gallant commander received the least injury—M^r Dorset¹² who boarded the *King Fisher* with a party, with a view of saving her from total destruction—had an escape equally providential—the remains of her powder blew up while they were on board—without doing them any hurt—Previous to making the grant attack on the batteries in the harbour—the Admiral judged it of the greatest importance to make himself master of conannicut Island—The difficulties in the way were these—If he were to attack them only on one side—viz. the western—the enemy would have nothing to hinder them from empowering our attack with reinforcements to station some ships on the E. side of Conannicut would effectually cut off the communication and the Admiral would have ordered the ships to run the gauntlet thro' the entrance of the harbour—if they could afterwards have anchored out of the reach of the batteries within, but this was pronounced impossible. And to expose them both to the fire of the passage, and the more deliberate cannonade from the batteries would be exposing them too much in a preliminary operation—It was determined therefore to call upon General Sullivan for a proper number of militia to oppose such reinforcements as it was judged the enemy could spare—By the admirals desire Col. Fleury¹³ and myself set out to represent the importance of the object and ask his assistance—In our way we met Genl. Sullivan—he informed us that he had several new matters to propose to the admiral and judged a conference with him necessary—he was received on board with proper military honors—and at his departure the admirals ship¹⁴ was manned, and fired fifteen cannon—Gen. Sullivan brought a draught on a larger scale—but a draught which the admiral had was infinitely more correct and minute—The Gen^l informed the Count that the enemy's principal work was on domine hill¹⁵—that this was the highest point in that part of the Island and commanded both the redoubts and the Town—that this carried either by storm—or if that were found impracticable, by heavy artillery and mortars all the rest would follow of course—here consequently he intended to bend

his strength, he proposed that the American troops should land on the east side of the Island and the French on the west—each to support the other in case of attack—he still judged it unnecessary for the Count to make his attack on the batteries—till the moment in which the attack on the enemy's works should take place.

This evening some of the outermost ships made signals of the appearance of a fleet the squadron was ordered under sail to be in the greater readiness either for chase or fight—The vessels from the E & W channels ordered out—

31st. The Squadron returned to their Station.

The Fleet announced by the signals proved to be eight transports convoyed by a Frigate. Some say they were loaded with wood from Long Island for Newport. It is generally believed they were loaded with Beef and Flour. They put about as soon as they discovered the French Ships and escaped under the Veil of Night.

American privateersmen who had landed upon Conanicut and several of the inhabitants asserted that the Enemy had evacuated that Island. The Count determined to send a party towards Evening to ascertain the facts. Among other plans, it was once proposed that the whole fleet should proceed up the West Channel, turn the North end of Conanicut, and descend the main Channel, till it should arrive at a proper place for operating. This it was urged would avoid the Cross fire at the entrance, and put the Ships in a position from whence they would be less exposed to the fire of the interior Batteries—But upon further examination it was found, that to effect this detour, the ships must either have a Wind which would answer both to go up the West and come down the middle passage—or, that after going up with a fair wind they must wait at the North end of Conanicut for a favorable change to come down or lastly that they must beat down the main Channel. The uncertainty and delay incident to the two first were discouraging—The last was declared by the most experienced pilots to be impracticable for ships of the line—As the narrow limits of the Channel would not allow sufficient scope for working, and missing stays in such circumstances would be fatal—

By the Admirals desire I went on shore to make some arrangement for the reception of the sick and prisoners—and for establishing signals at point Judith, that he might have the earliest intelligence of the approach of any of the enemy's ships.

The Admiral sent a party to Conanicut for the purpose beforementioned, their report confirmed the accounts of the privateersmen &ca.

1st. Aug^t. As soon as the morning Fog which generally prevails at this season, was dissipated—The Count landed with a detachment on Conanicut, in order to reconnoitre the Harbour and Batteries of Newport. In the Battery on the West side of Conanicut which had fired upon the *Sagittaire*, we found two twenty four pounders spiked up, their carriages intire and their heavy ammunition. From thence we proceeded through the incampment of the three Regiments, which appeared to have been precipitately abandoned, to the Battery on the East side called Dumplings Rocks Battery. The two 24 pounders belonging to this, the Enemy had thrown down the precipice on which the Battery stood. We discovered them with their carriages at the waters edge below. in both Batteries the platforms appeared to have been newly laid.

From the Heights on the East side of Conanicut we had a very distinct View

of the Battery on Brentons point—the Cannon appeared to be 24 pounders.—two fire obliquely on the entrance of the harbour—and two directly across—

The Battery on Goat Island is partly of Earth and partly of Masonry—It has a great many embrasures—but we could not discover any Cannon in it—besides it appears to be in ruinous condition and its low situation must make it yield at the first salute from the lower tear & Top, as it may be approached to a very convenient distance.—The Battery on Dyers point appears to be most respectable and has this advantage over us—that the Ships of the line cannot approach any nearer than half a mile—but this circumstance will only retard our success a little—The Work on Domini Hill appears considerable—but the face presented to us is not flanked—we discover Two frigates¹⁶ at the upper end of the main passage—some distance beyond the town, An East Indiamen armed as a Ship of war (which appears the most respectable Ship of War they have)¹⁷ and a Frigate between Goat Island and the Town in front of the Town¹⁸—along the Kuays a number of merchantmen and Transports—within Brenton point One Vessel which is said to be a fire-Ship—We discovered an Encampment just above the Town—Brenton point Battery is guarded by a Detachment of Hessians.

2^d—The Admiral disembarrassed his Squadron of the Sick—Prisoners & prizes. The Two last are ordered to providence. The Sick are in Houses near the North & South ferry, up the West passage. Gen^l Sullivan has appointed a Commissary to supply them with necessaries.—In this neighbourhood is the Watering place for the fleet—the daily consumption is so great, that they supply themselves slowly—

3^d By the Admirals desire Col Fleury & myself set out for providence to know in what forwardness matters are for the land attack.

4 Early in the morning we arrived at providence.

what I have gathered concerning the Enemy's force—and our own is as follows.

Strength of the Enemy previous to reinforcements	3000
1 st Reinforcement under Gen ^l Brown } 1 st Batallion of his Brigade ¹⁹ }	344
2 ^d Reinforcement under Gen Prescott ²⁰	<u>1200</u>
Total	4544
Marines and Sailors	<u>1000</u>
	5544

The British Regiments are the 38—43—54—22^d—there are Six foreign Regiments & 2 American Corps.²¹

General Sullivan has in this State

Continentals	2000
Militia	3000
He expects from Massachusetts Militia	3000
Connecticut	1000
New Hampshire	<u>600</u>
	9,600 ²²

Besides this the Division under the Marquiss de la Fayette,²³ part of which arrived yesterday—and part the day before—Several Corps of Volunteers—including of a Regiment of Artillery from Boston.

We shall labour under a great disadvantage in having no brass field pieces of large Calibers—The Iron ordnance that we must from necessity use will be very

unweildy—From the tardiness of the Militia and the necessity of constructing transport Boats, I have no hopes of our being ready for action before monday next. General Sullivan exerts himself as much as possible, but he cannot hasten the wished for day.—The Count D’Estaing’s case is cruel when I consider what a noble Squadron he commands—That by a long voyage he missed meeting the British Fleet at Sea—that by a physical impossibility he was obliged to renounce the Splendid enterprize at Sandy Hook—That by new misfortunes he is losing the most precious of moments—at a time when the Eyes of all Europe are upon him—As I think him a great Officer and most respectable man, I cannot but most sincerely feel for him.

In obedience to your Excellency’s command I represented to Count D’Estaing the advantages that would result from stationing a Ship of the line in the sound—and the practicability of his overtaking the British fleet in such a situation as we would wish should the evacuation of New York take place. He was perfectly of your Excellency’s opinion in both points—but he seemed to think that the attack of Rhode Island would require all his force—and besides it seems to be his principle to keep his Squadron together—and not to weaken it by Detachment—. As soon as the present expedition is over he will be ready to bend his course either to Hallifax or Sandy Hook, as the General good may require—If Hallifax should be the next Object, will not a co-operation on our parts by land, be necessary, and in that case, will it not be advisable to make some timely arrangements.

Inclosed I transmit your Excellency a Map,²⁴ which may be useful in illustrating the proposed plan of Operations—. The french Troops are to land on the west side of Rhode Island above Dyers Island.—the Americans on the East side nearly opposite. We have reason to beleive that the Enemy have abandoned their works on the North part of the Island—and have centered themselves within their lines at new port.—I omitted to mention to your Excellency that when the *Sagittaire* was detached up the west passage—it was represented to the Admiral that she was out of supporting distance and was exposed to an Attack from the Enemy’s whole naval force.—He therefore ordered the *Fantasque*²⁵ another Ship of the line to take the same Station.

I fear I have tired your Excellency with detail—and hope my next will contain more important matter in fewer words. I am [&c.]

John Laurens

PS. The Admiral has sent a Ship and frigate to take one of the Enemy’s frigate’s that is stationed near block Island and gives intelligence of the french fleet to every British Vessel that appears—²⁶

C, DNA, PCC, Item 152, p. 223 (M247, roll 168). Addressed after close: “His Excell’/Gen’ Washington/&c.” Docketed: “L’ Col’ Laurens’/Letter/Copy./to gen’ Washington/Providence 4 Aug 1778.” Notation: “Entered.”

1. Washington wrote to Laurens on 28 July, acknowledging receipt of Laurens’s letter from Point Judith. *Washington Papers, Rev. War Ser.* 16: 191.

2. Laurens to Washington, 25 July, above.

3. The 20-gun, sixth rate H.M. frigate *Sphynx*, commanded by Capt. Alexander Graeme, entered Newport Harbor on 25 July; Mackenzie, *Diary* 2: 317.

4. Maj. Gen. John Sullivan to Vice-Amiral comte d’Estaing, 25 July, above.

5. H.M. ship-rigged sloop-of-war *Falcon*, commanded by Comdr. Harry Harmood, and *Sphynx* both attempted to leave Newport Harbor on 28 July. The *Falcon* had to turn back, while the *Sphynx* managed to leave the harbor. See *Diary of Captain Frederick Mackenzie*, 29 July, above.

6. The French frigates *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, and *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie. The tender was likely the former H.M. armed brigantine *Stanley*, commanded by officier auxiliaire Boulouvard de Barentin.

7. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

8. H.M. sloop *Kingsfisher*, Comdr. Hugh C. Christian, commander.

9. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.

10. H.M. galley *Spitfire*, Lt. James Saumarez, commander.

11. Ensign Etienne-March-Joseph, comte de Grasse-Limermont, served with the French frigate *Aimable*.

12. Paul-Gilbert d'Aragnones, Chevalier d'Orcet, served with *Alcmène*.

13. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.

14. Vice-amiral comte d'Estaing's flagship, ship of the line *Languedoc*, Capitaine de vaisseau Henri-Louis comte de Boulainvilliers.

15. Tominy Hill.

16. H.M. frigate *Lark*, Capt. Richard Smith and H.M. frigate *Orpheus*, Capt. Charles Hudson.

17. *Grand Duke of Russia*, a 672-ton transport, John Holman, master.

18. H.M. frigate *Flora*, Capt. John Brisbane.

19. A detachment of Brig. Gen. Montfort Brown's Prince of Wales American Regiment.

20. Frederick Mackenzie reported that Maj. Gen. Richard Prescott arrived on 15 July with about 2,000 men under convoy from New York. The regiments were the 38th, two battalions of Anspach, and Fanning's American Regiment. Mackenzie, *Diary* 1: 309–10.

21. The British regiments were the 22nd Regiment of Foot, Lt. Col. John Campbell; 38th Regiment of Foot, Lt. Col. William Butler; 43rd Regiment of Foot, Lt. Col. James Marsh; and 54th Regiment of Foot, Lt. Col. Andrew Bruce. The six foreign regiments were the Col. F. A. V. Voit von Salzburg's 1st Anspach-Bayreuth Regiment, Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Bayreuth Regiment in Newport, along with the Regiment von Bünau, Col. Rudolph von Bünau, Fusilier Regiment of Ditzfurth, Col. Max von Westerhagen, Regiment von Huyn, Lt. Col. L. Franz Kurtz, and Musketeer Regiment Witgenau (later Landgraf), Maj. Ludwig August von Hanstein. McBurney, *R.I. Campaign*, pp. 242–43. The two American corps were Brig. Gen. Montfort Brown's Prince of Wales American Regiment and Col. Edmund Fanning's King's American Regiment.

For a discussion of British troop strength, see Sullivan to Washington, 1 Aug., note 6.

22. On 22 July, Sullivan had sent requests for militia reinforcements to the governors of Rhode Island, Massachusetts, New Hampshire, and Connecticut. *Sullivan Papers* 2: 97–98, 102, 107, and 110–11. As Laurens makes clear in this letter, the "tardiness" of the militia disrupted the plans for an attack on the British.

23. The detachment of 2,500 men from Washington's army under the command of the Marquis de Lafayette had divided into two parts in Connecticut. The first part, commanded by Brig. Gen. James Varnum arrived in Scituate, on the outskirts of Providence, on 31 July; the second part, commanded by Lafayette himself arrived at Scituate on 2 Aug. McBurney, *R.I. Campaign*, p. 102.

24. Not found, though Washington thought the "Journal & Map...very satisfactory;" Washington to John Laurens, 8 Aug. 1778, *GW Papers Rev. War Series* 16: 271–72.

25. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

26. D'Estaing had dispatched ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent, and the frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville, to search for the British ship off of Block Island. Journal of the French Navy Frigate *Engageante*, 3 Aug., above.

LIEUTENANT COLONEL JOHN LAURENS TO HENRY LAURENS, PRESIDENT OF THE
CONTINENTAL CONGRESS

Providence [*R.I.*] 4th August 1778.

I thank you my dearest friend and father for your tender letter of the 26th Ult^{o.1} I was upon the point of writing to you the 22^d when I was ordered to fly with important dispatches to Gov^r. Trumbull,² General Sullivan³ and the Count d'Estaing⁴—I commissioned one of my friends to acquaint you of the circumstance, but perhaps the multiplicity of Affairs in which I left him involved, will have made him lose sight of the mat-

ter—in 48 hours over the worst and in some parts the most obscure road that I ever travel'd, I arrived at Providence, had a conference with Gen^l Sullivan, and proceeded immediately with ~~the~~ pilots provided for the french fleet, down to Point Judith—Boats were soon provided and every thing put in readiness for boarding the Admiral as soon as ~~ever~~ he should announce himself by the firing of five Cannon—here I waited in a very disagreeable kind of company 'till the morning of the 29th. for tho' the Squadron anchored off block island the preceding afternoon—the haziness of the weather rendered them invisible to us—in the morning when the fog was dissipated their appearance was as sudden as ~~the~~ a change of decorations in an opera house—Upon my delivering Gen^l Washingtons Dispatches—and Gen^l Sullivans containing a plan of operations—The Admiral informed me his intention had been to proceed immediately into the Main channel of Newport and attack the Enemys Batteries—the day however began to be too far spent— it was expedient to distribute intelligent Pilots ~~among~~ in the Squadron—and in pursuance of Gen^l Sullivans plan the main channel was blocked up with the Squadron—a Ship of the Line was ordered up the West Channel⁵—& Two Frigates and a Tender up the East⁶—By consulting the Map you will find that there are three entrances to Rhode Island—one on the east of Rhode Island between it and the main—called the Seakonnet passage—one on the west, between it and Cononicut Island—which is the principal or main passage— a third between Cononicut and the mainland, commonly called the western passage—in the first Gen^l Sullivan informed the Admiral there were two Galleys and one small Frigate—in the second two Frigates besides two Galleys and two or three frigates at Newport—in the last two small frigates— farther that he estimated the enemys land force including three Regiments posted on Conanicut at 7000 effective—

Gen^l Sullivans plan founded on these data—was that the Admiral should detach a proper force up the eastern and western channels to take the enemys ships stationed in each—to block up the main channel with the remainder of the squadron, so as effectually to cut off the retreat of their Ships, and to prevent the arrival of reinforcements—the French Ships in the eastern and western channels were afterwards to cover the passage of the American Troops from Tiverton and Bristol—The Troops were not to amuse themselves with attacking the works in the northern part of the island—but a sufficient detachment was to be left to be a guard upon the troops posted in those works—while the main body was to advance rapidly to the attack of the Fort & redouts which immediately environ the Town of Newport—at the moment of that attack the Count was to force the passage into Newport harbour—silence the enemys batteries cannonade the Town—and disembark his Marines and Land forces at the most proper place for seconding the American attack—

The *Sagittaire* a Ship of the Line, went up the western passage on the morning of the 30th. and was fired upon by a two Gun battery of 24 pounders which the enemy had on the west side of Conanicut—the *Sagittaire* returned a broad side as she passed—and we discovered from the Admirals Ship an explosion at the battery, which induced us to believe that the enemy had abandoned it—The Ship received two scratches in her hull—and proceeded to her station—

The *Aimable* and *Alcmene* Frigates accompanied by the *Stanley* (Prize) Tender— went up the eastern passage— upon their approach— the enemy set fire to the *Kingfisher*⁷ 20 Gun Sloop—and to the *Lamb* Galley⁸ mounting [*blank*] and sent the *spit fire* Galley mounting [*blank*] in form of a fire-ship—The Count de Grace⁹ commanded the boat which was ordered to tow the latter off—She blew up soon after the Grapnel was

fixed—and the Gallant officer with his crew escaped unhurt—an officer¹⁰ who went on board with a party to extinguish the flames of the *Kingfisher* had an escape equally providential—her powder room blew up while they were on board—and they received no injury—the hulk drifted over to the main— and her Guns will be saved—

From the enemys keeping possession of the island of Conanicut the Admiral concluded that it was an important post to them—the battery which they had on the east side of it afforded a cross fire upon the entrance of the harbour—and the three Regiments there made it an object—The Count therefore thought it essential that we should make ourselves masters of it—The most effectual way of attacking it would have been by disembarking Troops on the West Side of it—and sending a proper force of Ships up the main channel to run through the fire of the batteries at the entrance and take a proper position for cutting off the communication between Rhode Island and Conanicut—so as to prevent the enemys throwing across reinforcements—but upon inquiry, it was found impracticable to anchor the Ships any where out of reach of the enemys batteries—so that after running the Gantlet at the entrance the Ships w^d. have been exposed to a constant deliberate fire in the harbour—these difficulties obliged the Count to renounce this plan of sending Ships up the main channel—for this duty—It was then inquired whether the Ships might not effect the business by going up the western channel, turning the north point of Conanicut and coming down the main channel—by this means they would in the first instance avoid the cross fire at the entrance—and might take such a position relatively to the harbour as w^d. discourage the enemy from throwing across succours—but the most experienced pilots informed us that to effect this detour the Ships must either have a wind which w^d. answer equally for going up the western and coming down the main channel—or that after going up with a fair wind they would be obliged to beat down the main channel—or lastly that they would be obliged to wait for a fair wind to bring them down from the North end of Conanicut—The delay and uncertainty incident to the first and last put them out of the question—the second was pronounced impracticable on account of the narrowness of the M. Channel above Newport—which w^d. not allow scope enough for the Ships work^s. and missing stays w^d. be fatal in such circumstances—

It was determined therefore that in order to gain Conanicut a body of Militia sh^d. be applied for, to make us equal to such a reinforcem^t. as we thought the enemy could spare—Col Fleury¹¹ and myself went by the Admirals desire to make application for this purpose—in our way we learnt that some American Privateers had been on the island— and that the enemy had evacuated the battery which fired on the *Sagittaire*—We met Gen^l. Sullivan on his way to the Fleet—where he was going to have a conference with the Admiral and propose some changes in his plan—he was received on board with the Guard of Marines, and the drums beating to arms— and at his departure the Ship was manned—and fifteen Cannon fired—

the evening of the 30th the outermost Ships made signals of the appearance of a Fleet—the Admiral got his Squadron in readiness for fight & chace—but the fleet put about & escaped under the veil of night—it proved to be 8 transports with wood from Long Island bound to Newport and convoyed by a Frigate—

On the evening of the 31st. The Admiral sent a party to reconnoitre Conanicut and discover whether the enemy had really abandoned all their batteries as was reported—it was found that they had—

The next morning the Admiral landed in order to view the enemys batteries from The east side of Conanicut—we found in the battery which fired on the *Sagittaire* two 24

pounders spiked— and all their heavy Amunition—

From the battery on the E. end—we had a distinct view of the Town Shipping—and batteries the latter lost that respectability which they had on paper—the fire from the Ships of the Line must annihilate them in an hour—The fort on an eminence called Domine Hill—back of the Town, may require our heavy artillery and some Shells—We have every reason to believe that we shall effect our landing on the island without opposition—as the enemy seemed to have concentered their force in New port—

The Admiral has disembarassed himself of his prisoners, sick and prizes¹²—he is in perfect readiness for acting his part and as anxious as a man can be—General Sullivan has exerted himself to the utmost—but the backwardness of the Militia called for from the Neighboring States—the necessity of constructing Transport Boats, to supply the place of those destroyed by the enemy in their last descent¹³—and many other necessary preparations which require time—have delayed us till now—and I find it impossible to tell you with precision on what day we shall be ready—

I fear my dearest father that I have tired you with detail—and that from a habit of speaking of our operations with my finger on the map—I may in some places not have expressed my meaning fully enough—but my time unluckily will not permit to remedy these inconveniences by writing a new Letter—I am just come from the Admiral to see if it will be possible by any means to hasten our land operations—The French Squadron will want a great quantity of provisions whether they winter here or return to France—no biscuit is to be had here—I am ever your most affectionate

John Laurens.

Pennsilvania must furnish flower—and bakers sh^d. be employed there immediately.

It is reported that 20 Sail of Spanish Ships are on the coast pray who is Don Juan de Miralles—¹⁴

In the letter which I wrote you from black point I mentioned—the Admirals intention to send his prisoners to Philadelphia—some difficulties induced him to change his plan—they are all landed here—

Deserters from Rhode Island—say the Troops are in want of provision and look upon themselves as prisoners.

The Mquis de la Fayette with a division from the Grand Army is arrived—and his men have had time to refresh themselves—¹⁵

Gen^l Greene is likewise arrived—¹⁶

Gen^l Sullivan 1st. estimate of the Enemys land Force is too high— they cannot have much above 5000 men— and the Gen^l begins to think so himself—¹⁷

L, ScU, South Caroliniana Library, Henry P. Kendall Collection of Laurens Papers. Addressed on separate sheet “Priv[atē]/The honble/Henry Lau[rens]/Presiden[t of Congress]. Docketed: “John Laurens/4 Aug^t 1778—.”

1. Henry Laurens, in the letter to his son of 26 July 1778, remarked that “Members of Congress and Citizens in general are under uncommon anxiety to learn...something further than we know, of the present position of Count d’Estaing’s fleet.” See Laurens to Laurens, *Laurens Papers* 14:80–81.

2. Connecticut Gov. Jonathan Trumbull.

3. Maj. Gen. John Sullivan, in command of the Continental Army troops around Narragansett Bay.

4. Commander of the French fleet, Vice-Amiral comte d’Estaing.

5. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d’Albert de Rions, went into the Narragansett (West) Channel.

6. The French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, accompanied by the captured H.M. armed brigantine *Stanley*, commanded by officier auxiliaire Boulouvard de Barentin, went into the Sakonnet (East) Channel.

7. H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian

8. That is, H.M. galley *Alarm*, commanded by Lt. Philip d'Auvergne.

9. Ensign Etienne March Joseph, comte de Grasse-Limermont, served with the French frigate *Aimable*.

10. Paul Gilbert d'Aragones, Chevalier d'Orcet, served with *Alcmène*.

11. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.

12. At the beginning of Aug., the French had conveyed their English prisoners and sick to Providence under the care of Georges-René Chevalier Pleville le Pelley, Lieutenant de vaisseau in *Lanquedoc*. See Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, French Navy, and Journal of French Frigate *Engageante*, 1 Aug., both above.

13. On the British raid that destroyed the transport boats, which took place on 24 May 1778, see Diary of Frederick Mackenzie, 25 May, and Major General John Sullivan to Henry Laurens, 26 May, in *NDAR* 12: 442–44 and 456–57.

14. The report concerning the Spanish fleet was false. Don Juan de Miralles had been sent to visit Congress by the Spanish Governor of Cuba in the guise of a merchant to gather information about the war and about “any design prejudicial to Spain and her American possessions.” *Letters of Delegates* 10: 82–84. He remained in the United States as agent of the Spanish government until his death in April 1780.

15. The detachment of 2,500 men from Washington’s army under the command of the Marquis de Lafayette had divided into two parts in Connecticut. The first part, commanded by Brig. Gen. James Varnum arrived in Scituate, on the outskirts of Providence, on 31 July; the second part, commanded by Lafayette himself arrived at Scituate on 2 Aug. McBurney, *R.I. Campaign*, p. 102.

16. In a letter to the President of Congress of 3 Aug., Washington explained that he had sent Maj. Gen. Nathanael Greene, the army’s quartermaster general and a native Rhode Islander, to assist in the attack on Newport because Greene was “intimately acquainted with the whole of that Country—and besides he has an extensive interest and influence in it.” He added that Greene’s “services, as well in the Quartermaster line as in the field, would be of material importance.” *GW Papers, Rev. War Series* 16: 238.

17. In his letter to George Washington, Laurens estimated the total number of British soldiers, sailors, and marines at 5,544. Maj. Gen. John Sullivan apparently believed that this estimate was too low, giving several days later a British strength of 5,500 soldiers plus an additional 1,000 marines and sailors. A reasoned, recent, estimate by historian Christian McBurney puts the total at 5,750 able-bodied soldiers. See: Laurens to Washington, this date, above; and, McBurney, *R.I. Campaign*, pp. 77 and 281n48. For further discussion, see Sullivan to Washington, 1 Aug., above, note 6.

LIUTENANT COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO
VICE-AMIRAL COMTE D'ESTAING

Le 4 aoust 1778 à 2 heures apres midy à la Providence [*R.I.*]

Mon general

J'ay l'honneur de Vous Rendre Compte :

Que—Les troupes Continentales de m^r Le gl Sullivan,¹ y Compris Celles sous les ordres immediates de m^r De la fayette au nombre de 3500. sont prêtes à marcher pour yverton,² Lieu designé pour L'embarquement.—

que Les Milices de la N. angleterre 1000 Du Newampshire 1000 Du Connecticut, 3000 du Rhode iland, 2000 du Massachuset, en tout 7000, seront arrivés au Rendé vous au plutôt vendredy ou mémê Samedy.—

que Cent bateaux portant 50 hommes sont prêts soit icy soit a yverton—

qu'on à de plus 12 bacs pour portir Le Canon, & les chevaux nécessaires a leur charoy—que L'artillerie de Campagne est nombreuse, & qu'on a de plus 12 pieces de fer de 18. & 9 Mortiers de 10 pouces [et] que Cependant malgré L'activité du general & de Ceux qu'il employe, on ne sera prêt à passer dans L'ile avant samedy au plutôt, ou mémê Dimanche.—Je crains avec grande Raison que ce ne sort que Lundy.—

« que L'on envoie aujourd'huy dans le chenal De l'ouest 40 bateaux destinés aux troupes de débarquement de votre Escadre & que le Capitaine Qui le commande Recevra vos ordres par le lieu ou vous voudrés les placér jusqu'a la.

« que si L'on sçavait, la nombre de chevaux de selle, ou des de charoy dont mr Le

Comte d'estaing à besoin, soit pour luy, ses aides de Camp, & son artillerie, on les correlait pour la soir de la dècète à la pointe de popasquash,³ au haut du chenal du millieu, ou à tel autre Lieu qu'il vous va designer.—on envera 10 chevaux de selle.

« qu'on trouve des difficultés pour le biscuit, nécessaires à votre escadre, que l'on ne peut en envoyer qu'en petite quantité, dû le pausctè de nos magasins de farine.—mais que les bateaux seront assemblés, avec promptitude & abondance pour fournir aux besoins de L'escadre.—on n'a que 3 boulanges pour cuire le biscuit & peu de farine.—

Les forces enemies sur Rhode island sont

3000 h.	ancienne garnison.	{ Le 28. Reg ^{t.4} 2. D'anspach. ⁵ 1. R lèvee de fenning ⁷ 1 détachement d'artillerie ⁹
1200 –	arrivés avec Le gl. Prescot. ⁶ C à D	
400 –	anglais arivés le 26 avec le gl Brown. ⁸	
<u>1200</u> –	<u>matelots</u> soldats de marine torys &C.	
<u>5800.</u>	<u>Total.</u> — ¹⁰	

ils ont abandoné les ouvrages de la Cote du nord & probablement la baterie de la Cote de l'est, qui eut pû arretér ou Retardér la marche des frégates qui doivent protéger la descente du general Sullivan. de sorte que la vaisseau de 50 que mr. Le Comte destaing proposait d'y envoyer, pourra, sil le juge à propos, Rentér dans la chenal de louest, tourner cononicut, & protéger la descente française a d'yêrs point.¹¹—Les ouvrages enemy qui leignent la ville au [*illeg.*] est peuvent etre battû de Revers, & enfilé par le feu de lescadre, excepté [?] le fort sur dominy hill.¹²

« que La flote du lord howe, est toujours à Newyork, affamée [*illeg.*] que L'armée ; mais un bruit sans fondemènt connû Court que partie de la flote de cork y est arrivée.

Le gl. prescot à Dit on une mal desine à Rhode island.

Des que scaurai quelque nouvelle ou positive, ou intéressante, j'aurai L'honneur de Vous envoyer un exprès.—

J'attens vos ordres, Mon general & si le zèle & la bonne volanté pourent supliér à Lin-sufisance, j'espere trouver quelque occasion de meritér & de justifiér vos bontés—l'espoir flateur de votre bienveillance, est un motif bien pleessant pour que je mé forcer de la meritér.—J'ay l'honneur d'etre [&c.]

Fleury

La N. angletterre n'est pas abondante en farine, si Mr. Gerard¹³ [?] ~~general~~ etait averty des besoins de L'escadre, ils pouvait aisement faire préparer du biscuit ; La pensylvanie et le jersey sont les magasins des etats du nord.

[Translation]

4 August 1778, 2 hours after noon, Providence, R.I.

My general

I have the honor of reporting to you:

That—The Continental troops of Mr. the General Sullivan,¹ included among them those under the immediate orders of Mr. De la Fayette in to the number of 3,500, are ready to march for yverton,² the place designated for the embarking.—

That the Militias from N. England 1,000 from New Hampshire, 1,000 from Connecticut, 3,000 from Rhode Island, 2,000 from Massachusetts, in all 7,000, will have arrived at the rendezvous Friday at the soonest or even Saturday.—

That one hundred boats carrying 50 men are ready either here or at yverton—

That there are more than 12 ferry-boats to carry the cannon & the horses necessary for their carriage—that the field artillery are numerous & that there are more than 12 iron pieces of 18 & 9 mortars of 10 inches and that, however, despite the activity of the general and of those whom he employs, they will not be ready to pass onto the island before Saturday at the earliest, or even Sunday.—I fear with great reason that this will not occur until Monday.

“ That there are sent today into the Western Channel 40 boats destined for the troops to be landed from your squadron and that the captain who commands it will receive your orders for the place where you want them placed up to there.

“ that if one knew the number of saddle horses, or of carriage horses, that Mr. the Count d’Estaing has need of, let it be for himself, his aides de Camp, to make the descent at popasquash³ Point at the height of the Middle Channel, or at such other place that you will designate——they will send 10 saddle horses.

“ That there are some difficulties regarding the biscuit necessary for your squadron, that can be sent only in a small quantity, owing to the paucity of our warehouses of wheat—but that the boats will be assembled, with promptness and abundance to furnish the needs of the squadron.—there are only 3 bakers to bake the biscuit, and little wheat.—

The enemy forces at Rhode Island are

3000 men	former garrison.	{ The 28. Reg ^{t4} 2. Anspach. ⁵ 1. R raised by fenning ⁷ 1 detachment of artillery ⁹
1200 –	arrived with Gen. Prescott, ⁶ i.e.	
400 –	English arrived the 26 with Gen. Brown. ⁸	
1200 –	Sailors marines Tories, etc.	
<u>5800.</u>	<u>Total.—¹⁰</u>	

They have abandoned the works on the north side and probably the battery on the east side, which had been able to stop or retard the progress of the frigates that should protect the descent of General Sullivan, in the way that the ship 50 guns that M. the Count destaing proposed to send there could, if he judges it appropriate to re-enter the Western Channel, turn Cononicut, & protect the French descent on d’yers point.¹¹ The enemy works that line the city on the east can be beaten from the reverse and raked by the fire of the squadron, except the fort on Dominy Hill.¹²

“ that the fleet of Lord Howe is still at New York, starving along with the army, but a rumor without known foundation runs that part of the fleet from Cork has arrived there.

It is said Gen. Prescott has an evil design at Rhode Island.

As soon as I have any news either positive or interesting, I shall have the honor of sending you an express.—

I await your orders, my general, and if zeal and good will can make up for inadequacy, I hope to find some occasion to merit and justify your kindnesses—the fond hope of your good will is a very pleasing motive for me to push myself to merit it. I have the honor to be [&c.]

Fleury

New England is not abundant in wheat, if Mr. Gérard¹³ [?] general were alerted to the needs of the squadron, he could easily have biscuit prepared; Pennsylvania and the

Jerseys are the warehouses of the northern states.

L, FrPNA, Marine B⁴, vol. 146, fols. 110–11.

1. Maj. Gen. John Sullivan.
2. Tiverton.
3. Popasquash Point, Rhode Island.
4. Actually the 38th Regiment of Foot, Lt. Col. William Butler.
5. Most likely, Col. F. A. V. Voit von Salzburg's 1st Anspach-Beyreuth Regiment and Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Beyreuth Regiment.
6. Maj. Gen. Richard Prescott, British Army.
7. Col. Edmund Fanning's King's American Regiment of Loyalists.
8. Brig. Gen. Montforte Brown, in command of Prince of Wales American Regiment. Brown, along with approximately 400 men, had arrived on 11 and 12 June. Mackenzie, *Diary* 1: 299–300.
9. Most likely the detachment of the Royal Artillery under Lt. Col. John Innes.
10. For a discussion of British troop strength, see Sullivan to Washington, 1 Aug., above, note 6.
11. Dyers Point.
12. Tomini Hill, Newport, Rhode Island.
13. Conrad-Alexandre Gérard, French minister plenipotentiary, in Philadelphia.

COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO VICE-AMIRAL COMTE D'ESTAING

à 2 heures et demy Le 4 aoust. 1778

Mon general

Le general Sullivan¹ me charge de vous informer que la quantité de farine nécessaire pour la subsistance de votre escadre, ou son aprovement, ne peut lui être fournée dans le moment, Sans affamer ses propres troupes, mais que lon à pris des moyéns pour pourvoir à Cet objet essentiel. quant aux viandes salies il n'en ont pas grande quantité, & Souhaiteraint que vous préférassies la viande fraiche qu'ils peuvent vous fournir avec abondance & facilité. J'ay l'honneur d'etre

Fleury

[Translation]

2:30 on 4 August 1778

My general

General Sullivan¹ charges me to inform you that the quantity of wheat necessary for the subsistence of your squadron, or its provisioning, cannot be furnished to him at the moment without starving his own troops, but that steps have been taken to enable this essential object. As to salted meat, there is not a great quantity of it and hopefully you prefer fresh meat, which can be furnished to you with abundance and ease. I have the honor to be

Fleury

L, FrPNA, Marine B⁴, vol. 146, fol. 108–9. Addressed on cover: "A Monsieur/Monsieur Le Comte/D'estaing/vice amiral de france/devant Rhode island."

1. Maj. Gen. John Sullivan.

MAJOR GENERAL SIR ROBERT PIGOT TO CAPTAIN JOHN BRISBANE, R.N., &c

Newport 4th Augst. 1778.

Sir

11 O'Clock PM

In Case the enemy's Ships enter the harbor; I shall be obliged immediately to

withdraw the Troops from the North end of the Island.¹ I therefore beg you will give such orders to the Captains of the Frigates² that are advanced as you may think proper that they may retire within the garrison at the same time I am S^r [&c.]

Signed R^t Pigot

Copy, UKLPR, Adm. 1/5310 fol. 197. Addressed below the close: "To Capt. Brisbane &c &c &c." This letter read at the court-martial of Capt. John Symons for the loss of H.M. frigate *Cerberus* held at New York on 28 Sept. 1778 in H.M.S. *Royal Oak*. Capt. Hugh Dalrymple of HM frigate *Juno* received the same message, as did Capt. Richard Smith of HM frigate *Lark*, and Capt. Charles Hudson of HM frigate *Orpheus*. The copy of the letter read into the record at Smith's court-martial included the following additional notation in the margin, not found in the other copies: "A Line of Battle Ship of the enemy's went up the Naraganset this Afternoon." Ibid., fols. 181, 186, and 207-8. The copies sent also included the orders of Brisbane to his captains, found

1. Aquidneck (Rhode) Island.

2. Upon receipt of this letter from Brisbane, Symons forwarded copies of it along with Brisbane's cover to the captains of the other frigates. See Symons to Brisbane, 5 Aug., below.

CAPTAIN JOHN BRISBANE, R.N., TO CAPT. CHARLES HUDSON, R.N.

Flora Newport 4th. Augst 1778

S^r:

On the other side is a Copy of the Generals letter,¹ should that be the case, and the wind Southerly, you will not be able to get down with the ship.

You will act for the best as Circumstances may require taking care the Ship is not Captured by the Enemy & to do all in your power to avoid being taken prisoners by them. I am [&c.]

Brisbane

Copy, UKLPR, Adm. 1/5310, fol. 207. Addressed after close: "To Captian Hudson/*Orpheus*." This letter read at the court-martial of Capt. Charles Hudson for the loss of H.M. frigate *Orpheus* held at New York on 28 Sept. 1778 in H.M.S. *Royal Oak*. Capt. John Symons of H.M. frigate *Cerberus*, Capt. Hugh Dalrymple of H.M. frigate *Juno*, and Capt. Richard Smith of H.M. frigate *Lark* also received this letter, *ibid.*, fols. 197-8, 182, and 187. The copies read at the respective courts-martial exhibit minor differences of style, except for Dalrymple's copy, the final sentence of which read: "you had better give directions to the Masters of the Ships if that should be the case to destroy their Vessels."

1. The letter of Maj. Gen. Robert Pigot to Capt. John Brisbane, immediately above.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

[Aug^t 1778] d^o [At Single Anchor in the Inner Harbour Newport R^d. Island]
 Tuesday 4 at 8 AM Weighed and came to Sail, at 12 Came too with the Best
 Bower in 12^m water Dyers Island NEE off Shore 1 ½ Mile Dry'd Sails
 At Anchor off Dyers Island
 Mod^t & fair W^r: at 2 PM furld Sails

D, UKLPR, Adm. 51/181.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, Rhode Island]

4th August [1778].

Thick fog all last night. Wind S. S.E. wind from 10

this morning, with thick weather. About 11 it came round to the S.W. and blew fresh. We just then got a sight of the French fleet, in the same position as before.

Everything quiet during the night. . . .

At 3 this afternoon Six small Schooners & Sloops came out from behind Connonicut & Prudence, and Stood down as far as Halfway rock.¹ The *Cerberus*² fired two shot at the headmost, which fell short. She, in return fired a Swivel at the *Cerberus* and then stood up towards Gold-Island,³ followed by the others.

A two Decker came about half way up the Narraganset passage this afternoon, and anchored there.

Mackenzie, *Diary* 2: 328–29. Six paragraphs, mostly discussing troop movements and the inhabitants of Conanicut Island, have been omitted.

1. That is, Conanicut and Prudence Islands. The Halfway Rock is in the Narragansett (or West) Passage, and roughly half way down Aquidneck I.

2. H.M. frigate *Cerberus*, Capt. John Symons.

3. Gould Island.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

Tuesday August 4 Day 1778

[*Newport Harbor, R.I.*]

Thick foggy Weather this Morning Went to Work on Bor^d the Wrack¹ a We Got out one Six pounder and a Number of Shot and A quantity of Pigiron all this We Stood in the Bottom of our hole So Ends this 24 howers—

D, CtMyMHi. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. The crew of *Revenge* had begun salvaging materials from the wreck of H.M. ship-rigged sloop-of-war *Kingsfisher* the day before. See Journal of John Palmer, 3 Aug., above.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

Monsieur

Le 4 aout 1778. [*au large de Rhode Island*]

Je Reçois par Monsieur le marquis de la Fayette, les deux lettres que Votre Excellence m'a fait L'honneur de m'écrire; Votre Confiance dans Monsieur John Brown¹ et L'utilité dont nous sera ses soies, lui assuraient le plaisir avec lequel J'ai fait connoissance avec lui. il ne peut me Rendre un service plus agreable que celui de me mettre dans le cas heureux de recevoir souvent de vos nouvelles et de Vos secours sur les Choses a faire, et sur Les lieux. Monsieur Le marquis de la Fayette a Bien Voulu me dire que Monsieur Brown seroit assés Bon pour donner des avis à M^r. de Pleville deja chargé de La Vent des prises faites par L'escadre du Roy.²

nous n'avons que quatre pieces de campayne de fonte du Calibre de six: elles ont des affuts: leur pesenteur exigers, Je Crois, huit chevaux chacune; Si votre excellence pouvait y joindre quatre pieces du Calibre de quatre, et les chevaux nécessaires, cette artillerie serait proportionnée au nombre de nos troupes; Deux, quatre ou six chevaux de monture Est Entout, pour les officiers majores ou pour moy nous seraient Infinimens agreables: ils seraient payés d'après l'estimation que Vous auriés la Bonté dordonner.

Nous n'avons point de tentes, J'espere Cependant profiter de la permission que Vous m'aves d'onnée de débarquer des troupes a tower hill; s'il etoit possible de my envoyer les quarante Batteaux plates que Vous nous destinés, le simulacre de

notre descente en Rendroit La Realité mieux ordonnée. Ce mouvement De Batteaux, Comme vous l'observées très Bien, pourrait partager l'attention de L'ennemi. Monsieur Le marquis de la Fayette vous fera le detail de la nécessité dans laquelle nous nous trouverions, si j'étais obligé de me Rembarquer, pour resister a un ennemi Maritime. ce motif, et Celui de diviser les forces des anglais En leur montrant un front un peu plus important que ne Seroit le nôtre, me ferait desirer que Vous trouvariés convenable, qu'une aïse, ou au moins qu'un Corps de Vôtre armée descendit En même tems, et dans le même lieu que nous, vous en seriés Encore plus Certain que tout agirait au même instant, si Votre choix tombait alors sur Monsieur de La Fayette, l'ensemble des mouvemens en serait plus sur, il Commanderait toujours Vos troupes, et il se trouverait dans mon absence naturellement a la tête des Français. attirer L'attention par deux Fausses attaques serait selon mon opinion, un employ fort utile de quelques hommes, Car partager, C'est affaiblir; on n'employe que ce que'on Veut dans une fausse attaque, a Les Anglais pour peu qu'ils soient abusés en opposent ordinairement Beaucoup dans tout Endroit ou il est probable qu'on peut se porter.

Je me proposait hier de soumettre a Vos lumieres un plan qui aurait été de forcer avec L'Escadre le chenal du milieu dans le même instant ou vous auriées débarqué: Leffet et le bruit de notre artillerie sont infiniment plus imposant que nos soldats: Je n'étais Retenu que par L'inquietude que ce Changement n'est Causat un trop grand dans Votre projet. quatre Batimens qu'on a Vu Couler hier au soir par les Anglais devant Dyers Batterie,³ en allant de Rhod-Island, a Goat Island me font Craindre qu'ils n'ayent fermé la Routte a tenir en dedans de la passe de pareils obstacles; ils sont d'autant plus dangereux qu'ils sont ignorés, et ne peuvent être vûs. les feux, le mouvement, et par Consequent les travaux ont été forts grands dans le port, pendant La nuit.

Je ne suis pas encore tranquille sur le fond que nous trouverons en sortant du Canal de L'ouest pour passer par le Nord de Cononikut dans le chenal du milieu. le peu de Vent de Nord qui souffle dans cette saison me fait Redouter de grandes Lenteurs pour me Raprocher de La ville, et pour etendre l'escadre sur La Coste de Rhod Island, affin dy menacer et dy battre avec nos Vaisseaux plusieurs points En mêmes temps, J'aurai L'honneur de Vous instruire successivement de mes Reflexions sur ces difficultés. on ne peut trôp s'en occuper avant que d'agir, pour tacher de les faire disparaitre dans L'action.

Nous ne ferons que peu d'eau, les sources se'puisent, Les voyeges sont Lents, et penibles, notre biscuit est pret à finir. Je vous supplie De daignes ne pas oublier les ordres au sujet de Six milles Briques necessaires pour la Construction des fours à Batir a bord et avec lesquels chaque vaisseau avec de la farine pourrait suffire a sa Consommation; nôtre Existance En depend absolument, s'il est impossible de trouver ou de faire Du Biscuit a terre; excuses mon importunité, les Besoins de premiere nécessité sont pressans, le desir d'être utiles a L'Amerique nous fait solliciter la possibilité dy subsister. J'ay L'honneur d'être [&c.]

Estaing

[Translation]

Sir

4 August 1778 [*off Rhode Island*]

I receive by Monsieur the Marquis de la Fayette the two letters that your Excellency did me the honor of writing me. Your confidence in Mr. John Brown¹ and the usefulness of which his cares will be to us assure to him the pleasure with which I have made his acquaintance. He can render me no more agreeable service than that of putting me

in the happy situation of often receiving your news and your help of the things to do and on the places. M. the Marquis de la Fayette has been pleased to tell me that Mr. Brown would be so good as to give some advice to M. de Pleville, who is charged with the conduct of prizes made by the king's squadron.²

We have only four iron field pieces, six pounders; They have carriages, Their weight will require, I believe, eight horses each. If your Excellency can join to them four pieces of four-pounders and the necessary horses, this artillery would be proportionate to the number of our troops. Two, four or six riding horses is all for the major officers or for me, they would be infinitely agreeable to us; they would be paid for according to the estimation that you would have the goodness to order.

We have no tents whatsoever; I hope, however, to profit from the permission that you give me of disembarking some troops at Tower Hill. If it would be possible to send to me there the 40 flatboats that you intend for us, the simultaneity of our landing would take place in reality in better order. This movement of boats, as you observe very [well?] could divide the enemy's attention. M. the marquis de la Fayette will tell you in detail of the necessity in which we find ourselves, if I am obliged to re-embark in order to resist a maritime enemy; this objective, that of dividing the English forces in showing them a force a little more imposing than ours would be, makes me desire that you would find it convenient that a wing, or at least that a corps of your army would land at the same time and in the same place as we, you would be thereby even more certain that all will act in the same instant. If your choice falls on M. de La Fayette, the unity of the movements would be more certain; He would still command your troops and in my absence would find himself naturally at the head of the French. To draw the attention of the English by two sham attacks would be, in my opinion, a powerful employment, useful for a few men; for to divide is to weaken. We would employ only what we want in a sham attack; to the English, so that they little may be abused, while ordinarily opposing much in every place in which one can take oneself.

I proposed to myself yesterday to submit to your judgment a plan that would have been of forcing with the squadron the middle channel at the same instant that you would land. The effect and the noise of our artillery are infinitely more respectable than our soldiers. I have not retained that [*proposal*] because of my concern not to cause too great a change in your project. Four ships that were seen sunk yesterday evening by the English in front of Dyers battery,³ while going from Rhode Island to Goat Island, make me fear that they have closed the route we would take through the passage with similar obstacles; They are much more dangerous if unknown and unable to be seen. The fires, the movement, and in consequence, the works, have been very great in the port during the night.

I am no longer unconcerned about the bottom that we will find in leaving the western channel in order to pass by the north of Conanicut into the middle channel. The little wind from the north that blows in this season causes me to doubt grand attempts to approach the city and to extend the squadron on the coast of Rhode Island in order to menace it there and to fire with our ships of the line on several points simultaneously. I would have the honor of your thoughts successively on my reflections on these difficulties. One cannot think too much about them before acting, in order to try to make them disappear in the action.

We have brought on board only a little water. The springs are drawn upon. The trips to them are slow and arduous. Our biscuit is nearly exhausted and I ask you not to forget the orders on the subject of six thousand bricks necessary to construct ovens

aboard and with which each ship of the line with the wheat, would suffice for its consumption: our existence absolutely depends on it, if it is impossible to find or to make biscuit on shore. Excuse my importunity; the needs of first necessity are pressing, and the desire of being useful to America makes us solicit the possibility of subsisting here. I have the honor to be [&c.]

Estaing

L, NHHi, Gen. John Sullivan Papers. Docketed: "Count De Estaing/Letter."

1. John Brown, the wealthy Providence merchant.

2. The Rhode Island Council of War gave Georges-René Chevalier Pleville le Pelley, lieutenant de vaisseau of *Languedoc*, "permission to dispose of the Prizes under his Care either at publick or private Sale." Gov. William Greene to d'Estaing, 5 Aug. 1778, FrPNA, Marine B⁴, vol. 146, fol. 135.

3. On the transports the British sank as obstructions, see Captain John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc*, devant Rhode Island]

du mardy 4

à une après midy le *protecteur*¹ ayant Eut ordres daller dans La passe du ouest à apa-reillé et y ait Eut Le Lendemain de Lentré de *Laimable*² et de *Lacquemene*³ montant La Rivier à Leur aproche deux petite fregattes avec un Galere se sont Brulee⁴

Le *vaillant*⁵ à pris la place de *Lengageant*⁶ à Louest de la passe du milieu. Les vents Les meme et de la Brume party de la nuit et le matin.

[Translation]

[August 1778, *Languedoc*, off Rhode Island]

Tuesday 4

At one o'clock in the afternoon the *Protecteur*,¹ having had orders to go into the Western Passage, weighed and had been there the next day, from the entrance of the *Aimable*² and the *Alcmène*³ going up the river, at their approach two small frigates with a galley were set on fire.⁴

The *Vaillant*⁵ took the place of the *Engageant*⁶ to the west of the Middle Passage. The winds the same and some fog part of the night and the morning.

D, FrPNA, Marine B⁴, vol. 147, fol. 139.

1. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

2. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

3. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

4. When the *Alcmène* and *Aimable* entered Sakonnet (East) Passage, the British burned H.M. sloop-of-war *Kingsfisher*, Lt. Hugh C. Christian, H.M. galley *Alarm*, Lt. Philip d'Auvergne, and H.M. galley *Spitfire*, Lt. James Saumarez.

5. French ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

6. French frigate *Engageant*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

JOURNAL OF LE COMTE DE CAMBIS ON BOARD THE *LANGUEDOC*

Aout 1778. Mardi 4. Au jour la brume s'est un peu dissipée, et dans un éclairci nous avons apperçu la *Provence*¹ sous voile qui n'avait pas pu se tirer au large et peu après

elle a mouillé le vent étant au SSO très foible. L'on a distribué et réparti sur tous les bâtimens de l'escadre les fruits et rafraichissemens formant la cargaison du bateau venant de New-Providence. á 9 heures M^r le M^{qis} de la Fayette est venu à bord avec plusieurs officiers françois servant sous ses ordres, voir notre Général qui lui a communiqué ses dispositions et mesures pour forcer l'entrée de Newport.² Cette opération que nous sommes impatient d'entreprendre n'a été retardée qu'à la demande du Général Sullivan qui rassemble son armée afin d'opérer une diversion en attaquant les Anglois à revers au meme instant où notre escadre se présente devant le port. L'armée de M^r Sullivan sera composée au rapport des américains, de 15 à 18 mille hommes et la petite armée de M^r de la Fayette qui est déjà prete au nombre de deux mille est destinée à s'y joindre, et la descente des Américains sur Rhode island doit se faire par le chenal de L'Est où nos frégates sont mouillées, y avant été envoyées exprès pour protéger et favoriser le passage de cette Armée qui doit se faire avec des bateaux plats que l'on prepare.³ A une heure après-midi la brise du SO a un peu fraichi, ce qui a fait dissiper la brume; et tout de suite le *Protecteur*⁴ qui avoit ordre d'appareiller a travaillé à mettre sous voile. á 2 heures ce vaisseau est entré par le chenal de l'Ouest. á 4 heures le *vaillant*⁵ a aussi appareillé pour bloquer le chenal du milieu, et notre pilote américain accompagné d'un officier major ont été mouiller ce vaisseau à la même place qu'avoit occupé l'*Engageante*.⁶ á 5 heures M^r de la Fayette a quitté le *Languedoc* où il a été salué de 3 cris de vive le roi et il s'est rendu sur la *Provence* qui l'attendoit pour mettre sous voile et le conduire en dedans par le chenal de l'Ouest pour se rendre à la Providence où il a laissé son armée; mais la brume épaisse qui est survenue à 5 heures ½ a obligé la *Provence* de mouiller presqu'aussitôt. Pendant la nuit le tems s'est éclairci et le vent a été au Sud et SSO frais.

[Translation]

August 1778. Tuesday 4. At daylight the fog dissipated a bit, and in a break in the fog we glimpsed the *Provence*¹ under sail, which had not been able to tack at sea and a little after it anchored again, the wind being at SSW, very weak. They distributed and divided among all the ships of the squadron the fruits and refreshments making up the cargo of the boat coming from New Providence. At 9 o'clock M. the Marquis de Lafayette came on board with several French officers serving under his orders to see our general, who communicated to him his dispositions and measures to force the entrance of Newport.² This operation, which we are impatient to undertake, was delayed only at the request of General Sullivan, who assembles his army in order to work a diversion in attacking the English from behind at the very instant in which our squadron presents itself before the port. The army of M. Sullivan will be composed, according to the Americans, of 15 to 18 thousand men and the small army of M. de Lafayette, which, already ready at the number of two thousand, is intended to join it there, and the landing of the Americans on Rhode-Island should be made by the East Passage where our frigates are anchored, having been sent there expressly to protect and favor the passage of that army which is to be made with flat boats that have been prepared.³ At one o'clock in the afternoon, the breeze from the SW somewhat brisk, which caused the fog to dissipate; and immediately the *Protecteur*,⁴ which had orders to weigh, worked to get under sail. At 2 o'clock this ship entered by the West Passage. At 4 o'clock the *Vaillant*⁵ also weighed in order to block the Middle Passage, and our American pilot accompanied by a major officer anchored that ship at the same place that the *Engageante* occupied.⁶ A 5 o'clock M. de Lafayette left the *Languedoc* in

which he was saluted with 3 shouts of long live the king and he was transferred to the *Provence*, which waited for him to get under sail and take him by the West Passage to Providence, where he had left his army; but the thick fog that returned at 5:30 o'clock obliged the *Provence* to anchor again almost immediately. During the night the weather cleared up and the wind was at the South and SSW, brisk.

D, FrPNA, Marine B¹, vol. 147, fol. 17. "Journal de la Compagne j'ai fait dans l'escadre du Roi armée au port du Toulon en 1778 sous les ordres de M^e le C^{te} d'Estaing Vice amiral de France montant le Vau. Le *Languedoc* sur lequel j'étois armé. . . ." "Journal of the Cruise I made in the King's squadron fitted out in the port of Toulon in 1778 under the orders of M. the Comte d'Estaing, Vice Admiral of France in the Ship of the line the *Languedoc*, in which I was posted."

1. French Navy ship of the line *Provence*, commanded by Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

2. Maj. Gen. the Marquis de Lafayette discussed the plan with Maj. Gen. John Sullivan the following day and wrote a lengthy letter to Vice-amiral comte d'Estaing the following day. See Lafayette to d'Estaing, 5 Aug., below.

3. The source of these numbers is not known. Continental officers pegged their troop strength at around 11,000 and communicated this number to d'Estaing. Estimates of the American troop strength varied at the time. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army, reported to d'Estaing that Sullivan's forces numbered 3,500 Continental troops, along with 7,000 militia. Lt. Col. John Laurens, however, placed the number of Continentals at 2,000 on hand, with Lafayette's division still arriving, and 7,600 militia. See Fleury to d'Estaing, 4 Aug., above. See also Laurens to George Washington, 4 Aug., above, esp. notes 22 and 23. A reasoned modern estimate of Continental strength finds that Sullivan's men numbered a little fewer than 12,000 in total. See McBurney, *R.I. Campaign*, pp. 237–39.

4. French Navy ship of the line *Protecteur*, commanded by Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

5. French Navy ship of the line *Vaillant*, commanded by Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

6. French Navy frigate *Engageante*, commanded by Capitaine de vaisseau Charles-René, chevalier de Gras-Préville.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[*Devant Newport, R.I.*]

Mardi 4.

La brume nous a empêcher de reconnaitre le *Zelé* avant 10 h. le Vent au S. foible le Cap à L'o. à midy le vent a passé au SSo, et la brume S'est assez dissipée pour nous permettre de relever block-island

à

L'oso. dist. 3 li

La pointe de judit à

L'oNo

L'Escadre au

NNo 5° n. Cor

Au Coucher du Soleil, la brume est devenu plus forte que ce matin j'ai Couru des bords, et entendu dix Coups de Canon, même navigation pendant toute la nuit.

[Translation]

[August 1778.]

[*off Newport, R.I.*]

March 4.

The fog prevented us from reconnoitering the *Zelé* before 10 o'clock. The wind to the S., weak the cape to the W. At noon the wind passed to the SSW, and the fog had dissipated enough to permit us to raise Block Island

at

WSW distance 3

Point Judith at leagues
 The squadron in the WNW
 At sunset, the fog had become thicker than in the morning NNW 5° N
 I ran some tacks, and
 heard ten cannon shots, same navigation through the night.

D, FrPNA, Marine B¹, vol. 147, fol. 62.

1. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

RICHARD HENRY LEE, CHAIRMAN OF THE CONTINENTAL MARINE COMMITTEE, TO THE
 MASSACHUSETTS COUNCIL

Marine Committee of Congress
 Philadelphia August 4th 1778

Gentlemen

It is the request of this Committee that you will aid the Navy Board¹ with the powers of Government in Manning the Continental ships of war that are at Boston, which have been Ordered out to join the French Fleet under the Command of Vice Admiral the Count D'Estaing and which Congress most ardently earnestly wish may be Speedily accomplished. We have the honor to be [&c.]

Richard Henry Lee Chⁿ M.C.

L, M-Ar, Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), p. 396. Addressed below close: "The Honorable/The Governor & Council/of Massachusetts Bay." In the letterbook of the Continental Marine Committee, this letter is addressed to "The Honble The Governor and Council of Massachusetts Bay." DNA, PCC, Miscellaneous Papers, Marine Committee Letter Book, p. 169. Docketed: "Letter from Richard Henry/Lee."

1. The Continental Navy Board of the Eastern Department. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 11 July, above, for its instructions.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Tuesday August the 4th 1778.

Present.

M^r Whiting M^r Travis and M^r Innes

Ordered that mr Holt deliver to mr Harkum¹ one barrel of Turpentine for the use of the *Safe Guard* Galley.

Ordered that Lieutenant Jones have leave of Absence from his duty for one month.²

D, Vi, Navy Board Journal, pp. 440–41.

1. William Holt was the Virginia Navy's storekeeper in Williamsburg; Elisha Harcum was a midshipman serving aboard the Virginia Navy galley *Henry*.

2. Lt. Lewis Jones commanded the Virginia Navy galley *Lewis*.

August 5

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 8.

[headquarters Providence Aug^t. 5th. 1778.]

Dear Sir

I send the bearer Captain Olney¹ one of the Captains in the American Navy to give Directions & assist your Excellency's fleet in procuring Fresh water. this Gentleman will be of Essential service to you—The vessels with fresh water will Load As soon as possible. I am confident this Gentleman's activity will prevent your want of water in future; provided he is Furnished with Casks & a proper number of hands For the purpose; The vessels to be sent from here will I hope arrive with the water on fryday[.] I have the honor to be [&c.] Signé Jn^o. Sullivan./

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 92. Addressed at foot: "his Exc^t Gen^l d'Estaing." Docketed at head: "De. M. Le General Sullivan à M/ Le C^o: d'Estaing, dattée headquarters/ Providence Aug^t. 5th. 1778."

1. Capt. Joseph Olney.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 9.

[headquarters/Providence Aug^t. 5th. 1778.]

My dear Count

The Letter¹ which you did me the honor to send me by the Marquis de la Fayette came to hand last night 12.^oC. Previous to his return, I had Sent your Excellency four field carriages for Six pounder & afterward in a boat two brass four pounder, had your Excellency's Letter arrived before, I Should have sent four brass pieces but I hope what I have Sent will be Sufficient [for] what cannon you can mount upon the carriages [&] if they Should not be sufficient, you will please to let me Know & I will Send two more: Major Sylvester Gardner will Supply your Excellency with the necessary horses For them & For your family: The boats are already sent foreward. I have consulted the general officers about me, respecting one wing of the army disembarking with your troops: they are of opinion that it will be but to send Your Excellency a detachment of the army as Soon as Enough troops are in, to warrant the measure, I will Endeavor to put them under good officers, The General command of them your Excellency will please to accept. I Should be very happy to have Sent the marquis, with a wing of the army to have Joined your Excellency, but that would weaken the other wing & render it unable to make a Landing, besides it it would Leave me but one major general, and I am certain the presence of the marquis cannot be so much Wanted where So Experienced & brave officer as the Count d'Estaing Commands. My plan of Landing with the main body from Sepowet as a place near Bordenpoint arises from the convenience of Keeping up an easy communication in our rear from Tivertown Shore where all our magazins & stores are deposited; your Excellency making a Show of landing your troops at the time we begin to Land, will divide the attention of the Enemy, if they Should throw their whole forces against us you will please to Land your troops & by a Quick march fall upon their rear. the Flanking division & light corps will move forward & gain their flank & when your Excellency comes up with your troops, the Enemy will find himself surrounded on all Sides, Should they turn their whole

forces to prevent your Landing, we Shall move across the Island to attack them in rear, facilitate your landing & by pushing on the Light corps & flanking divisions Surround them on all Sides[.] The more Effectually to distract them, I shall adopt the method your Excellency did me the honour to propose by making Feints in Several other places at the Same Time. I would not wish your Excellency to make your Landing till you find the Enemy are about to attack us, for should the forces be Equally devided & both Land at the same time, the Enemy might by a Sudden & desperate attack upon one party, put it to rout & then by turning upon the other get a compleat victory, to prevent which I wish to have one party Strong Enough to make good the Landing under the fire of your frigates at all Events & that as Soon as they are attacked your Excellency should push your troops on the Enemy's rear & if possible cut off their retreat to their Lines near the Town. I have in the map Inclosed² your Excellency by the marquis, marked the places where I shall Embark with the Letter A the place of disembarkation with the Letter B, & the place where I wish your Excellency to Land with the Letter C. Your Excellency will Judge of the best spot to answer the purpose & act accordingly—I think we Shall be able to Land you a considerable reinforcement but I cannot determine the number at present as many of the Troops have not yet arrived. I admire your Excellency's plan of bringing your Ships to attack the Town on many points at the Same Time. This event throw the Enemy into the greatest confusion & insure us Success, I think Sunday morning at day break will be the time for the descent, Should any obstacles appear, I will give your Excellency—immediate notice. Should your Excellency be unfortunately called to oppose a maritime Ennemy, I will immediately detach the marquis de La Fayette to take command of the French troops & those who are detached from us. I cannot Suppose that it was in the power of the Enemy to Sink So many vessels as to prevent your Excellency From forcing your passage in the Middle chanel & Even if that was the case, your fleet may be coming around Connonicut, come down upon the Town without difficulty in the Course of twenty four hours.³ we will wait a day or two rather than Loose the great advantage arising from the fire of the fleet. I Thank your Excellency for the useful hints & instructions in your letter of yesterday & wish your Excellency to make those observations respecting an operation which may occur to you, it will, as you justly observe, lessen the real danger; I Shall do my Self the honor to communicate every thing to your Excellency which may occur to me. I am in hope the Bricks & massons as they were Sent from here Sunday night last with twenty Thousand bricks. I wish your people to Try for water at Bessets mill, where they will find it in plenty. I have ordered three or four vessels to be Loaded here with fresh water & Sent down to you I hope the water will be to you by fryday morning I have the honor to be [&c.] Signé Jn^o. Sullivan.

P.S. if I find my-Self able to make a larger detachment to you perhaps I may find it in my power to Send the marquis with them Signé JS.

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 92–94. Addressed at foot: “his Excellency Count d’Estaing.” Docketed at head: “De. M. Le General Sullivan à M/ Le. C^{te}. d’Estaing dattée headquarters/Providence Aug^t. 5th. 1778.”

1. See Vice-amiral comte d’Estaing to Maj. Gen. John Sullivan, 4 Aug., above.

2. Not found.

3. The British sank a number of ships as obstructions; Captain John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above, esp. note 6.

MAJOR GENERAL THE MARQUIS DE LAFAYETTE, CONTINENTAL ARMY, TO
VICE-AMIRAL COMTE D'ESTAING

A la providence le 5 aoust 1778

je suis arrivé ici la nuit dernière, monsieur le comte, et j'ai parlé vivement le matin des différents points dont vous m'avez fait l'honneur de me charger et sur lesquels je seroit plus positif si je n'avois trouvé ici un officier de plus ancienne date dans la personne du g^{al} sullivan;¹ il a envoyé partout pour rassembler des provisions, quelques unes même ont marché pour la flotte;² il y a des ordres donnés pour cuire du biscuit, en différents endroits;³ vous allés recevoir un homme qui vous indiquera une place plus commode pour faire de l'eau que les puits desséchés dont on est obligé de se servir, il vous arrivera aussi quelques batiments chargés de barriques d'eau, lesquels ramèreront les prisonniers dont vous voulés vous débarrasser; on va faire une recherche ainsi qu'un exemple à ce que j'espère des miliciens qui ont dépouillé ceux que vous leur avés confié et on tâchera de les dégouter de cette manière angloise; vous allés recevoir les pièces de campagne, et les batteaux seront aussi envoyés ainsi que les chevaux;⁴ enfin, monsieur le comte, au lieu de six mille briques on m'a assuré que vous en aurés sous peu vingt mille.⁵ plût au ciel que nos troupes augmentassent dans la même proportion que ces briques, mais il me paroît qu'en lieu de quatorze mille hommes nous ne comptons gueres que sur dix mille à présent, et ils ne sont pas tous arrivés; les troupes continentales vont cependant joindre demain celles des milices qui sont au rendés-vous Commun

Quant à la grande affaire, monsieur le comte, à celle où le succès de l'expédition, l'agrément de la flotte, celui des troupes de terre, enfin tous les avantages que nous devons souhaiter, vous paroissent intéressés, je ne puis pas me vanter d'avoir beaucoup réussi dans ma négociation. l'attaque sur un seul point, l'union des troupes américaines et surtout des troupes Continentales, le rectangle englobant que peut enfermer les anglois, tels sont les articles qui tiennent le plus à Caus[er.] j'ai représenté que l'ennemi divisé dans une opération pareille en étoit bien moins à craindre, que plusieurs fausses, et deux vrais attaques nous repondront de cet avantage, que les anglois perdront à reconnoître le tems qu'ils devroient employer à marcher et à combattre, toutes les fois qu'on les mettoit à même de faire cet sottise, et qu'enfin toutes les fois qu'on faisoit une descente on n'attendoit pas d'être presque tous à terre pour débarquer ce qu'on avoit de mieux comme on le propose à nos troupes.

J'ai dit aussi que si de donner une aîle de l'armée étoit trop, vous vous contenteriés d'un détachement ; que vous laisseriés au g^{al} Sullivan la plus grande partie de ses troupes Continentales; qu'on en joindroit un petit nombre à des miliciens, le tout faisant deux ou trois mille hommes, dont la jonction avec les troupes française leur assureroient une protection et un exemple toujours certains, que ce débarquement se seroit sous le feu des vaisseaux et nous mettroit à portée d'arriver à eux, par la même raison qu'il éra lui même à portée d'arriver à nous suivant le tableau que je vous ai remis. vous remarquerez d'ailleurs que s'il n'accepte pas le projet de faire l'attaque des redoutes sur deux points, il ne perd pas l'avantage du rectangle en question, et lui donne même une forme plus régulière en allongeant votre côté.

J'ai enfin ajouté que non seulement c'étoit à la flotte que nous devons l'expédition puisque sans elle il n'y en auroit point eu, mais que c'étoit le secours de la flotte qui en decidoit le succès dans l'instant de l'attaque. Le bruit et l'effet de vos tonnerres, la division des points où ils se sont craindre, un corps de troupes dont le

nombre reconnu Considerable mais cependant incertain descend sous leur protection et dont les premiers pas apprendront aux ennemi qu'il y a des françois parmi eux, Cet est le spectacle inquietant qu'on peut offrir aux anglois, et dont ils seront privés si l'on s'en tient servilement au plan enluminé que j'ai eu l'honneur de vous remettre.

Mes ideés, monsieur le comte, n'ont frappé ni le g^{al} sullivan ni le g^{al} greene⁶ comme je l'aurois désiré. vous voirés par la reponse du premier que sil vous envoye un renfort c'en sera un si peu considerable qu'il ne veut pas se mettre dans la tête que je le prefere au commandement de son aile de six mille hommes parcequ'il me procure le bonheur de me trouver sous vos ordres et compaignon de gloire des françois mes chers compatriotes. daillieurs il imagine que vous garderés le commandement de tout ce detachement, et croit alors que je lui suis dune utilité que je n'appercois pas moi même avec cette fameuse aile gauche.

je n'ai pas cependant oublié de dire que la flotte françoise etoit fuite pour jouer un grand rôle dans cette affaire, que nos troupes de débarquement doivent etre comptér pour beaucoup ; que si l'on arrivoit à terre en toute sureté il n'y avoit pas dinconvenient à alterer la disposition, mais que s'il y avoit du danger les francois avoient le droit d'en jouir, et que c'etoit la seule marque de reconnoissance à laquelle ils pretendoient. de façon que dans les deux cas la descente devoit se faire en même tems, et se faire de façon que les deux partis eussent les occasions de se distinguer que le bonheur leur presenteroit.

je sens bien qu'il est facheux pour certaines gens de voir jouir les belles tirades de la piece par des acteurs étrangers, je sens que les françois eclipseront un peu leurs voisins, et que les beaux coups de theatre leur seroient peut-etre reservé l'attaque de g^{al} sullivan quoique sort importante seroit ce qu'on appelle à la comédie un peu en robbe de chambre en comparaison du spectacle que votre flotte et vos troupes pourroient donner, mais sans exiger que des cœurs qui ne sont pas françois batterent avec cette emotion que j'eprouverois moi même en voyant la gloire de mes compatriotes je devois fache qu'on hesitât à faire un arrangement qui me paroît devoir leur convenir davantage en les rapprochant de la place qu'ils doivent occuper dans cette expedition.

Le g^{al} Sullivan ne trouve pas de difficulté après que les troupes de débarquement ne seront plus sous vos ordres immediats, à ce qu'elles viennent du coté que j'aurai l'honneur de commander. mais tout cela ne ressemble point au projet que vous avés bien voulu me communiquer. L'idée que vos troupes viendroient à terre apres que la descent seroit assurée ne me paroît en aucune maniere acceptable. quant au nombre du detachement qu'il vous offre, je lui ai dit que considerable ou non j'en aimerois le commandement, et que le plaisir de combattre sous les yeux de mes compatriotes ne seroit pas compensé par toutes les ailes possibles, que daillieurs je reprendrois le nombre de troupes qui m'est dû quand je serois joint avec lui. je vous avoüe que je n'aimerois pas à voir les troupes françoises avec des gens dont les cœurs étrangers n'en sentiroient pas le prix.

Cet article de ma lettre est immense, monsieur le comte, mais j'ai voulu vous rendre compte de ce que j'ai dit, vous repeter ce qu'on m'a repondu, et faire scu ce que j'ai cru appercevoir. à present je vous demande la permission d'ajouter ce que le peu de connoissance que j'ai de ce paye-ci me fait espoir. votre projet me paroît tres loin d'etre manqué. Si dans votre reponse au g^{al} sullivan vous en reparlés comme vous paroissant necessaire au succès de l'expedition, conformé à vos desirs et aux vœux

de ceux qui sont sous vos ordres, si en y joignant vos reflexions militaires vous voulés bien les appuyer avec fermité, ces messieurs dont trouveront plus aisé de s'y rendre que d'y repondre, et alors ils aggrandiront le Detachement qu'on veut vous donner. le nombre d'en est pas fixé dans la lettre du g^{al} sullivan ; paroissés certain d'au moins deux mille hommes dont la moitié ou un tiers de troupes Continentales. si à cela vous joignés la bonté de me demander pour les commander ou du moins de demander qu'on me les propose je vous assure que mon choix partira du cœur et que je me veorai au comble de mes vœux.

cette milice, monsieur le comte, serviroit du moins à faire montre faire du bruit, faire peur, pendant que vos françois feroient du mal; leur genre de combattre est si éloigné de celui dont nous avons ici endormi les anglois que leur de Rhode island en seroient surement etourdis.

je pars demain pour la ville ou se rendent les troupes. c'est dimanche qu'on compte attaquer si l'on est prêt. vous voyés qu'on a le tems de vous faire passer du renfort si vous repondés tout de suite. cette lettre vous sera remite par mr de gouvion dont je vous ai deja parlé et que je vous envoïe pour vous rendre compte de la partie de l'isle qu'il a vu, en même tems qu'il en reconnoitre une autre partie. Mr de gouvion⁷ est aimé et estimé de toutes les personnes qui sont le plus faites pour en bien juger. il est accompagné par M^r de Noirmont⁸ officier françois qui meurt denvie de voir la flotte et que j'ai l'honneur de vous presenter.

quant je saurai que vous avés écrit pour les projets que vous m'avés fait l'honneur de me communiquer, je pourrai si vous le jugés à propos en dire un mot dans des lettres particulieres au president du Congress⁹ avec lequel je suis fort bien; pour le g^{al} Washington je vous laisserai lui en ecrire et alors il ne m'en fera surement un secret ; je voudrois seulement savior la datte de vos lettres pour m'arranger en consequence.

Pardon, et mille fois pardon, monsieur le comte, de vous tant ennuyer, j'ai cru qu'en ecrivant ma lettre vite je la ferois courte, mais ici l'interest national, l'envie de faire reussir la commission dont vous m'avés chargé, le charme que je trouverois à voir les françois à portée de faire le plus possible, tout cela parloit à la fois, et il n'est pas aisé de lempêcher d'être bavard. je vais me presser de finir en vous assurant, monsieur le comte, combien je suis sensible à vos bontes pour moi, et combien je vous suis sincerement et tendrement attaché

Lafayette

j'ai eu l'honneur de voir monsieur de pleville¹⁰ et de lui offrir mes services comme interprète, et citoïen de la providence.

[Translation]

At Providence 5 August 1778

I arrived here last night, Monsieur Count, and spoke deeply this morning on the different points that you did me the honor of entrusting to me and on which I would be more positive if I had not found here an officer of earlier date in the person of Gen. Sullivan;¹ he has sent everywhere to gather provisions, some of which are on their way to the fleet;² orders have been given for baking biscuit in various places;³ you will be receiving a man who will point out to you a place more convenient for watering than the dried up wells that we are obliged to use. There will also be arriving to you some boats laden with barrels of water, which will take away the prisoners of whom you want to rid yourself; we shall as well look into making an example, as I hope, of the militia who robbed those that you had entrusted to them and to give them a dis-

taste for this English custom; you will receive the fieldpieces, and the boats will also be sent, as well as the horses;⁴ finally, Monsieur Count, instead of six thousand bricks, I am assured that you will soon have twenty thousand of them.⁵ Would to heaven that our troops would increase in the same proportion as these bricks; but it seems to me that instead of fourteen thousand men we are scarcely counting on ten thousand at present, and they are not all arrived; tomorrow, however, the Continental troops will join those of the militia who are at the common rendezvous.

As for the chief concern, Monsieur Count, the one in which the success of the expedition, the amenities of the fleet, those of the land troops, in short, all the advantages that we should wish for, seem to you to be involved, I cannot boast of having greatly succeeded in my negotiation. The attack on a single point, the union of the American troops, and especially of the Continental troops, the encircling rectangle that can enclose the English, such are the articles that dominate our discussion. I represented that the enemy divided in a similar operation was much less to be feared, that several false, and two real attacks would give us this advantage, that the English would waste time in reconnoitering that they ought to employ in marching and fighting every time that we put them to do this same foolishness, and that, finally, every time that we made a landing we did not wait until almost everyone was ashore in order to land the best we had, as is proposed for our troops.

I also said that if providing a wing of the army was too much, you would content yourself with a detachment; that you leave to Gen. Sullivan the largest part of his Continental troops; that, in uniting to it a small number of militia, the whole making two or three thousand men, of which the junction with the French troops would assure to them an always certain protection and example, that this landing would be under the fire of the ships of the line and would put us within reach of them, by the same reason that he would be within reach of us, following the diagram I sent you. You will note, moreover, that if he does not accept the plan of attacking the redoubts at two points, he does not lose the advantage of the rectangle in question, and gives him even a more regular form in lengthening your side.

I finally added that not only was it to the fleet that we owed the expedition, since without it, there would not have been one at all, but that it was the assistance of the fleet that would determine its success at the moment of the attack. The noise and the effect of your thundering, the division of the points where they are to be feared, a body of troops of a considerable but however uncertain number lands under their protection and whose first steps inform the enemy that there are Frenchmen among them, this is the disquieting spectacle that we can offer the English, and of which they will be deprived if we hold slavishly to the colored plan that I have had the honor of sending you.

My ideas, Monsieur Count, struck neither General Sullivan nor General Greene⁶ as I would have wanted. You will see by the response of the first that if he sends you a reinforcement, it will be one so inconsiderable that he cannot get it into his head that I prefer it to the command of his wing of six thousand men because it procures me the happiness of finding myself under your orders and companion in glory of the French, my dear countrymen. Besides, he imagines that you will keep the command of the whole detachment, and he believes that I am of some usefulness to him that I myself do not perceive with this famous left wing.

I did not forget, however, to say that the French fleet was destined to play a great role in this affair, that our landing troops should be accounted for much; that if we

would arrive on land in complete security it would not be inconvenient to alter the disposition, but that if there were some danger, the French had a right to profit by it, and that this would be the only mark of recognition they claimed. In either case, the landing should be made at the same time, and should be made in such a way that the two parties had whatever opportunities of distinguishing themselves that good fortune presented to them.

I understand that it is irksome for some people to see the beautiful speeches of the play performed by foreign actors; I feel that the French will eclipse their neighbors a little, and that the beautiful scenes of the play will be perhaps reserved for them. The attack by General Sullivan, although important, may be what one calls in the comedy a bit of a rehearsal in comparison to the spectacle that your fleet and your troops will be able to perform, but without requiring that the hearts that are not French beat with that emotion that I myself would feel in seeing the glory of my countrymen, I should be offended if they hesitated to make an arrangement that appears to me ought to serve to their advantage in bringing them closer to the place that they should occupy in this expedition.

General Sullivan does not find any difficulty after the landing troops are no longer under your immediate orders in that they come from the side that I shall have the honor of commanding. But all that does not at all resemble the plan that you were kind enough to communicate to me. The idea that your troops would come ashore after the landing was assured does not appear to me in any manner acceptable. As to the number of the detachment that he offers you, I told him that considerable or not, I would like the command of it, and that the pleasure of fighting under the eyes of my countrymen would not be compensated by all the wings in existence, that, besides, I would take back the number of troops due me when I joined up with him. I swear to you that I would not like to see the French troops with people whose foreign hearts would not feel their value.

This part of my letter is immense, Monsieur Count, but I wanted to report to you what I said, to repeat what they responded to me, and to make known what I believe I perceived. Now I request your permission to add what the little familiarity I have of this country makes me hope. Your plan appears to me very far from being lost. If in your answer to General Sullivan you repeat it as appearing to you necessary for the success of the expedition, adapted to your desires and to the wishes of those who are under your orders, if in joining to it your military reflections you are pleased to press them with firmness, these gentlemen will find it easier to give in to than respond to them, and then they will increase the detachment that they are willing to give you. Their number is not fixed in the letter from General Sullivan; you appear certain of at least two thousand men, of whom a half or a third will be Continental troops. If to that you join the kindness of asking for me the command of them or at least of asking that they offer it to me, I assure you that my choice will come from my heart and that I shall fulfill my fondest wishes.

This militia, Monsieur Count, will serve at least to make a show, to make some noise, to create fear, while your Frenchmen do some damage; their kind of fighting is so far from that by which we have here put the English to sleep that those on Rhode Island will surely be astounded by it.

I leave tomorrow for the city where the troops are going. It is on Sunday that we count on attacking, if we are ready. You see that we have time to send you a reinforcement if you answer immediately. This letter will be sent to you by M. de Gouvion,⁷

of whom I have already spoken and whom I send to you to report on the part of the island that he has seen, at the same time that he reconnoiters another part of it. M. de Gouvion is liked and esteemed by everyone who is in the best position to judge him. He is accompanied by M. de Noirmont,⁸ a French officer who is dying to see the fleet and whom I have the honor of presenting to you.

When I know that you have written in favor of the plans that you did me the honor of communicating to me, I shall be able, if you judge it appropriate, to speak a word of them in private letters to the president of the Congress,⁹ with whom I am on good terms; as for General Washington, I shall leave it to you to write to him of them and then he will surely not keep them a secret from me; I would want only to know the date of your letters in order to make my arrangements in consequence.

Pardon, and a thousand pardons, Monsieur Count, for boring you at such length, I believed that by writing my letter quickly I would make it short, but here the national interest, the desire to make the commission with which you have been entrusted succeed, the pleasure that I would find in seeing the French achieve the most they can, all that spoke at the same time, and it is not easy to stop from being garrulous. I will push myself to finish in assuring you, Monsieur Count, how much I am sensible of your kindnesses to me, and how much I am sincerely and tenderly attached to you

Lafayette

I have had the honor of seeing Monsieur de Pleville¹⁰ and of offering him my services as interpreter and citizen of Providence.

L, FrPNA, Marine B¹, vol. 146, fols. 155–57.

1. Maj. Gen. John Sullivan, Continental Army.

2. For instance, see Sullivan to Jeremiah Powell, President of the Massachusetts Council, 4 Aug., above.

3. The Philadelphia firm Chaloner & White prepared 2,000 barrels of biscuit for shipment to the French fleet. See Chaloner and White to Conrad-Alexandre Gérard, 11 Aug., below.

4. On the horses, see Sullivan to d'Estaing, 4 Aug., above.

5. Twenty thousand bricks were delivered on 5 Aug. See Lt. Col. Fleury to d'Estaing, 7 Aug., below.

6. Maj. Gen. Nathanael Greene.

7. Jean-Baptiste de Gouvion, a French engineer, who had been made a major in the Continental Army in 1777.

8. René Hippolyte Penot Lombard de Noirmont, a captain in the French Royal Comtois Regiment, who had come to America in 1777 and served as an aide-de-camp for Maj. Gen. Thomas Conway.

9. Henry Laurens of South Carolina.

10. Georges-René Chevalier Pleville le Pelley, Lieutenant de vaisseau in *Lanquedoc*, who bore responsibility for selling the French prizes and seeking provisions for the fleet.



1781-1782

MARINE ROYALE

Matelot.

Vice Amiral.
pail uniforme

Amiral
grand uniforme

Late eighteenth-century French naval uniforms, admiral, vice admiral, and seaman



Late eighteenth-century French naval uniforms, Capitaine de Vaisseau, and Marines of the Regiments of Bayonne (officer) and St. Malo (soldier)

COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO VICE-AMIRAL COMTE D'ESTAING

Mon general

par les nouvelles Recues hier au soir De la partie nord de Rhode iland, il parait, au moins douteus que les enemys ayent évacué les ouvrages de la pointe.—quoique la descente doive se faire qu'a 5 mile, au dessous des forts Connûs sur Cette Cote, il serait à craindre, que nos mouvemens préparatoires, ne leur indiquate le Lieu projecté, & qu'ils ny élevassent une baterie qui pourrait Rendre la descente difficile, ou même impossible, si les fregates que vous avés dans le chenal de L'est, nétaient assés fortes pour en étaindre le feu.—

Le general Sullivan¹ pour prévenir, & écarttér toute obstacle à sa descente, desirerait donc, mon general, que la frégate l'*engageante*² qui port du 12. Ou le Vaisseau le *Sagitaire*,³ s'il n'est trop avancé au dela de la pointe de Cononicut (si ce nouvel arrangement ne Centranait pas les votres) put passer dans le chenal De l'est, & s'avançant jusqu'à la pointe de Sypoyt⁴ ou auprès, protegeat, & assurat sa descente.—

Le pilote qu'il Vous envoie à Ce sujet, à sondé luÿ même le chenal, & Repond de la sureté du vaisseau quant au fond.

M^r De la Fayette qui est devenû hier au soir, parteur d'une de vos Lettres pour le général Sullivan, proposant une division des forces continentales, & leur Réunion aux troupes françaises, pour en assurér les opèrations & en im-poser à L'enemy en l'obligeant de se divisér ; vous écrit par le même Courier; il vous Rendra Compte de la Réponse de mr. Le gl. Sullivan;⁵ & le gl. Sullivan Luy meme à l'honneur de vous écrire à le sujet, & à plusieurs autres.— J'ay l'honneur d'etre [&c.]

fleury

5 aoust à 11 heures

Du matin à La providence.

Les milices arrivent à chaque heure, mais l'opération à tant de combinaisons, & tant de difficultés Restent encore à surmonter que comme J'ay eu L'honneur de vous lécrire hier, on ne sera qu'etre prêt avant dimanche.

Je serai exact à vous Rendre Compte de la progression des preparatifs, & profiterar de la permission que vous m'aves donné de Venir joidre vos troupes au moment de l'exécution.

Le gl. Sullivan a ouvèrt un correspondance, avec les commanderes des fregates dans le chenal de L'est. Si l'*engageante* qui à du 12 pouvait y être envoyée, en cas que la baterie subitat, elle courait moins de dangér, dit le gl Sullivan.

Le colonel Laurens⁶ n'ayant à vous mandé que Ce que J'ay Lhonneur de vous écrire, me vous prie d'agreér ses Respects.

J'iray demain à bristol, & a yverton⁷ voir comment on s'y prepare & aura Lhonneur de vous en Rendre Compte.

[Translation]

My general

By the news received yesterday evening from the northern part of Rhode Island, it appears at least doubtful that the enemies have evacuated the works at the point. Although the descent ought to take place 5 miles above the known forts on this side, it

would be to fear that our preparatory movements might indicate the projected place, and that they might raise a battery that could make our descent difficult; or even impossible, if the frigates that you have in the East Channel were not strong enough to extinguish the fire.

General Sullivan¹ in order to forestall and evade every obstacle to his descent desires thus; my general, that the frigate the *Engageante*² which carries 12s, or the ship of the line the *Sagitaire*,³ if it is not too much advanced beyond the point of Conanicut (if this new arrangement does not interfere with your own) could pass into the East Channel, and advance up to the point of Sypoyt⁴ or nearly, it would protect and ensure his descent.

The pilot that he sends you on this subject has sounded the channel himself and responds with the surety of the ship of the line as to the depth.

Mr. De la Fayette, who arrived yesterday evening, bearer of one of your letters for General Sullivan, proposing a division of the Continental forces, & their union with the French troops, in order to ensure the operations and impose on the enemy in obliging them to divide itself, writes you by the same courier; he reports to you of General Sullivan's response;⁵ & General Sullivan himself has the honor of writing you on the subject, and on several others. I have the honor to be [&c.]

fleury

5 August at 11 o'clock
in the morning at Providence [*R.I.*]

The militias arrived every hour, but the operation has so many combinations, and so many difficulties remaining yet to be surmounted that as I had the honor of writing you yesterday, they will not be ready before Sunday.

I shall be exact in reporting to you on the progression of the preparations, and shall profit from the permission that you have given me to come join your troops at the moment of execution.

General Sullivan has opened a correspondence with the commanders of the frigates in the East Channel. If the *Engageante*, which carries 12s, could be sent there, in case the battery suddenly appears, it would run less danger, says General Sullivan.

Colonel Laurens⁶ not having sent you that which I have had the honor of writing you, sends his respects.

Tomorrow I shall go to Bristol, & to Tiverton,⁷ to see how they prepare there and shall have the honor of reporting to you.

L, FrPNA, Marine B¹, vol. 146, fols. 112–14.

1. Maj. Gen. John Sullivan, Continental Army.

2. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

3. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

4. Seapowet, Rhode Island.

5. See Lafayette to d'Estaing, this date, immediately above.

6. Lt. Col. John Laurens, Continental Army.

7. Tiverton, Rhode Island.

CAPTAIN JOHN SYMONS, R.N., TO CAPTAIN JOHN BRISBANE, R.N.

Newport 5th August 1778.

Sir.

In consequence of your Letter dated the 4th of Aug^t which I receiv'd the 5th. at 4 AM, as well as Copy of a Letter from Sir Robert Pigot informing you of his Intentions of withdrawing the troops in Case the Enemys Ships should enter the Harbour he therefore wished the Advanced Ships might have Orders to retire within the Garrison.¹

I am to inform you that; [I] Immediately dispatched the 1st Lieu^t2 with your Orders to the Ships above me and got the Ships under Sail, intending to work Nearer the Town at which time two of the Enemys large Ships³ hauld round the North End of Connanicut and Stood directly for the *Cerberus*, which Obliged me to put about and Stand toward Rhode Island, as I found he continued her Course (coming between the halfway Rock and the South End of Prudence) it was impossible for me to Tack again without falling into his hands, and as your Letter directed me to Act as circumstance might require, and to avoid being capturd or the people taken Prisoners I immediately Embarked all the Men in Boats, except myself two Lieu^{ts}. and Master with a boats crew, and Run the Ship on shore under Potters House (where we knew the Water was Deep close too) to cover the Boats and as soon as they were landed cut away the Masts and set fire to her in five different places and then left her without a Single Man lost, or hurt, and in three quarters of an hour she blew.

I am sorry to Inform you that the Sixty four Gun Ship⁴ who stood for us was too Near me, to attempt saving the people's hammocks a Second trip would have been too dangerous, They have therefore, as well as myself and Officers, lost most of their Cloaths and Bedding. I am [&c], Jn^o Symons

C, UKLPR, Adm. 1/5310, fols. 195–96. Addressed below close: "To/Captain Brisbane."

1. The letters from Pigot to Brisbane and Brisbane to Symons, both 4 Aug., are above.

2. Lt. Thomas Forrest.

3. The French ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

4. That is, *Fantasque*.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE[Aug^t]

[Near Rose Island]

Wed^y 5

at 7AM two of y^e Enemys Ships turning between Connanicut & Rhode Isle at 9 d^o heard the report of Guns to the N^oward our advanced ships burnt, at 11 the Enemys Ships returned to the back of Connanicut at 12 d^o a num^r of sm^l [*illeg.*] sails about Prudence Hazy Wea^r. mod^t Winds Emp^d Land^s the rem^r of the Guns & Stores. rowd Guard the Enemys Ships as before—

D, UKLPR, Adm. 51/360, fols. 164–165.

JOURNAL OF H.M. FRIGATE *CERBERUS*, CAPTAIN JOHN SYMONS

[Aug^t 1778]
Wednesd^y 5th

[Near Rhode Island]

at 4 AM a Boat Came on board from Captain [Br]isbane¹ with a Letter for each of the Captains of the Advanc'd Ships for [*illeg.*] immediate sending to them containing a Copy of a Letter from Gen^l Robert Pigot² desiring the Ships might again retire within the Garrison Sent away the 1: Lieutenant with those Letters to the respective Ships, hove short and loos'd the Topsails, which as soon as we did The Two French Ships [in] the Narragansett got under Weigh: Cutt the Cable & made Sail & stood [over] to the Halfway rock, both the Enemys Ships haul'd round the North [e]nd of Connonicut & stood towards us finding we could not Weather either of them Tack'd and stood towards Rhode Island in hopes the Enemys Ships would not attempt to pass between the halfway Rock and the South End [of] Prudence. we might then be able to make a short board & Weather them the next Tack—but the 64 Gun Ship continued her course & pass'd between the Rock and Prudence; it was therefore impossible to stand [to] the Westward again without endangering the Ship & People falling into the Enemys hands—; all the People therefore were orderd into the Boats except such as were appointed to destroy the Ship. kept her [*illeg.*] full [&] run her onshore, the French Ship hauld up her courses & shorten'd sail being then within long Musquet Shott of us, when the People were all out on the boats, cutt away the mast, & fir'd her in five different places. The French Ship then Tk^d without firing a Single Shott at us, or the people who were landed on the Brow of the Hill abreast of the Ships; in $\frac{3}{4}$ of an Hour the Ship blew up—March'd the People from the Ground in to Newport, where we had Orders to put ourselves under the Command of Gen^l S^r Robert pigot.

Jn^o Symons³

D, UKLPR, Adm. 51/181.

1. Capt. John Brisbane commanded H.M. frigate *Flora*.

2. For this correspondence, see Pigot to Brisbane and Brisbane to Hudson, both 4 Aug., both above.

3. This is the final entry in the logbook.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]
Wed^y 5

[near Goat Island, R.I.]

AM another French ship sailed up y^e above Passage Prepared to leave the Ship—

Mod & Cloudy W^r: PM Emp^d. sending Spars &c^a & Running Rigging on shore.

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, Rhode Island]

5th August.

Thick foggy weather.

Wind S.W.

The weather too thick to admit of our seeing the French fleet....

About 5 this morning the two French ships¹ which came first into the Narraganset passage got under way and stood round the N. point of Connonicut, towards The *Cerberus* Frigate,² which lay under the W. side of this Island, nearly opposite the opening between Connonicut and Prudence. On seeing them in motion the *Cerberus* slipped her Cable and endeavored to get down to the town; but finding, that in standing over to Connonicut (as she was obliged to turn down) she must have run across the headmost of the Enemy's ships, which approached fast, Captain Symmons was obliged to run her on shore behind Redwood's, and set her on fire. All the Crew got safe on shore. The ship blew up about 8 o'Clock. One of the French ships stood in and fired some shots at the *Cerberus's* people, but without effect. She then tacked, as if intending to run down towards the town, which being perceived by The *Juno*,³ lying near Codrington's Cove, she was set on fire also, and blew up soon after. The Crew were all landed.

The *Orpheus*,⁴ *Lark*,⁵ and *Pigot* Galley,⁶ observing the other French ships coming up between Prudence and this Island, were immediately run on shore; the *Orpheus* at Almy's point, and the *Lark* and *Pigot* at Freeborn's Creek, where, after the Crews had landed, they were set on fire. The *Orpheus* blew up about 7 o'Clock; the others not till near 12.

The French ships, seeing the service they came upon effected, returned about 9 o'Clock, and anchored off the N. point of Connonicut.

The Explosion of some of our Frigates was very great, particularly that of The *Lark*, which had 76 barrels of powder in her Magazine. The house of one Wilcox in the Swamp, near which The *Lark* blew up, was set on fire by some of the burning pieces of wood which flew from her, and was totally consumed in a short time. Some pieces of burnt wood fell in the Redoubt at Windmill hill.

Some books and papers belonging to The *Orpheus*, were found three miles from the place where she blew up.

It was a most mortifying sight to us, who were Spectators of this Conflagration, to see so many fine Frigates destroyed in so short a time, without any loss on the part of the Enemy.

A great number of small Sloops and Schooners, all Rebel Privateers, have been plying about the whole morning on the W. side of the Island. About 11 o'Clock four of them anchored close off the wreck of The *Orpheus*, and sent their boats on shore in order to pick up what they could find: about 20 men landed from them, and straggled about on the shore. I happened about that time to be going down the hill on horseback to observe the effect of the Explosion, and was much surprized to see the vessels at anchor with the 13 Stripes flying. I returned immediately to General Smith,⁷ and got his permission to bring down 2. 6 p^{rs} with a party to cover them, which was done in about half an hour. As soon as they saw our Guns unlimbered, they got under way, (their boats having gone off as soon as they saw the Guns coming down) and made off with great expedition under the E. side of Prudence, where they anchored. We fired 28 Shot at them, some which struck them....

The Crews of the burnt ships are at present lodged in Newport. An Encampment is to be marked out for them near the town.

Mackenzie, *Diary* 2: 329. Three paragraphs regarding instructions to British troops omitted.

1. The French ships of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, and *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
2. H.M. frigate *Cerberus*, Capt. John Symons.
3. H.M. frigate *Juno*, Capt. Hugh Dalrymple.
4. H.M. frigate *Orpheus*, Capt. Charles Hudson.
5. H.M. frigate *Lark*, Capt. Richard Smith.
6. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope.
7. Brig. Gen. Francis Smith.

JOURNAL OF JOHN PALMER, CONNECTICUT PRIVATEER SLOOP *REVENGE*

Wendesday August the 5 Day 1778

[*Newport Harbor, R.I.*]

this morning thick Weather We Weighd anchor and Capt [*Chester*?] With us the Wind at the Southard We a Beting out of the River—We hear a Smart firing over to Wards the town and at 10 are Down amongst the french fleet Wheare We fell in With Cap^t havins¹ a Gain We Now Agree for to Go to Sea[.] With a Small Breas of Wind and at SSW We Now a Standing out Course ESE and at 4 PM We hoisted out our Boat and Capt Poast and Lietⁿ Conkling Went on Boar^d the *Beavers* for to See Capt havin and at 6 PM they Returnd on Board the *Reveng* So Ends this Day allmost Calm and Very foggy all this Night.

D. CtMyMH*i*. It is not certain what position Palmer held in *Revenge* but part of his duty may have been captain's clerk since a portion of the log of *Revenge*, also in Palmer's hand, is with this journal.

1. That is, Capt. William Havens of sloop *Beaver*.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[*Devant Newport, R.I.*]

Mercredi 5.

A la p^{te} du jour, le temps S'étaint éclairés, j'ai vu le *Zelé*¹ qui faisait route sur nous. J'ai tenu le plus près pour me rallier, au lever du soleil le vent au sso, la mer belle le Cap à L'o. j'ai réleve la p^{te} S de

block island au

So ¼ au dist. 1 1 1/2

Cette du No. `a

L'o ¼ No. Cor.

à 8 h. du matin, le *Zelé* et moi, avons mis en panne pour attendre un batteau du Pays qui nous a appris que la fregatte que nous Cherchions, ne S'était pas montrée depuis quelques jours le temps de la Croisière fixé par le Général² étant écoulé, M. De Baras fit servir et forçat de Voile sur L'Escadre, je le suivi et mouillons à 3 h. après midy entre L'Escadre et le fanal par 18. Brasses fonds de Sable fin: filé 2/3 de cable

rélevé le fanal

NNo. 5° dist. ½ li.

La passe du S. au

NNE. 5° E.

La p^{te} de Judith au

So.

Nous avons appris en arrivant, que le *protecteur*³ et la *provence*⁴ qui n'avaient pu nous Suivre, étaient entrés dans la passe de L'o.

[Translation]

[August 1778.]

[Off Newport, R.I.]

Tuesday 5.

At daybreak, the weather was clear, I saw the *Zelé*¹ which sailed toward us. I kept the nearest in order to join, at sunrise the wind to the SSW, the sea beautiful the cape to the W. I took the bearings of the point S of

Block Island to the SW $\frac{1}{4}$ at the distance $1\frac{1}{2}$ leagues

That of the NW to the E $\frac{1}{4}$ NW.

at 8 o'clock in the morning, the *Zelé* and I hove to to wait for a country boat that informed us that the frigate for which we searched had not shown itself for several days the time of the cruise set by the General² having run out, M. De Barras set sail for the squadron, I followed him and we anchored at 3 o'clock in the afternoon between the squadron and the lighthouse in 18 fathoms, bottom of fine sand: paid out $\frac{2}{3}$ of a cable,

took the bearings of the light house NNW 5° distance $\frac{1}{2}$ league

The South Passage to the NNE 5° E.

Point Judith to the SW.

We learned on our arrival that the *Protecteur*³ and the *Provence*,⁴ which had not been able to follow us, had gone into the West Passage.

D, FrPNA, Marine B¹, vol. 147, fols. 62–63.

1. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

2. Vice-amiral comte d'Estaing.

3. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

4. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, devant Rhode Island*]

du mercredi 5'

à 6 heures du matin La *provence*¹ ayant de Retour et ayant Eut ordre daller joindre Le *protecteur*² Le *fantasque*³ et le *sagitair*⁴ elle à apareille et donné dans La passe du ouest qui Communique au nord de Coneticut aux passages pour vaisseaux à La ville et port de nieuport.

suite du mercredi 5'

a deux heures apres midy le *Zelé*⁵ et *Lengageant*⁶ sont Revenus au mouillage sans avoir Rien Rencontré, nous avons apuis par un officier du *fantasque* qui ait venue Rendre Compte au General⁷ que son vaisseau Le *sagitair* venoit apareille Le matin et Cetoit avancé dans La Riviere ou il y avoit plusieurs fregatte Engloise qui Cetoit flatté de sortir à La faveur de la Brume En les chassant elle se sont echoue et Brullé⁸ il ny avoit pas assé deau pour Ces vaisseau et Les Equipages se sont sauvés à terre si Ces messieurs avoit voulu ils Eussent detruit partie des Equipage En se sauvent Lhumanité Les Conduits dans Cette operation.⁹

[Translation]

[August 1778, *Languedoc, off Rhode Island*]

Wednesday 5th

At 6 o'clock in the morning the *Provence*¹ having returned and having had an order to go join the *Protecteur*,² the *Fantasque*,³ and the *Sagittaire*,⁴ sailed and went into the Western Passage, which communicates to the north of Conanicut with the passages for ships to the city and port of Newport.

Wednesday 5th continued

At two o'clock in the afternoon the *Zélé*⁵ and the *Engageanté*⁶ returned to the anchorage without have met with anything, we were informed by an officer of the *Fantasque* who had come to report to the General⁷ that his ship the *Sagittaire* had just sailed in the morning and was advanced into the River where there were several English frigates that were hoping to go out by favor of the fog In chasing them they grounded and were burned⁸ there was not enough water for these ships and the crews saved themselves if these gentlemen had wanted they might have destroyed part of the crews in saving themselves ashore, humanity directed them in this operation.⁹

D, FrPNA, Marine B⁴, vol. 147, fols. 139–40.

1. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

2. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

3. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

4. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

5. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

6. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

7. Vice-amiral comte d'Estaing.

8. The British ran H.M. frigate *Cerberus*, Capt. John Symons, H.M. frigate *Juno*, Capt. Hugh Dalrymple, and H.M. frigate *Lark*, Capt. Richard Smith, ashore and then burned them in order to prevent them from falling into Continental and French hands. The British also destroyed H.M. frigate *Orpheus*, Capt. Charles Hudson, and H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, this day, for the same reasons.

9. Capt. Symons of H.M. frigate *Cerberus* recorded that despite being "within long musquet Shott" the "French Ship then Tk⁴ without firing a Single Shott at us, or the people who were landed on the Brow of the Hill abreast of the Ships." However, Capt. Frederick Mackenzie reported that the French "fired some shots at the *Cerberus*'s people, but without effect." Journal of H.M. frigate *Cerberus*, this date, and Diary of Frederick Mackenzie, this date, both above.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

2nd [August] [Sandy Hook, N.J.]— At noon, weighed with the fleet, consisting of the *Eagle*, *Cornwall*, *Somerset*, *Isis*, *Preston*, *Ardent*, *Renown*, *Nonesuch*, *Centurion*, *Trident*, *Raisonnable*, *St. Albans*, *Experiment*, *Phœnix*, *Roebuck*, *Apollo*, *Richmond*, *Venus*, *Pearl*, *Vigilant*, *Stromboli*, *Sulphur*, *Volcano*, *Carcass*, *Thunder*,¹ two bomb tenders,² and four galleys.³ Half-past one the wind headed us. Anchored with the fleet short of the bar. From this time to the 5th the fleet could not get over the bar.

5th [August], 3 *p.m.*- Weighed, and got over the bar.⁴ It falling calm and hazy, anchored seven or eight miles outside of the lighthouse.⁵

"Journals of Henry Duncan," p. 161.

1. H.M.S. *Eagle*, Capt. Sir Roger Curtis; H.M.S. *Cornwall*, Capt. Timothy Edwards; H.M.S. *Somerset*, Capt. George Ourry; H.M. frigate *Isis*, Capt. John Raynor; H.M.S. *Preston*, Capt. Samuel Uppleby; H.M.S. *Ardent*, Capt. George Keppel; H.M. frigate *Renown*, Capt. George Dawson; H.M.S. *Nonsuch*, Capt. Walter Grif-fith; H.M.S. *Centurion*, Capt. Richard Brathwaite; H.M.S. *Trident*, Capt. Anthony James Pye Molloy; H.M.S. *Raisonnable*, Capt. Thomas Fitzherbert; H.M.S. *St. Albans*, Capt. Richard Onslow; H.M.S. *Experiment*, Capt. Sir James Wallace; H.M. frigate *Phœnix*, Capt. Hyde Parker Jr.; H.M.S. *Roebuck*, Capt. Andrew Snape Hamond;

H.M. frigate *Apollo*, Capt. Philemon Pownoll; H.M. frigate *Richmond*, Capt. John Lewis Gidoïn; H.M. frigate *Venus*, Capt. William P. Williams; H.M. frigate *Pearl*, Capt. John Linzee; H.M. armed ship *Vigilant*, Comdr. Christian Brabazon; H.M. fire ship *Strombolo*, Comdr. Peter Aplin; H.M. fire ship *Sulphur*, Lt. James Watt; H.M. fire ship *Volcano*, Lt. William Henry King O'Hara; H.M. bomb *Carcass*, Lt. Edward Edwards; and H.M. bomb vessel *Thunder*, Comdr. James Gambier (2).

2. Not identified.

3. H.M. armed galley *Cornwallis*, Lt. Thomas Spry; H. M. armed galley *Ferret*, Lt. John O'Bryen; H.M. armed galley *Hussar*, Lt. Sir James Mantle Barclay; and H.M. armed galley *Philadelphia*, Lt. Charles William Paterson.

4. Duncan as First Captain in Viscount Howe's fleet would have been aboard H.M.S. *Eagle*, the flag-ship.

5. The lighthouse at Sandy Hook, New Jersey.

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

Gentlemen

[Philadelphia] August 5th 1778

Since our last of the 24th Ultimo, we have received yours of the 17th and 22^d to which we shall now reply.¹

As we shall Often want small Vessels for Packets we desire you will order three Schooners to be built of about 50 or 60 Tons burthen and let swift Sailing be the Object—M^r Peck² may be employed to exercise his Talents in constructing One of them. We are glad to hear of the arrival of the Schooner *Loyalty* as you will perceive by our last we had reason to fear She had fallen into the hands of the enemy.³ We hope the Schooner *Swan* Captain Stiles will arrive Safe.⁴

We inclose herein A Resolve of Congress passed yesterday directing a Compensation of 500 Dollars to be made to M^r Storey the Clk of your Board for his extra Services and expences since his appointment which you will please to pay him. You will also find another resolve of Congress allowing you 365 dollars each for travelling expences in visiting the different parts of your department for the year past which we hope will be deem'd sufficient.⁵

We are very sorry to hear of the misfortune that had befallen the Schooner *Ranger*—We have no doubt but you will duely attend to have such things as have been Saved from her applied to the public Account.⁶

The Prices you are obliged to give for Cordage are indeed very extravagant, but at this time we cannot remedy that evil as the Ships that are now built must be fitted out. It will be an Object with us when we order Other Ships to be built to provide their materials on the best terms. We hope the *Warren* has gone to Sea and that the *Raleigh* will shortly follow her⁷—We wrote by yesterdays post to the Governor and Council of Massachusets to aid you in Manning the ships at Boston, which we expect they will do, and that you will thereby be enabled to send out the Vessels very Shortly.⁸

We have directed the Paymaster of this department to send you a State of Lieutenants Morans Account.⁹ M^r Trevet was at York Town when Congress were there, but went off without making any application.¹⁰

We have already sent you by M^r Dodd 200,000 Dollars, and wish we could now Send you the remainder of the Warrant granted by Congress for your department.¹¹ The Treasury hath not yet got money sufficient for that purpose, but in a few days we expect to get the balance which shall be immediately sent forward together with the Money for M^r Bradford's Bill.¹² We are with regard [&c.]

P.S: you will in future send forward the proceedings at large of all Courts Martial—at

present those relative to Captains Manly and McNeill are wanted; please to send by the first opportunity.—¹³

LB, DNA, PCC, Miscellaneous Papers, Marine Committee Letter Book, pp. 169–70 (M332, roll 6).

1. The Continental Marine Committee to the Eastern Navy Board of 24 July is above; the two letters of the Eastern Navy Board to the Committee have not been found.

2. Boston shipbuilder John Peck.

3. The committee discussed the report that Continental trading schooner *Loyalty*, Capt. Zebulon Whippy, had been captured in their letter to the board of 24 July, above.

4. Schooner *Swan*, Capt. — Stiles.

5. For both resolutions, see Journals of the Continental Congress, 4 Aug., above.

6. The schooner *Ranger*; on 20 July, the Continental Navy Board of the Eastern Department mentioned that they feared the ship lost. See Continental Navy Board of the Eastern Department to William Vernon, 20 July, above.

7. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, and Continental Navy frigate *Raleigh*, Capt. John Barry.

8. See Continental Marine Committee to Governor John Hancock and the Massachusetts Executive Council, 4 Aug., above.

9. Lt. John Moran.

10. Capt. John Trevett, Continental Marines, who was serving as prize agent for the crew of the Continental sloop *Providence* in a dispute with the Continental Navy Board of the Eastern Department concerning disposition of prize money.

11. On this grant see Journal of the Continental Congress, 16 July, above. Timothy Dodd was an express rider.

12. John Bradford was Continental agent in Massachusetts.

13. On 29 July, Congress referred to the Marine Committee a petition from Hector McNeill to overturn the decision of a court-martial recommending his dismissal from the Continental Navy. On the same day as this letter, the proceedings of Capt. John Manly's court-martial were referred to the committee. See Journal of the Continental Congress, this date, above.

MARYLAND COUNCIL TO PRESIDENT OF THE CONTINENTAL CONGRESS HENRY LAURENS

In Council Annapolis 5th Aug^r 1778.

Sir.

We yesterday received a Letter from M^r Richard Harrison from Martinique, advising us of his Sale of the Sloop *Molly* belonging to this State, to M^r Bingham.¹ Knowing that M^r Bingham is Agent for the congress and presuming that the Purchase was for the Benefit of the United States,² we inclose you Copies of our Instructions to the Captain and of our Letters to M^r Harrison, beyond which he had no Authority.³ In Justice to this State we cannot confirm the Sale and have wrote a Letter to the Captain, now gone up to Baltimore in the Sloop, of which we inclose a Copy,⁴ not doubting but the Congress, on being apprized of the Circumstances of this Affair, will immediately order the Vessel, if purchased for them, to be delivered to our Order. We request the Favor of you Sir to lay this Matter before the Congress and to acquaint us with their Determination.⁵

We are &^{ca}

Presid^t of Congress.

Maryland Archives 21: 176–77.

1. The letter from Richard Harrison, Maryland's agent in Martinique, dated 18 July, announced the sale of the Maryland State Trading sloop *Molly* to William Bingham, a merchant and the Continental Commercial agent in Martinique. On the same day as their letter to Laurens, the Council wrote the Maryland delegates in Congress apprising them of the sale. In that letter they said that Harrison had sold *Molly*, with

its six four-pound cannon, for \$2,500, adding "We cannot agree to the Injury or Example." *Maryland Archives* 21: 177.

2. On 18 Aug., Maryland Delegate to Congress George Plater wrote Gov. Thomas Johnson Jr., that "it does not appear that Mr. Bingham purchased" the sloop *Molly* "for the Continent." *Letters of Delegates* 10: 482.

3. See Maryland Council to Capt. Daniel Deshon and Maryland Council to Richard Harrison, both dated 15 May, in *NDAR* 12: 359–60 and 360.

4. On 5 Aug., the Council wrote Capt. Daniel Deshon that while they were working out the matter with Congress, for whom they assumed *Molly* was purchased, Deshon should "not lay out any Thing on the Vessel or give her out of your Hands without our Orders." *Maryland Archives* 21: 177–78.

5. On 14 Aug., a more chastened Council wrote its delegates in Congress that they believed Harrison's desperate financial situation, brought on by the state's having not paid its debts in Martinique, had caused him to sell *Molly*. In order to relieve Harrison and repay those debts the Council asked the delegates to purchase bills of exchange on France "to the Amount of 2400 £ Sterling." *Maryland Archives* 21: 186.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Wednesday fifth Day of August 1778.

Present.

M^r. Whiting M^r. Travis and M^r. Innes

Ordered that the Keeper of the Publick Store deliver Captain Lurty¹ ten gallons of Brandy and two pieces of Bunting for the use of the Brig *Northampton*.

A Warrant to Captain Lurty for one hundred pounds on Account for the purpose of furnishing necessaries for the Brig *Northampton*.

Ordered that Elijah MClanahan an armourer to the Navy have leave of absence from his duty for one month.

A Warrant to Captain Harman Courtier for forty six dollars in Specie for that sum furnished Charles DeKay a mariner belonging to the *Musketo* Brig at Gosport in England.²

D, Vi, Navy Board Journal, p. 442.

1. John Lurty commanded the Virginia Navy brigantine *Northampton*.

2. Harman Courter was a former Pennsylvania privateer ship captain who had also been a prisoner at Forton Prison, near Gosport, England, before his escape in early 1778. He had returned to America carrying dispatches to Congress from the American Commissioners in France. The Virginia Navy brig *Muschetto*, Capt. John Harris, had been captured by H.M. frigate *Ariadne*, see Journal of H.M.S. *Ariadne*, Capt. Thomas Pringle, 4 June 1777, *NDAR* 9: 19–20.

August 6

RICHARD DERBY, JR. TO JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL

Sir

Salem 6th. Aug^r. 1778

A prise Brigg was sent in here Lately, and finding no Account had, Last evening, reached Boston, I take the Liberty to give Councill the Information I have this moment Received from one of the Selectmen men of this Town who has been Down on-board the Prise. The Master, who is a Quaker, Informs that, he Sailed from Waterford

the 22^d may in Comp^y with 30 sail, all but 5 bound to Newfoundland, That the Provision fleet for York sailed about a week before him and Consisted of 15 sail all Large vesells, That 25 Sail of the Line were man'd & Ready for Sea,¹ & it was said, would sail in a Week for Hallifax, in Pursuit of the French who were Supposed to be bound there. That there had been Great Expectation of an Imediate War with France, which seemed to be Subsiding, That Lord Chatham had Recover'd from his Indisposition,² and it was Thought would soon be at the head of Administration, there were no Public Papers onboard the Prize, & not having wherewith further to Detain You I am Sir With Great Regard for Hon^{le}. Councill [&c.]

R. Derby Jun^r

L, M-Ar, Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), p. 397. Addressed below the close: "Hon^r J. Powell Esq^r." This same day, Powell had Artemas Ward draft a letter to Maj. Gen. John Sullivan that requested that an enclosed copy of this letter be given to Vice-amiral comte d'Estaing. M-Ar. Mass. Archives Coll., vol. 22 (Council Records 1778), p.382 and Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), p.403.

1. The fleet commanded by Adm. John Byron. It did not sail to Halifax.

2. William Pitt, 1st Earl of Chatham, collapsed while delivering a speech on 7 Apr. 1778. He did not recover but died on 11 May.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department

Boston August 6. 1778

Sir

We received yours of the first Instant & wish it was in our power to Comply fully with your request¹ but the State of our Treasury is very low[.] however We have from a Conviction of the Absolute Necessity you are Under for money Strained a Vein & Ventured to Supply you with a very great proportion of what we have in the office Amounting to fifteen hundred dollars which please to carry to our Credit- I am sir [&c]

J Warren

L, Remember When Auctions, Inc., Catalog #44 (18 July 1998), Item 202. Addressed below close: "Hon^{ble}. John Langdon Esq^r." Docketed on reverse: "Letter from the Navy/Board Aug^t 1778—."

1. Langdon's letter has not been found but he discussed his need for money in a letter to Josiah Bartlett of that date, above.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Thursday August 6th 1778

Return of Joseph Dolliver first Lieut-Joseph Salter second Lieutenant-Harry Skinner & Martin Herrick Surgeon as officers for the Brig *Tyrannicide* whereof Allen Hallett Esq is commander Ordered that said Officers be commissioned agreeable to their ranks—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January-October, 1778), pp. 381–82. Marginal notation: "Return of Joseph/Dolliver as first/Lieut: & other officers/on Board Brig *Tyran/nicide*—."

1. The next day, the council returned William Thompson as lieutenant of marines aboard Massachusetts Navy brig *Tyrannicide*. *Ibid.*, pp. 383–84.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO CAPTAIN SAMUEL SMEDLEY

Lebanon 6th. Aug^t. 1778

Sir

M^r Wasson delivered me yesterday your Letter of the 3^d. instant—

I do sincerely congratulate you on your success both first and last—Your conduct meets approbation.

Your further directions and Orders are contained in the Resolve of myself and Council, and in my orders which are enclosed—and wish you success in your intended Cruize—I am respectfully [&c.]

J— T— 1

Cap^t Sam^l Smedley

State of Connecticut

By The Governor & Comman^r in ChiefTo Samuel Smedly Esq^r Captain and Command^r of the Ship *Defence* belonging to this State—

You are hereby ordered, with all possible dispatch, to fit and clean the Ship under your Command, now lying in the Harbour of Boston—to take in such necessaries and provisions as are wanted for a cruize, and so soon as you have enlisted so many hands as you shall judge safe to proceed on a Cruize, immediately to proceed to Sea, from the Port of Boston and at your good discretion to cruize on these Coasts from s^d Port, and so on to the Southward, either off Newport, in the Sound, or off Sandy Hook, or elsewhere, and to fill your Compliment of men at such places, as to you shall seem most likely—on the best, reasonable, and customary terms—

Inclosed is a Resolution of myself, and Council of Safety, whereby you are enabled to call on Sam^l Elliot jun^r Esq^r Agent for this State, for all things necessary in the concerns of the Ship, and for cleansing and fitting her, and for provisions for your Cruise—¹ Given at Lebanon 6th. Aug^t. AD 1778

LB, Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 44–45.

1. The resolution follows, immediately below. The same day, Trumbull wrote Samuel Eliot Jr., informing him that he was to expedite the sailing of *Defence* and cover Smedley's charges, adding, "How you are in Cash am unable to judge—The order I had on our Treasurer in your favor have done nothing upon, hoping you would not have occasion for it, after the coming in of the Two last Prizes. Hope you are able to supply the money necessary." Ct, Jonathan Trumbull Papers, vol. 27, Letter Book II (1778–1779), pp. 41–42.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

AT A MEETING OF THE GOVERNOR, &C. AT LEBANON, AUGUST 6TH, 1778, SATURDAY.

Present: His Excellency the Governor.

Jabez Huntington,	Jed ^h Elderkin	} Esq ^{rs} .
William Williams,	William Hillhouse	
	David Mumford,	

Voted, That Capt. Smedley of the ship *Defence* be empowered and directed to fit and clear his ship at Boston, where she now lies, as soon as may be, and that Mr. Elliot, agent for this State, furnish Capt. Smedley with such articles and materials as he shall stand in need of. And the time of service of the hands on board said ship being expired, Capt. Smedley is directed to settle and adjust their accounts, and pay and dis-

charge the balances due to them respectively; and he is hereby authorized to receive such sums of money at the hand of Samuel Elliot jun^r, Esqr, agent for this State, as shall be necessary for that purpose—which said Mr. Elliot is directed to pay and deliver on account of this State, taking proper receipts to be accountable.

It is further resolved, That Capt. Smedley be and he is hereby directed to reinlist his hands, or otherwise engage, as soon as may be, a sufficient complement or crew of hands for manning said ship, on the best terms he shall be able, and not exceed reasonable and customary. And as soon as he can be manned and fitted, to sail immediately on a cruise at discretion, on these coasts, from Boston and so on the southward, till further orders. And Mr. Elliot is directed to furnish him with provisions and necessaries for that purpose, on account of the State. Captain Smedley is not to wait at Boston longer than to get a number of men safe for him to go round with; that he proceed accordingly and find men afterwards to fill his complement.¹

Hoadly, ed., *Public Records of the State of Connecticut* 2: 108–9.

1. Smedley would not receive these orders before he sailed from Boston to New London. Samuel Eliot Jr., to Gov. Jonathan Trumbull, 27 Aug., 1778, Ct, Connecticut Archives, 1st Ser., vol. 9, p. 174.

MAJOR GENERAL JOHN SULLIVAN TO GENERAL GEORGE WASHINGTON

Head Qr. Providence. Aug^t 6 1778.

Dear General.

I have the honor to inform your Excellency that some time since three of the enemy's frigates quited their former stations—sailed to the North end of Rhode-Island and anchored between Dyers Island and Bristol ferry—Count d'Estaign on the 4 Inst. meditated an attack upon them, and on the 5th issued orders that two of his ships should turn the North end of Connanicut Island and give them battle. These orders they proceeded to comply with, but on their approach, the English frigates were set fire to, abandoned, and entirely consumed, without making use of any means of defence, or shewing the least appearance of resistance. Their names & force have not yet been ascertained, but when known, shall be transmitted to your Excellency.¹

I am sorry to inform your Excell^y that the motions of the militia are exceedingly tardy. I have been but inconsiderably reinforc'd by the militia of Connecticut, nor do I expect much from them—Those of New Hampshire & Massachusetts I am Informed are on their march and have reason to expect them by saturday next.—²

Your Exc^y may rest assured that I shall make every previously necessary preparation for their reception, so that no time be lost between their arrival and the immediate execution of our intended invasion—I have the honor to be &c &c

John Sullivan

PS. I have this moment learned from certain intelligence that four frigates and one tender were destroyed.—

Copy, DNA, PPC, item 152, vol. 6, pp. 251–52 (M247, roll 168). Addressed at foot: "His Excell^y/Gen^l Washington." Docketed: "(Entered)/Copy of Gen^l Sullivan's/Letter to Gen^l Washington/Aug^t 6: 1778." This copy was enclosed in a letter from Washington to Henry Laurens of 9 Aug.

1. On the British destruction of the ships, see Journal of Capt. Frederick Mackenzie, entry of 5 Aug., above.

2. "Saturday next" was 8 Aug.

MAJOR GENERAL JOHN SULLIVAN TO MAJOR GENERAL WILLIAM HEATH

Head Quarters Aug^t 6 1778

My Dear Sir I have only time to acknowledge the Rec^t of your two favors Respecting the Rice & the Care you have taken for the Navy¹ we Shall never be able to Repay your Steady attention to this Enterprize the Army marched this morning I go tomorrow Early please to Direct to me in future at Tivertown on Rhode Island

Sullivan Papers 2: 182. Addressed: "On public Service The Honb^t Maj^r Gen^l Heath Boston."

1. Not found, but Sullivan and Heath carried on correspondence regarding rice and supplies for the French squadron. See Heath to Sullivan, 25 July, in *Sullivan Papers* 2:118–19 and Sullivan to Heath, 3 Aug., above.

LIEUTENANT COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO VICE-AMIRAL
COMTE D'ESTAING

Mon general à mydy le 6 aoust à la providence.
J'ay Reçu Ce matin à 9 heures la lettre que vous m'avés daigné mécrire, & je me hate en vous Rendant grace des bontés dont vous voulés bien m'honnér de Vous Faire agréer les assurances Respectueuses de ma Réconnaissance & de ma Sensibilité—mon desir ardent de justifier votre bienveillance ne peut etre egalé que par le Régrets de m'enavait pû trouver L'occasion encore.

J'ay Communiqué Comme vous me l'avés permis, à m^r le general Sullivan,¹ partie des deux lettres, des commandans des deux fregates de L'est.... Ses esperances sur la facilité, & à succès de la descente en sont accrués, & son émpressement m'en à parû augmenté.

que ne peut il Communiquer aux exécuteurs de ses ordres & son ardeur & son activité. mais Ce n'est pas une vertu du climat, on s'assemble toujours lentement, et les milices du Connecticut ne sont pas encore arrivées.—les generaux sullivan, green,² & la fayete,³ me paraissent déterminés à descendre lundy sans attendre les traîneurs.

Le general sullivan & green desireraient si vos arrangemens maritimes le permettent, que *lengageante*,⁴ ou le *sagittaire*⁵ protageat leur descente par le chenal de l'est. Lenemy que n'a pas de bateries sur la Cote au point projeté pour la descènte pourrait se Raissér, & le feu mêmê éloigné d'une baterie, dendroit la passage difficile, confus & peutêtre impossible.

il parait certain que l'on à Coulé bas entre les iles de goat & de Rose, onze vaisseaux de transport quelques nrs assés gros, mais le chenal y est fort large & fort profond.⁶ Celuy entre la pointe de dumpling,⁷ & lile de Rose est libre, & facile, & les vaisseaux peuvent à votre choix poursuivre Leur Route nord, ou tourner à L'est, sur la baterie au de Pres de Newport.

M^r de pléville⁸ à Reçu vos ordres les avaient prévu, & vous Rendra Compte de l'exécution.

on craint que lobstruction du chenal entre Rose & goat iland, ne permette pas à vos vaisseaux de prendre la position ou ils eussent pû prendre les ouvrages enemys, d'enfilade, & en Revés. si bourage sur dominy hill,⁹ peut être enlevé, Coupe, ou évacué; les ouvrages inferieur sont nulls, & on n'en tenterait d'être pas la défense.

m^r le generaux green & Varnum,¹⁰ m'ont proposé d'allér avec moi sur la Cote de l'est pour une Réconnaissance, si elle Leur donne quelques lumiere sur les projets de

defense de l'enemy, J'aurai l'honneur de vous en Rendre Compte.

Je ne puis vous Rien assuré sur le nombre des milices, elles arrivent si éparses, que leurs officiers eux même n'en sçauront le nombre que sur Rhode Iland. J'ay l'honneur d'etre [&c.]

fleury

[Translation]

My general

Noon, 6 August, Providence

At 9 o'clock this morning I received the letter that you deigned to write me and I hasten, in rendering you thanks for the kindnesses with which you have been so good as to honor me, to offer you respectful assurances of my recognition and of my sensibility—my ardent desire to justify your benevolence can be equaled only by the regret that I have not yet been able to find the occasion for it.

I have communicated, as you permitted, to General Sullivan¹ part of the two letters from the commanders of the two frigates in the east His hopes for the facility and the success of the descent have accrued from it, and his excitement regarding it appears to me increased. If only he could communicate it to those who execute his orders and his ardor and his activity! But that is not a virtue of the climate, they assemble still slowly—the militias of Connecticut have not yet arrived. Generals Sullivan, Green,² and la Fayette³ appear to me determined to descend Monday without the stragglers reaching them.

General Sullivan & Green desire if your maritime arrangements permit it that the *Engageante*⁴ or the *Sagitaire*⁵ would protect their descent by the East Channel. The enemy who does not have any batteries on the side at the point projected for the descent could erect some, & even from a battery at a distance, render the passage difficult, confused & perhaps impossible.

It appears certain that they have sunk between Goat and Rose Islands eleven transport ships and several rather large ships, but the channel there is very large & very deep.⁶ The one between the point of dumpling,⁷ & Rose Island is free, & easy, & the ships of the line can at your choice pursue their route north, or turn to the east, on the battery close to Newport.

Mr. de Pléville⁸ received your orders, having foreseen them beforehand, & will report to you on the execution.

It is feared that the obstruction of the channel between Rose & Goat Island does not permit your ships of the line to take the position in which they would be able to take the enemy works in enfilade, & in reverse. If barraged on dominy hill,⁹ perhaps remove, cut off, or evacuate; the inferior works are worthless, & there is no intention of defending them.

Generals Green & Varnum¹⁰ have proposed to me going with me to the eastern side for a reconnaissance, if it give them any light on the defensive plans of the enemy I shall have the honor of reporting it to you.

I am unable to assure you on the number of the militias, they arrive so irregularly that even their officers do not know the number that are at Rhode Island. I have the honor to be [&c.]

fleury

L, FrPNA, Marine B¹, vol. 146, fols. 117–18. Addressed on cover: "For his excellency/Count D'estaing."

1. Maj. Gen. John Sullivan.

2. Maj. Gen. Nathanael Greene, Continental Army.
3. Maj. Gen. Marquis de Lafayette.
4. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.
5. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
6. On the transports the British sank as obstructions, see Captain John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above.
7. Dumplings, Jamestown, Rhode Island.
8. Lieutenant de vaisseau Georges-René Pléville le Pelley of the French vessel *Languedoc*.
9. Tomini Hill, Newport, Rhode Island.
10. Brig. Gen. James Mitchell Varnum, Continental Army.

CAPTAIN CHARLES HUDSON, R.N., TO CAPTAIN JOHN BRISBANE, R.N.

Newport 6 August 1778

S^r:

In consequence of your Letter dated the 4 Ins^t which I received the 5^h between 4 & 5 AM by the 1st Lieu^t of the *Cerberus* as well as a Copy of a Letter from S^r Rob^t Pigot informing you of his Intentions of withdrawing the Troops in case the Enemy's Ships should enter the harbour he therefore wish'd the advanced Frigates might have ord^s to retire within the Garrison.²

I am to inform you that prior to the receipt of yours, Two of the French line of Battle Ships which lay off the North End of Connannicut was under Sail and standing in between Prudence and the half way Rock, and that I had the Topsails of his Majestys Ship *Orpheus* under my Command Set,³ and ready to weigh, but as it was flood Tide and the wind up the River, it was impossible for me to pass the Enemy, without falling into their hands, as your Letter directed me to Act as circumstances might require, and to avoid being Captured, or the People taken Prisoners, I got under Sail and embarked all the Men in the Boats, Except myself, 1st Lieutenant Carpenter⁴ and a Boats Crew and Run the Ship on Shore a little to the Eastward off Dyers Island and set her on fire in Seven different places, and then left her, without a Single man lost or hurt, and in 3 Quarters of an hour she blew up.

I am sorry to inform you that the Enemy was too near me to attempt saving the People's Hammacks; They have therefore as well as myself and Officers, lost most of their Cloaths and Bedding.

I am [&c] Cha^s Hudson

Copy, UKLPR, Adm. 1/5310, fol. 209. This letter was read at the court-martial of Capt. Charles Hudson for the loss of H.M. frigate *Orpheus* held at New York on 28 Sept. 1778 in H.M.S. *Royal Oak*.

1. 1st Lt. Thomas Forrest.
2. Brisbane sent the letter from Maj. Gen. Sir Robert Pigot—see Maj. Gen. Rober Pigot to Capt. John Brisbane 4 Aug., above—to all captains, under the same cover letter.
3. H.M. frigate *Orpheus*, Capt. Charles Hudson.
4. Lt. Hon. Charles Carpenter.

CAPTAIN HUGH DALRYMPLE, R.N., TO CAPTAIN JOHN BRISBANE, R.N.

Rhode Island. 6th Augst.

1778.

S^r:

on the 29th of July, the Fog clearing up I observed the French Fleet at the Mouth of the harbour,¹ and as it appeared Steering in for Rhode Island, I immediately cut

my Cable, and hauld around the North End of Cannonicut in his Majesty's Ship *Juno* under my command, and worked down to Coddingtons Cove, where I anchored close to the shore, and got out the Guns, Powder, Provisions, Sails and Stores, agreeable to Orders. on the 5th Augst. two lines of Battle Ships hauled round the end of Cannonicut,² and stood towards the Cove, in order to prevent the Ships being Captured I set her on fire, spiked up all the Guns that remained at the waterside, stove the Boats, and the Enemy firing at the point of Land where my Ships Company were Encamped I was oblige to burn the Officers Stores that they might not fall into their hands and moved the People further from the shore and wait your Orders for my Guidance.

I am [&c], Hugh Dalrymple

UkLPR, Adm. 176/100 fols. 182–83. Addressed after close: "To Cap^t Brisbane."

1. See Captain John Brisbane to Vice Admiral Viscount Howe, 31 July, above, for the arrival of the French fleet.

2. See Diary of Captain Frederick Mackenzie, 5 Aug., above, for a further description of this event.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]
Thursd^y 6

[near Goat Island, R.I.]

AM sent an Officer & 25 Men on shore to erect tents—

Mod & hazey W^r. Emp^d. Occasionally

D, UkLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, Rhode Island]

6th August [1778].

Fine weather, but very hot. Wind W.N.W.

Four French line of Battle ships were in the Narraganset passage last night.¹ The remainder of The French fleet without continue in the usual position.

Two Officers of the 54th Regiment who were bathing this morning opposite the French frigates in the Seconnet,² had three Cannon shot fired at them from one of them. We thought this an Action very inconsistent with French politeness.

Many movements of boats on the Rebel shores to day; but particularly from the several parts of Mount-Hope bay, towards Howland's ferry, where the Rebels appear to be assembling in considerable numbers.

Several small Privateers plying about on the W. side of the Island. They landed about 20 men under a Lieutenant at Stoddard's about 1 o'Clock, and plundered his house and Potter's, taking almost every thing they could lay their hands on, and beating and ill-treating the Women. Some of them told Stoddard they only waited for the arrival of the remainder of the Militia, to attack the Island. As soon as some small parties of ours were sent out, they retreated on board their vessels.

The *Kingsfisher* having left a boat on the E. shore of the Island when the French frigates came into the Seconnet, nine men of Brown's Provincial Regiment³ deserted in her this day, and went on board the Frigates.

We are using every means in our power to obstruct the approach of the Enemy

by Sea and land, in case they attack us; and it is fortunate, that, by their remaining so long inactive against the Island, they have given us time to do so. Several large Transports have been sunk off the North Battery and Goat-Island; so that no line of Battle ship can bring up nearer to them than 800 yards. Trees have been felled at Green-end, and Abbattis are forming round all our Redoubts, and from Greenend, quite round to Tomini hill. Two small Redoubts with Cannon in them, have been constructed on the high ground at the entrance of Brenton's Neck, that in case a body of men should be landed from the Fleet, the access to the town on that side may be rendered more difficult.

Everything in front of our Redoubts which can afford any cover to the Enemy in their approaches, is clearing away. . . .

The Crews of the burnt Frigates have been formed into a Corps under the Command of their own Officers, and detachments therefrom have been stationed at the different Batteries.

Lieu^t D'Auvergne⁴ of The Navy is appointed Major of Brigade to the Corps of Seamen.

Mackenzie, *Diary* 2: 331–33. Two paragraphs, one on the inhabitants of Newport and one on Mackenzie's family, have been omitted.

1. The Narragansett (or West) Passage. The French vessels were ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin; ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon; ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez; ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

2. Sakonnet River, also called the East Passage.

3. Mackenzie refers to the Prince of Wales American Regiment commanded by Brig. Gen. Montfort Brown.

4. Lt. Philip D'Auvergne, who formerly commanded the armed galley *Alarm*, which was burned on 30 July.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, devant Rhode Island*]
du jeudy 6

Les vents les meme de la Brume à Lendemain. à dix heure du soir, il est arrivé un petit Corsaire americain qui avoit été chasée depuis midi jusqu'au couelée du soleile par une Corvette Engloise de 16 Canons observée En Rade—41 degree 24 minutte de Latitude.

[Translation]

[August 1778, *Languedoc, off Rhode Island*]
Thursday 6

The winds the same with some fog the next day. At ten o'clock in the evening there arrived a small American corsair that had been chased from noon until sunset by an English corvette of 16 guns observed in the road—41 degrees 24 minutes of Latitude.

LIST OF VICE ADMIRAL VISCOUNT HOWE'S FLEET

List of the Squadron of His Majesty's Ships which Sailed from Sandy Hook under the Command of the Vice Admiral the Viscount Howe, August the 6th. 1778.

Rate	Ships names	Guns	Men	Commanders.
3	Eagle_____	64	522	{ Vice Admiral the Viscount Howe Captain Duncan ¹ _____ Curtis ²
3	Trident_____	64	517	{ Commodore Elliot ³ Captain Molloy ⁴
4	Preston_____	50	367	{ Commodore Hotham ⁵ Captain Uppleby ⁶
3	Cornwall_____	74	600	_____ Edwards ⁷
3	Nonsuch_____	64	500	_____ Griffith ⁸
3	Raisnable__	64	500	_____ Fitzherbert ⁹
3	Somerset_____	64	500	_____ Ourry ¹⁰
3	S ^t . Albans__	64	500	_____ Onslow ¹¹
3	Ardent_____	64	500	_____ Keppel ¹²
4	Centurion__	50	350	_____ Brathwaite ¹³
4	Experiment	50	320.	_____ Sir James Wallace ¹⁴
4	Isis_____	50	350	_____ Raynor ¹⁵
4	Renown_____	50	350	_____ Dawson (Acting) ¹⁶
5	Phœnix_____	44	280	_____ Parker ¹⁷
5	Roebuck_____	44	280	_____ Hamond ¹⁸
5	Venus_____	36	240	_____ Williams ¹⁹
5	Richmond_____	32	220	_____ Gidoïn ²⁰
5	Pearl_____	32	220	_____ Linzee ²¹
5	Apollo_____	32	220	_____ Pownoll ²²
6	Sphynx_____	20	160	_____ Græme ²³
Sloop	Nautilus_____	16	125	_____ Becher ²⁴
[Arm] dShip	Vigilant_____	20	150	_____ Christian ²⁵
Fire Ship	Strombolo__	—	45	_____ Aplin ²⁶
D ^o ._____	Sulphur_____	—	45	_____ Watt ²⁷
D ^o ._____	Volcano_____	—	45	_____ O'Hara ²⁸
Bomb Vessel	Thunder_____	8	80	_____ Gambier ²⁹
D ^o ._____	Carcass_____	—	70	Lieutenant Edwards (Acting) ³⁰
Galley	Philadelphia	—	—	_____ Paterson ³¹

D ^o . _____	Hussar _____	—	—	_____ Sir Ja ^s . Barclay ³²
D ^o . _____	Ferrett _____	—	—	_____ O'Brein ³³
D ^o . _____	Cornwallis _____	—	—	_____ Spry. ³⁴

Howe

C., UKLPR, Adm. 1/488, fols. 319-21. Docketed: "List of the Squadron which/sailed from Sandy Hook/under the Command of the Vice/Admiral the Viscount Howe/6th. August 1778./N^o. 1/In Lord Howe's N^o. 73."

1. Capt. Henry Duncan.
2. Capt. Roger Curtis.
3. Commo. John Elliot.
4. Capt. Anthony James Pye Molloy.
5. Commo. William Hotham.
6. Capt. Samuel Uppleby.
7. Capt. Timothy Edwards.
8. Capt. Walter Griffith.
9. Capt. Thomas Fitzherbert.
10. Capt. George Ourry.
11. Capt. Richard Onslow.
12. Capt. George Keppel.
13. Capt. Richard Brathwaite.
14. Capt. Sir James Wallace.
15. Capt. John Raynor.
16. Capt. George Dawson.
17. Capt. Hyde Parker Jr.
18. Capt. Andrew Snape Hamond.
19. Capt. William Peere Williams.
20. Capt. John Lewis Gidoin.
21. Capt. John Linzee.
22. Capt. Philemon Pownoll.
23. Capt. Alexander Graeme.
24. Cmdr. John Becher.
25. Cmdr. Brabazon Christian.
26. Cmdr. Peter Aplin.
27. Lt. James Watt.
28. Lt. William Henry King O'Hara.
29. Comdr. James Gambier (2).
30. Lt. Edward Edwards.
31. Lt. Charles William Paterson.
32. Lt. Sir James Mantle Barclay.
33. Lt. John O'Bryen.
34. Lt. Thomas Spry.

ORDER OF SAILING AND BATTLE FORMATION OF VISCOUNT HOWE'S FLEET

[Sandy Hook, N.J., 6 August 1778]

Order of Sailing &c—

<i>R</i>	<i>P</i>
<i>o</i>	<i>h</i>
<i>e</i>	<i>æ</i>
<i>b</i>	<i>n</i>
<i>u</i>	<i>i</i>
<i>c</i>	<i>x</i>
<i>k</i>	

	<i>Eagle—</i>			
<i>Cornwall</i> _____	<i>Strombolo</i> _____	<i>Nonsuch</i> _____	<i>Richmond</i> _____	
<i>Somerset</i> _____	<i>Sulpher</i> _____	<i>Centurion</i> _____	<i>Vigilant</i> _____	
<i>Isis</i> _____	<i>Volcano</i> _____	<i>Trident</i> _____	<i>Apollo</i> _____	
<i>Preston</i> _____	<i>Carcass</i> _____	<i>Raisnable</i> _____		
<i>Ardent</i> _____	<i>Thunder</i> _____	<i>S' Albans</i> _____	<i>Experiment</i>	
<i>Renown</i> _____	Bomb Tenders _____			
<i>Venus</i> _____	<i>Nautilus</i> _____	<i>Pearl</i> _____		

Form of Battle—

Van { *Nonsuch—*
Centurion—Phœnix—
Trident—Richmond
Raisnable—Sulpher F.S.¹

Center { *S' Albans—Vigilant*
Cornwall—Apollo—
Somerset—Strombolo

Rear { *Isis— —*
Ardent—Roebuck
Preston—Pearl—
Renown—Venus—
Volcano F Ship²

Eagle And Experiment
Occasional Service

D, Adm. 52/1709, fol. 25. These documents are written into the journal of H.M.S. *Eagle* immediately following the entry of 6 Aug. 1778.

1. That is, fire ship.

2. That is, fire ship.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPELBY

[August 1778]

Thursday 6th

Light House WBN $\frac{1}{4}$ N 3 Leagues—

At 4 AM came to sail as did the whole Fleet at 7. got without the Bar set steering sails At 8 made the *Venus*'s¹ Signal for a Boat. At Noon the Adm^{1,2} made the Sign¹ to Anchor which we repeated and Anch^d in $\frac{1}{4}$ less 15 fath^m.—

Light House WBN. 4 Leagues

Light Airs and hazey Wea^r, wth. Calms At 8 PM veerd to $\frac{1}{2}$ a Cable

At 9 the Adm^l made the Sign^l to Weigh w^{ch}. we repeated, loos'd the Topsail and hove Short, in having broke the Vyol³ clap'd on both Vyol and Messenger & hove a very great strain till the Cable parted 11 fath^m. from the Anchor, recd a new Vyol At ½ past 11 heard 2 Guns toward the Hook soon after A Schooner joind us & fired a Gun after which the *Somerset*^t made the Sign^l to speak the Admiral A large Swell from the SE^ward workd the Ventulator constantly—

D, UkLPR, Adm. 51/720.

1. H.M. frigate *Venus*, Capt. William P. Williams.

2. Vice Admiral Viscount Howe's flagship, H.M.S. *Eagle*.

3. A vyol (also: viol, violl, voyal, or voyol) was large "messenger used in weighing an anchor by capstan." W. Clarke Russell, *Sailors' Language: A Collection of Sea Terms and Their Definitions* (London: Sampson Low, Marston, Seale, & Rivington, 1883).

4. H.M.S. *Somerset*, Capt. George Ourry.

RICHARD HARRISON TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Sir

[St Pierre Martinique] 6th Aug^t 1778.]

I had the Honour of addressing your Excellency on the 18th Ult^o. by the *Molly* Cap^t Deshon, to which I would beg leave to refer you^l—Since then have had the pleasure of receiving your Letter of the 18 May by the *General Smallwood* Cap^t Rogers.² Her Cargoe, consisting of 18 hhds and a parcel of loose Tobacco, 52 Barr^{ls}. Of Flour & 6 Keggs of Biscuit, I have put into Store, being as yet unable to sell it. The Article of Tobacco in particular has become extremely dull & will scarcely command 60[#] ⌘ C^t Cash.³ tho' the *Molly's* I luckily got off a 80[#].-

I have sold the *General Smallwood* to M^r Bingham for 2000 Dollars. She being a small, expensive & unprofitable Vessel I cannot but flatter myself you will think the State extremely well quit of her. Cap^t Rogers & his People are to recieve Wages of the State up to the 27th: ult^o., the day of Sale, subject to a deduction of Livres 2424 advanced them here agreeable to the inclosed Rec^t.⁴ Promising myself the pleasure of paying you my respects in person some time the approaching winter, I have the Honour to remain [&c.]

R. Harrison

St Pierre Martinique

6th Aug^t 1778.

L, MdAA, Maryland State Papers, Red Books, vol. 9, no. 259, S989-14-56 (MdHR 4570-53). Addressed on separate sheet: "His Excellency/Thomas Johnson Esq^t/Governor of/Maryland." Docketed on same page: "6th August 1778./Rich^d Harrison by/the *Gen^t Smallwood*."

1. In his letter to Johnson of 18 July, Harrison discussed his sale of the Maryland State trading sloop *Molly*, Capt. Daniel Deshon, to William Bingham, a merchant and the Continental Commercial agent in Martinique. *Ibid.*, 4603-7.

2. The *General Smallwood*, Capt. John Rogers, was a Maryland State trading schooner. See Maryland Council to Richard Harrison, 18 May 1778, *NDAR* 12: 385-86.

3. That is, 60 livres cash per hundred weight of tobacco.

4. The receipt of 5 Aug., reflecting what Harrison wrote here, is in MdAA, Maryland State Papers, Red Books, S989-14-57 (MdHR 4570-54).

August 7

JOHN DESHON TO JOSHUA HUNTINGTON

Sir
 New London [*Conn.*] Aug^t. 7th 1778
 Captⁿ Harris¹ comes with spars from the river—I have desired him to go to Narraganset after the Anchors of the *Cyrene*,² and for pig Iron &c, Should he undertake you must lend him suitable rope for Slinging the heavy anchors, if you think Mess^{rs}. Sands & Potter³ has agreed with any one Else to bring round the Iron &c. it will be best for Harris not to go for it—I Should have Set out for Boston this day where it not for the affair of Sending Vessel to Boston[.] a Quantity of flax is much wanted there, have determined to Send down by Slatter what flax we have, and run the risque of those articals up that are wanted for the Ship.— Y^{rs}.

John Deshon

L, PHi, Frigate *Confederacy* Papers, 1776–1779. Addressed on separate sheet: “To/M^r Joshua Huntington/Merch^t/Norwich.” Docketed on same sheet: “John Deshon/august 7 .. 1778.” Deshon was a member of the Continental Navy Board of the Eastern Department; Huntington was overseeing the construction of the Continental frigate *Confederacy*.

1. Capt. Nathaniel Harris.

2. H.M. frigate *Syren*, which ran aground at Point Judith, Rhode Island, in Nov. 1777. The British tried to burn the ship, but failed to destroy the lower deck, which was under the water. See *Providence Gazette*, 15 Nov. 1777, *NDAR* 10: 497.

3. Probably Elisha R. Potter and Col. Ray Sands, both of Kingston, Rhode Island.

LIEUTENANT COLONEL THE MARQUIS DE FLEURY TO VICE-AMIRAL COMTE D'ESTAING

le 7. Aoust à 5 heures du matin. à la providence [*R.I.*]

Mon general

J'ay l'honneur de Vous adresser quelques questions que j'ay crû devoir faire à m^r le general sullivan¹ & ses Réponses par écrit.

D. 1^o qu'ell est le jour? le heure? Le Lieu? Determine pour la descente?

R. m^r le Comte d'estaing en est informé; si quelque changement était indispensable, je vous en informerais.

2. D... qu'el sera le signal qui annoncera aux troupes francaises, que l'on Commence à descèndre? . . est descendû? . et marche?

R.... un pavillon blanc Lissé à tyverton,² & Repeté à Bristol ferry. par le fort . . les signaux pourront se voir de newport—

3. D... après le débarquemént, les troupes françaises marcheront elles dirèctement à L'enemy? Ou traverseront elles partie de Lile afin de joindre les américains?

R. si m^r le Comte d'estaing l'approuve elles joindront les americains pour marcher à L'enemy & attaquer en jointe.

4. D. si m^r le Comte d'estaing jugeait à propos d'entrér la veille de la descente, pour n'avoir pas à la fois à faire éteindre le feu des bateries, & débarquer les troupes, mr. le gl. Sullivan aurait il quelque objection?

R.... aucune, & je n'y vois aucun inconvenient; au contraire.

5. D.. qu'ell signal annonçera à m^r le general Sullivan que les troupes française ont débarqué, & marchent?
 R... qu'elles ont débarqué un pavillon blanc au grand mat. qu'elles marchent— un Rouge.
6. D. ou sont les chevaux de trait, pour l'artillerie, & de selle pour m^r d'estaing & ses aides?
 R.. ils sont avec Lamois, brides, & selles, à la place assignée pour m^r le C^t d'estaing.
7. D. ou sont les Briques pour les fours?.. quell est leur nombre?... ou sont les bateaux?.. Leur nombre?
 R... 20000 Briques ont été delivrées le 5. à m^r ashley. Les bateaux sont partys avec le capitaine clark.³ Au nombre de 40.

Voila tout le que ma mémoire m'a fourny, mon général, pour débrouiller un peu la fusée. m^r le general sullivan voulait que je partir le matin pour venir vous Rendre Comte de ses Réponses ; mais je l'ay prié de trouver bon que je le suivis à tyverton ou il va aujourd'huy; & y Récevoir ses derniers ordres, qui ne pourront manquer d'etre plus précis sur les lieux,—il se state de pouvoir descéndre dimanche.— les generaux green⁴ & varnum⁵ disent lundy ... desqu'on sera déterminé je me haterai de venir vous en Rendre Compte, mais je ne lacherai prise qu'au dernier momënt, et mon cheval abregera la Route.—J'ay l'honneur d'etre [&c.]

fleury

[Translation]

7 August at 5 o'clock in the morning at Providence [R.I.]

My general

I have the honor of sending you some questions that I believed should be made to General Sullivan¹ and his written responses.

Q. 1st what is the day? the hour? the place of the descent?

A. M. the Count d'Estaing is informed about it. If any change were indispensable, I would inform him of it.

2. Q... what will the signal be that will announce to the French troops that one had begun the descent? . . has landed? . . and marches?

A.... a white flag raised at Tyverton,² and repeated at Bristol Ferry, by the fort . . the signals will be able to be seen from Newport—

3. Q... after the landing, will the French troops march directly on the enemy? Or will they cross part of the island in order to join the Americans?

A. if M. the Count d'Estaing approves it, they will join the Americans to march on the enemy together.

4. Q. if M. the Count d'Estaing judged it appropriate to enter the day before the descent, in order not to have at the same time to extinguish the fire of the batteries and land the troops, would Gen. Sullivan have any objection?

A.... None, and I see no inconvenience; on the contrary.

5. Q. what signal will announce to Gen. Sullivan that the French troops have landed, and are marching?

A... that they have landed a white flag at the mainmast. that they are marching—a Red.

6. Q. where are the draft horses, for the artillery, and the saddle horses for M. the Count d'Estaing and his aides?

A.. they are with Lamois, bridles, and saddles, at the place assigned for M. the Count d'Estaing.

7. Q. where are the Bricks for the ovens?. What is their number?... where are the boats?. Their number?

A.... 20,000 bricks were delivered on the 5th to Mr. Ashley. The boats left with Captain Clark,³ to the number of 40.

There is everything that my notes furnish me, in order to clear up the affaire a little. General Sullivan wants me to leave in the morning to come report to you on his answers; but I asked him to find it good that I follow him to tyverton, where he is going today; & there receive his final orders, which could not fail to be more précis on the places.— He states that he will be ready to descend on Sunday.— Generals Green⁴ and Varnum⁵ say Monday . . . as soon as it is determined, I shall hasten to come report it to you, but I shall let go only at the last moment, and my horse will shorten the route. I have the honor to be [&c.]

fleury

L, FrPNA, Marine B⁴, vol. 146, fols. 119–20. Addressed on cover: “His Excellency/Count D'estaing Vice-amiral/off Rhode island.” Notation: “favored/by col. wall.”

1. Maj. Gen. John Sullivan.

2. Tiverton, Rhode Island.

3. John Innes Clarke, partner in the Rhode Island mercantile firm of Nightingale & Clarke, who along with John Brown, helped supply and assist the French fleet.

4. Maj. Gen. Nathanael Greene, Continental Army.

5. Brig. Gen. James Mitchell Varnum, Continental Army.

LIEUTENANT COLONEL JOHN LAURENS TO VICE-AMIRAL COMTE D'ESTAING

À bord de l'*aimable*¹ 7^e d'Aout, 1778.

Je suis au desespoir mon General de vous dire que le General Sullivan² se trouve obligé de remettre l'entreprise à lundy s'il n'avoit pas l'esperance des renforts qui sont en route—Des canons qui ne sont pas encore arrivés et le grand nombre d'arrangemens qu'il a à faire par la lenteur de miliciens seroient de raisons suffisans pour qu'il ne donnât encor le tems d'un Jour—Il ne comte encor que deux mille miliciens assemblés ici—quelques compagnies independantes qui viennent de Boston nous renforceront plutôt par la valeur que par le nombre—mais chaque moment pour ainsi dire non, Donnera plus d'hommes et plus d'ordre Nous aurons suffisamment de bat[tre.] Le Gen¹ Sullivan et le Gen¹ Green³ croient qu'il faut plutôt hasarder l'entreprise avec moins de mond[e] que d'attendre plus long tems que lundy—nous avons grande es-

poir que l'ennemi suffribrira par la desertion des que nous débarquons[,] c'est plutôt une consolation, qu'un bon raisonnement militaire—que on doit juger par les risques que leurs soldats courent pour s'échapp[er] actuellement qu'il viendront en foule, des qu'il n'y aura plus d'e[n?] entre les deux armées—

Un sergent & neuf hommes qui sont venus aujourd'hui—nous disent qu['ils] ont coulés à fond 12 bâtiments entre Goats Island & Dyers point,⁴ et qu'i[ls] en ont. encor prêts pour jetter d[ans] le Canal—par la largeur du passage ces obstructions ne nuisent en viser au progrès de la Escadre—ils ajoutent que les soldats manquent extrêmement de farine—et que toutes les troupes allemandes sont gardées dans l'intérieur d l'isle comme de gens dont on soupçonne la fidélité—

Je suis avec M^r. de fleury⁵ comptant qu'il seroit possible de vous rendre comte de ce que se passe a terre, et de retourner à tems pour savoir les progrès ulterieurs et vous en faire nos dernier rapport—mais la distance rendant notre projet impraticable—il vous écrit au long, et je prens la liberté de vous marquer que malheureusement le pouvoir du General Sullivan n'egale pas son zele et son Ardeur—La Lenteur des Mili-ciens est invincible. Nous parlerons demain après midi aussitôt que nous aurons aprit quelques nouvelles plus satisf[illeg.] que celles que nous rendons actuell[ement] et nous aurons l'honneur de fair notre raport et de prendre vos ordres—

Je sens bien par mon me[me] Mon General l'inquietude que tous ces delais doivent vous causer—mais j'espere que voilà le dernier qui retient la couronne de lau-riers americans qui doivent ceindre la tete du Comte d'Estaing. J'ai l'honneur d'être [&c.]

John Laurens

[Translation]

On board the *Aimable*,¹ 7th of August, 1778.

I am in despair, My General, to tell you that General Sullivan² finds himself obliged to put off the enterprise to Monday if he does not have the hope of the reinforcements that are en route. Canons that are not yet arrived and the great number of arrangements that he has to make by the slowness of the militia are sufficient reasons for his not yet giving the time of day. He still counts only two thousand militia assembled here—some independent companies that come from Boston will reinforce us rather by their valor than by their number—but each moment for thus saying, no, will give more men and more order; we shall have enough to win. General Sullivan and General Green³ believe that one must rather hazard the enterprise with fewer people than wait longer than Monday—we have a great hope that the enemy will suffer from desertion when we disembark, this is rather a consolation than a military reason—that one should judge by the risks that their soldiers will run in order to escape now and that they will come in crowds when there will less distance between the two armies.

A sergeant and nine men who have come today tell us that they have sunk 12 ships between Goats Island and Dyer's Point,⁴ and that they have ready to throw into the channel along the length of the passage obstructions to impede the progress of the squadron—they add that the soldiers are extremely short of wheat—and that all the German troops are kept in the interior of the island like people whose loyalty is suspect—

I am with M. de Fleury⁵ counting that it will be possible to report to you what happens on land, and of returning in time to know the latest progress and give you our latest report of it—but the distance renders our intention impracticable—he writes you at

length, and I take the liberty of informing you that unhappily the power of General Sullivan does not equal his zeal and his ardor. The slowness of the militia is invincible. We shall speak tomorrow afternoon as soon as we have learned more satisfactory than what we render now and we shall have the honor of making our report and of taking your orders—

I feel deeply, My General, the inquietude that all these delays must cause you—but I hope that, behold, in the end the crown of American laurels should encircle the head of Count d’Estaing. I have the honor to be [&c.]

John Laurens

L, FrPNA, Marine B¹, vol. 146, fols. 206–7.

1. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

2. Maj. Gen. John Sullivan.

3. Maj. Gen. Nathanael Greene.

4. On the transports the British sank as obstructions, see Captain John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above, esp. note 6.

5. Lt. Col. François-Louis Teissède de Fleury, Continental Army.

LIEUTENANT DE VAISSEAU DE SAINT-COSME-SAINTE-EULALIE TO VICE-AMIRAL COMTE D’ESTAING

[Extract]

j’ai vous depeche une tres petite embarcation ne pouvant pas men procure d’autre dans le moment. il me paroît tres interessant que vous soies instruit a tems que la descente ne peut pas avoir hier dimanche matin comme lavoit espere le general sullivan¹ ms. Laurens et fleuri² vous vendent une compte plus detaille que je pouver le faire a cet egard, car j’ai lhonneur de vous observer que le general sullivan ma toujours repondu de la meme facon qui est que je serois prevenu et du tems et du lieu quand il en seroit tems. j’ai vu cet après midi le general green qui a été aussi reservé avec moi. il me paroît cependant necessaire que je connasse leur dispositions pour les bateaux, de la descente, que nous fussions convenus des signaux pour les faire partir, lorsque je croirais que la descente serai praticable; il soit que les ennemis ne posent point de resistance, ou après avoir detruit les obstacles quon opposeroit j’avois aussi desire favor si on ne compte pas faire de penssee attaquer sil ne seroit pas a propos de les inquieter par la separation de deux fregates. le general green³ ma paru desirer que nous fussions reunis tant le que j’ai lhonneur de vous dire mon general est prevoiance de ma part, car jose croire que les anglais ne songent point a s’opposer a la descente, du moins il ne paroît rien sur deux lieues du côté que nous verrons parfaitement qui puisse le faire croire, et la deposition de beaucoup d’anglais qui ont deserté lisle paroît le confirmer

. . . . mrs. laurens et fleuri se proposent de partir demain a midi pour l’escadre j’aurai lhonneur de vous rendre compte plus particuliere par eux. il me sera difficile de leur provider une embarcation autre que celle que je vous envoie et si la brise est forte ou ne peut quen servir si vous jugies a propos d’envoyer un batiment plus fort ces messieurs seroient assurer de pouvoir partir j’ai lhonneur detre [&c.]

st cosme

a bord de *laimable* le
7 aoust 1778.

[Translation]

I have sent you a very small boat, not being able to procure another at the moment. It appears to me very important that you be informed promptly that the landing cannot take place tomorrow, Sunday morning, as General Sullivan¹ hoped. Messrs. Laurens and Fleury² are sending you an account more detailed than I can in this regard, for I have the honor to observe to you that General Sullivan has always responded to me in the same manner, which is that I will be informed of the time and of the place when the time comes. This afternoon I saw General Greene,³ who has been as reserved with me. It appears to me, however, necessary that I know the dispositions for the boats for the landing, that we agree on signals for having them depart when I believe that the landing will be practicable; it may be that the enemy will put up no resistance, or after having destroyed the obstacles that oppose us; I also desired a favor if we do not count on making the intended attack, if it would not be appropriate to disquiet them by the separation of two frigates. General Greene appeared to me to desire that we reunite, such, I have the honor to tell you, My General, is forethought on my part, for I dare believe that the English do not concern themselves at all with opposing the landing; at least nothing appears at the two places on the coast that we see perfectly that can make us believe it, and the deposition of many of the Englishmen who have deserted the island appears to confirm it.

. . . Messrs. Laurens and Fleury propose to leave for the squadron tomorrow at noon. I shall have the honor of reporting to you more particularly through them. It will be difficult for me to give them a boat other than the one I am sending you, and if the breeze is so strong that it cannot be employed, if you judge it appropriate to provide them with a stronger boat, those gentlemen will be assured of being able to depart. I have the honor to be [&c.]

st. cosme

On board the *Aimable*
7 August 1778

L, FrPNA, Marine B¹, vol. 144, fols. 442–43.

1. Maj. Gen. John Sullivan, Continental Army, wrote Vice-amiral comte d'Estaing the following day regarding the plans to land troops; see Sullivan to d'Estaing, 8 Aug., below.

2. Lt. Col. John Laurens, Continental Army, and Lt. Col. François-Louis Teissède de Fleury, Continental Army, served as liaisons between the Continental Army and Vice-amiral comte d'Estaing's fleet. Laurens wrote to d'Estaing regarding the delays with the landing on 7 Aug., above, and Fleury on the 8 Aug., below.

3. Continental Army Maj. Gen. Nathanael Greene.

CONSULTATION OF OFFICERS HELD BY MAJOR GENERAL ROBERT PIGOT

At a Consultation held by Major General Sir Rob^t Pigot. Commander in Chief of His Majesty's Forces; Major General Prescott. Brigadier Gen^l Smith; and the Captains Brisbane, Smith, Dalrymple, Hudson, Symons, Harmood, & Christian. At New Port August the 7th 1778. at 6 in the Even^g.¹

Question By the General Officers.

Whether the Ships in the approach of the Enemy by Sea can be defended:–

Resolved Unanimously they cannot

Questions by the Gen Officers

First. Whether landing the provisions, Cannon & Stores will be beneficial

- to the King's Service
 Answered It will
- Second. Whether destroying the Ships in the Harbour by Fire will not endanger the Town & Store Houses.
 Answered Most Certainly both Town and Store Houses will be in the utmost danger: and therefore Scuttling & Cutting away the Mast is most proper.
- Thirdly. Whether sinking Transports,² without Goat Island, and the North Battery will be of material Service.
 Answerd. Yes, and the sooner it is put in Execution the Better:—

R^t. Pigot
 R^d. Prescott
 F. Smith
 Brisbane
 R^d. Smith
 Hugh Dalrymple
 Charles Hudson
 Jn^o. Symons
 Hugh C. Christian

Copy, UKLPR, Adm. 1/5310 fol. 203. This was read into the record at the court-martial of Capt. John Brisbane held on board H.M.S. *Royal Oak* off Staten Island on 28 Sep. 1778 to investigate the loss of H.M. frigate *Flora*.

1. The officers involved in the conference were: Maj. Gen. Sir Robert Pigot, commander-in-chief; Maj. Gen. Richard Prescott; Brig. Gen. Francis Smith; Capt. John Brisbane, H.M. frigate *Flora*, senior naval officer commanding; Capt. Richard Smith, formerly of H.M. frigate *Lark*; Capt. Hugh Dalrymple, formerly of H.M. frigate *Juno*; Capt. Charles Hudson, H.M. frigate *Orpheus*; Capt. John Symons, formerly of H.M. frigate *Cerberus*; Cmdr. Harry Harwood, H.M. ship-rigged sloop-of-war *Falcon*; and Comdr. Hugh Cloberry Christian, formerly of H.M. ship-rigged sloop-of-war *Kingsfisher*.

2. The *Boston-Gazette* reported that the British eventually sank eleven transports between Goat Island and Rose Island. *Boston-Gazette*, 17 Aug. 1778. For a list of transports sunk, see Howe to Brisbane, 4 Aug., note 6, above.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

[near Goat Island, R.I.]

Friday 7

Mod. & foggy W^r: some Hands onshore with the Boatswain stowing away the Stores

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, R.I.]

7th Aug^t [1778] Clear weather. Wind S.W.

At 6 this Morning two of the French ships in the Narraganset passage got under way, and stood down towards the Fleet. At 8 one of them anchored half way down the

back of Connonicut. The other joined the ship which lies nearest off the Mouth of the harbour. This movement gives us hopes that they have received intelligence of the approach of Lord Howe, and are drawing their line of Battle ships together. The rest of the Fleet continue in the usual position. . . .

Many large boats, with Troops, tents, Stores, &c. &c. came to Howland's ferry this day from Taunton River, and behind Mount Hope. Few or no people appear opposite Fogland, or to the Southward of it, but about Howland's all the houses are full of Troops. . . .

Small armed Sloops or Boats have been dispatched almost every night since the arrival of the French fleet, with letters to Lord Howe and Sir Henry Clinton, giving them information of our situation as well as that of the Enemy. Some of them will doubtless arrive safe.

The Marines of The Frigates are now embodied under the Command of Captain Coutts of that Corps.¹ They are encamped by themselves, and take a part of the duty of The town, amounting to 1 Captain 2 Sub^s and 60 men.

We are all extremely anxious for some account from Lord Howe or a sight of his fleet, in the Offing. If he has the number of Ships with him which we are told he has, and is acquainted with the position of the Enemy's fleet, we think he will soon appear. When we reflect how much is at stake, we cannot pretend to blame him for not seeking the Enemy until the force of his fleet gives him a certainty of success. If he should, by a precipitate attack, be defeated in an action with the French fleet, the consequences are obvious and dreadful;—no less than the certain loss of this Island and the Force on it, and probably that of a great part of our troops in America, as by losing our superiority at Sea, the Enemy would have it in their power to deprive us of all supplies from Europe, and the posts we hold in the Vicinity of New York could not afford subsistence for the Troops there for three Months. The loss of a great part of our Naval force in America, and that of a large fleet of transports, attending the Army, which would necessarily follow a defeat of our fleet, would lay the Nation under almost insurmountable difficulties, and throw such a damp upon the spirits of the people at home as might lead to the loss of our American Colonies. As Admiral Byron is daily expected on the Coast with a fleet of large ships, and as from our force and situation we may be expected to make considerable efforts and prolong the defence of this Garrison, we cannot blame Lord Howe for waiting to be joined by such a number of Admiral Bryon's ships as will give him a decided superiority over the Enemy's fleet.² He would deserve censure should he make a precipitate attack on the Enemy, and hazard so much, when by waiting for a short time he may have it in his power to give a capital blow to the Naval power of France, & the hopes of America. It seems to be the general opinion that the French [fleet] is in a very dangerous position, should Lord Howe appear with a Superior Fleet, as the Wind now stands. It is conceived that in that case, their safety would consist of forcing their way into this harbour.

I think it may with safety be averred, that if our force now in the Island, is drawn together within the position which The General³ has determined to take for our defence, we may, by a proper exertion of it, bid defiance for at least ten or twelve days to the united force which may be brought against us. There can be no doubt but Lord Howe will appear before the end of that period. . . .

With such a considerable extent of Coast to defend without shipping of any kind, and the practicability of the Rebels landing a considerable force on Common fence & Howland's Necks, without our being able to prevent them, we cannot expect to repel

the attacks of the Enemy should they make them in several places at once. A complete defeat of one attack would not prevent the success of others; and by our waiting to repulse the attack which would be made on the most advanced part of the Island, the other attacks on our flanks would gain the time they would require to cut across our rear, and prevent our retreat to the town. Any attack made from Bristol or Howland's ferry, will be false, and intended to amuse us, while troops land behind us; for we cannot suppose that the Rebels will attack several Redoubts defended by British troops, and fight their way the whole length of the Island, when they have it in their power to land within 3 miles of our Lines, under cover of the French ships, and have a Battalion at most to oppose them. It is probable their plan is, to make two principal landings, one on the E. side near Holmes's, and the other on the W. side near Stoddard's. The position of the French ships in the passages seems to favor this opinion. It is probable a false attack would be made about two hours before daybreak on our advanced posts at Bristol-ferry, Common-fence, and Howland's bridge, which would take off our attention from the principal attacks, which would land about day break, and immediately endeavor to form across the Island, and possess the roads leading to town. Their having the entire command of the water renders this very practicable; and the consequences are obvious. The two Regiments at Windmill-hill dare not quit their post without the utmost hazard; and before the whole could be assembled in order to retire in a body to Newport, the Enemy on the E. & W. sides would be in possession of the position they intended to take; and the General would not have time, nor could he venture, to move with any considerable part of the troops from the town to take a post to cover our retreat. Our situation will appear more dangerous and critical if the French fleet should at the same time force their entrance into the harbour, and make an attack on the town.

We may generally form a judgement of the Enemy's intentions by what is obviously his interest to do. In this case it is to divide our force, if possible cut off a part of it, and to accelerate the reduction of Newport. Our great object should therefore be, to collect our force in due time, which will render us formidable, give us confidence, and enable us to make every possible effort to protract the defence of the post committed to our charge. Every hour we keep the Enemy off is of the utmost consequence; as it gives time to Lord Howe to collect his force and appear before the Enemy's fleet; and we all have such confidence in His Lordships zeal and abilities, that we are satisfied he will do all that is possible for the relief of this place, upon which so much depends. Should we, by injudicious measures, or a weak defence, fall into the power of the Enemy before he has done what is possible for our relief, we must lose our honor for ever.

Mackenzie, *Diary* 2: 333–38. Four paragraphs regarding the plans and movements of the British and Continental troops have been omitted.

1. Capt. David Coutts, British Marines.

2. The fleet commanded by Vice Adm. John Byron had been scattered in a storm and most of it would not arrive for many weeks.

3. Maj. Gen. Robert Pigot.

VICE-AMIRAL COMTE D'ESTAING'S ORDER FOR ENTERING NEWPORT HARBOR'S MIDDLE PASSAGE

Ordre pour entrer dans la passe du milieu Dans le havre de new-port, Donn  aux Vaisseaux Le *Languedoc*,¹ le *Tonnant*,² le *Cesar*,³ le *z l *,⁴ l'*hector*,⁵ le *guerrier*,⁶ le *marseillois*,⁷ & le *Vaillant*—⁸

Samedy prochain 8 de ce mois, ou les jours Suivants Sy le Tems ne le permet pas, des que La brise Sera faillé, les signaux d'appareillage avertiront de mettre Sous Voile, des que les huit Vaisseaux Denommés Cy dessus pourront manœuvre de se metront au poste qui leur est designé; & on Tachera d'être Sufisamment former pour donner dans la passe par le Troisième Bord qu'on Courra, La manœuvre du general; & le Signal (forcer Le passage dans le même ordre,) ne Laissera pas de doute sur L'instant.

Les Vaisseaux Seront Couplé par deux; Chaque matelot de L'arrière Sera a une demy encablure d'un matelot de L'avant ; mais il existera une intervalle de deux Cables entre chaque division de deux Vaisseaux.

Les Vaisseaux, & les divisions Se Tiendront avec la plus grande exactitude dans les eaux de ceux qui leur precedent, & parcourront la même route.

On fera en passant le plus grand feu possible sur les Batteries, & sur les Batiments ennemis; l'humanité engage a recommander de menager la Ville autant qu'elle pourra L'être, Sans que cependant cette attention de Bienfaisance puisse gener en rien La chose militaire, c'est-à-dire la direction, & l'activité du feu. Brentons point, Goat-island, les Vaisseaux, & fregattes a Traverser, D'yers Batteaux quoy-qu'elouguée ; Sont les objets que L'on aura battre.

Comme Rhode island Sera le dernier, et qu'il peut être rangée de Très près, il Est particulièrement [*illeg.*] de faire [*illeg.*] a ses défenses. Tout les [*illeg.*]. La promptitude due; feu Successif. Chaque Vaisseau aura sa chaloupe, & son Canot Bien armé a Babord de lui, & vers L'arrière, de facon a être Couvert du feu par le navire, & a Se Trouver cependant pret a Larguer l'amarée, pour aller aurocher, & detourner Tout Brulot. Les Chaloupes, & Canots Seront pourvu de grapion avec des chaines, & de Tous les moyens necessaires pour remplir des missions aussy importants a la Conservation des Vaisseaux du roy. Chaque Chaloupe Sera Commandée par le Troisième Lieutenant de son Vaisseau, le grand Canot par le premier enseigne, & Le Second Canot Sil y en a, par un garde de la marine au choix du Capitaine. La Voilure sera Calculer Sur celle des Vaisseaux de La Tête, & sur la consonance de la distance, Chaque Vaisseau Se permettra dans La route, Toutes les petites arrivees, ou oloffées qui le metrent dans le cas de Voir mieux, & de Tirer plus Le feu une fois Commencé on espere qu'il ne cessera pas un instant, Jusqua' ce qu'il manque absolument d'objet. on ne fera aucune Signaux sy une necessité absolue y Contraignoit, on saiserait L'instant que la fumée seroit moins grande, & L'on Sefforcera de decouvrir les pavillons, que les generaux Se Trouveroient forcés de Virer.

Le plus grand nombre des Soldats Sera employé au Service des Canons.

Si La marée, & le Vent decident a appareiller pendant La nuit pour entre a la pointe du jour, L'état de la mer avertira de S'y Tems pût, & la Signal de nuit d'appareiller [*illeg.*] un instant, & Sans coups de Canon Suffira pour faire mettre Sous Voile.

Fait A Bord du *Languedoc* Le 7 Aout 1778

Signé Estaing

[Translation]

Order for entering Newport Harbor's Middle Passage, given to the Ships of the Line *Languedoc*,¹ *Tonnant*,² *Cesar*,³ *Zélé*,⁴ *Hector*,⁵ *Guerrier*,⁶ *Marseillois*,⁷ and *Vaillant*—⁸

Next Saturday the 8th of this month, or the days following if the weather does not permit, as soon as the breeze will give way, signals for weighing will give notice to get under sail, when the eight Ships of the Line named above may maneuver to place

themselves in their designated post; and they will attempt to be sufficiently formed in order to give in the pass by the third tack they run the maneuver of the general; & the signal (to force the passage in the same order,) will leave no doubt on the instant.

The ships of the line will be paired together, each consort-ship of the rear will be at half a cable's length from a consort-ship of the van; but there will be an interval of two cables between each division of two ships.

The ships, and the divisions will keep themselves with the greatest exactitude in the waters of those that precede them, and run through the same route.

They will make in passing the greatest fire possible against the enemy batteries and ships; humanity engages to recommend sparing the city to the extent possible, without, however, that this attention to beneficence may injure the military objective, that is to say, the direction and the activity of the firing. Brentons Point, Goat Island, the ships and frigates at broadside, boats at whatever distance: These are the objects they will have to beat.

As Rhode Island will be the last and might be at very close range, it is particularly [important?] to pay attention to its defenses. All the [*illeg.*] The due promptitude. Successive firing. Each ship of the line will have its longboat and dingy well-armed to its larboard and toward the rear, in a manner to be covered from fire by the ship, where it will be ready to be lowered by cable, in order to go to the high rocks and to intercept all fire ships. The long boats and dinghies will be provided with grappling hooks with chains and all the means necessary to fulfill missions so important to the conservation of the king's ships of the line. Each long boat will be commanded by the Third Lieutenant of his ship of the line, the large dinghy by the first ensign, and the second dinghy, if there is one, by a guard de la marine at the choice of the captain. The sails will be calculated on that of the ships of the line at the head, and on the consonance of the distance; each ship of the line will allow to itself in the route all the small changes of bearing or luffs that will put it in the condition of seeing better and of firing more. The firing once begun it is hoped will not cease an instant until there is absolutely no more target. They shall make no signals; if an absolute necessity compels it, they should seize the moment that the smoke is less great, and they will exert themselves to discover the flags that the generals may find themselves forced to hoist. The largest number of soldiers will be employed in serving the cannon.

If the sea and the wind determine that we weigh during the night in order to enter at daybreak, the state of the sea will alert if the weather can, and the night signal for weighing [*illeg.*] an instant & without cannon shots will suffice for getting under sail.

Done on board *Languedoc*, 7 August 1778

Signed Estaing

Copy, Extrait Du Registres De La Majorité, Mouillage De Sandy-hook & Rhode-Island Du 12 Juillet au 17 Aout 1778, FrPNA, Marine B¹, vol. 141, fols. 257-59.

1. French ship of the line *Languedoc*, Capitaine de vaisseau Henri-Louis, Chevalier de Boulainvilliers dit de Croy.

2. French Ship of the Line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalbre.

3. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

4. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

5. French ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet.

6. French ship of the line *Guerrier*, Capitaine de vaisseau Louis-Antoine, comte de Bougainville.
 7. French ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux.
 8. French ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

VICE-AMIRAL COMTE D'ESTAING TO MAJOR GENERAL JOHN SULLIVAN

N^o. 8.[*au large de Rhode Island, 7 août 1778*]

Monsieur

J'ai l'honneur de vous informer que les Officiers g[énéraux ?] et que le conseil que j'ai assemblé en consequence des indications contenues dans deux lettres de M. de Fleury,¹ ont été d'avis que la fregate L'*Engageante*² et que le Vaisseau la *Provence* de 64.³ Canons fussent prests à recevoir vos ordres et les pilotes que vous juger à propos de leur Envoyer, pour les faire remonter dans le chenal de L'Est, Jusqu'au lieu destiné pour votre descente. La *Provence* pompera Son Eau, S'allergira autant qu'elle pourra l'Estre; Et J'ordonne à M. de Champourein qui commande ce navire, de débarquer s'il le faut une partie de Son artillerie pour mieux Employer contre les Anglois, cequ'il [en] conservera. Le *Sagitaire*⁴ est trop avancé vers le nord du Channel de L'Ouest pour estre rapellé dans celui de L'Est, Cette difficile manœuvre causeroit de trop grandes Langueurs. La *Provence* se toue actuellement pour vous rejoindre, parceque M. Brown⁵ que je me Suis Empresse de croire, m'avoit conseillé d'Envoyer deux Vaisseaux du nombre desquels est ce bâtiment, pour fermer le passage aux fregates que le *Fantasque*⁶ et le *Sagitaire* ont fait bruler dans le Nord du Channel du Milieu.

Les mouvements maritimes dependent trop des vents et le point du jour etant l'heure où il y en le moins, Il Seroit a craindre que la double diversion de notre attaque par mer et par terre ne pût S'executer au même Instant que votre descente, Si nous n'etions pas dans le chenal du milieu et un peu au vent de l'endroit indiqué. J'enterai Samedy dans le Chenal Si le vent est favorable et Je comte m'y porter en traversant le port avec huit Vaisseaux. Le *Fantasque* et le *Sagitaire* nous rejoindront autant qu'ils le pourront par la passe du Nord de Connonicut, Et le *Protecteur* de 74-Canons⁷ restera seul en rade devant la passe du Milieu pour Empêcher les Secours ou la fuite. Comme cette position necessaire, ne laisse pas que d'estre hazardée à certains Egards, parcequ'elle me devise en quatre, Je me Flate que l'instant de L'action ne Sera plus Eloigné.

J'ose esperer que votre Excellence et que les Officiers Generaux qui servent avec Elle, me mettront à portée de rendre compte au Roy et au Congrès du nombre et de la bonté des Troupes que vous aurez Joint aux François. Ce Detachement dont Je n'ai garde de vous indiquer la force, parceque dans tous les cas nous tâcherons au besoin de nous Suffire à nous mêmes, est la premiere occasion dans laquelle Messieurs les Generaux des Etats-Unis, peuvent donner une preuve authentique de L'Alliance de sa majesté Et de La Satisfaction avec laquelle ils Joignent leurs Troupes aux Siennes. L'Officier chargé de la conduite du detachement en conservera le Commandement total. Je lui indiquerai Seulement les positions et les mouvements que ceux de L'Ennemi et les lieux exigeront. Lieutenant general depuis plus de dix ans des armées du Roy, J'espere que d'après vos ordres, Il voudre bien recevoir mes avis Sur ces objets Seulement. J'imiterai Si le Local le permet Le plan de Tactique que vous avez preferé en Formant une Colonne de flanc, que servira si vous le Jugez convenable à nous reunir facilement par une Evolution Simple.

Il me Sera impossible, Monsieur, d'attendre que vous Soyez Debarqué pour des-

cedre; vos Troupes cessent par fois d'estre obeissantes, lorsqu'ils croyent leur honneur compromis; permettez moi de vous dire que votre proposition est militairement inadmissible. Nous considerons la bravoure des Anglois mais nous ne craignons pas leur desespoir; ce sera la Sixieme fois que J'aurai l'honneur de commander une descente chez Eux.⁸ L'Experience m'a appris q[u'on] falloit estre à Terre le plutót possible, pousser vivement ce qu'on trouve devant soi avec cequi est débarquer et Ensuite ne prendre poste que pour attendre et former le reste.

Le Secour mutuel se charger par derriere ou [le?] flanc L'Ennemi qui porteroit Son plus grand Effort Sur l'un de nous deux, est parfaitement bien vü. Je m'y conformirai. L'heure de débarquement est bien choisie. vous voudrez bien m'envoyer cacheté le mot [de] ralliement; comme ce n'est que pour le bonheur de L'amerique que Sa Majesté Fait la Guerre Anglois, nous ne Sommes qu'auxiliaires; Et c'est par consequent à votre Excellence à m'envoyer le mot. Les meprises Sont terribles; nous ne Saurions prendre trop de precautions pour les Eviter. Quand vous n'auriez qu'un piquet de 50. Ou de 30. Hommes à cheval, bien ou mal montés n'importe, pour venir nous instruire que vous etes a Terre; cela seroit de la plus grande utilité. Notre Jonction ne peut estre ni trop prochaine ni trop certaine. Me. Le M^{is} de La Fayette L'assure par la connoissance que lui et que Ses aides de Camp François ont des deux services. C'est un des motifs qui m'a fait changer d'avis à son Egard, et c'est en partie ce que m'oblige à vous faire des Excuses de Lui avoir donné L'idée de se separer un moment de vous et de quitter pour un Instant le commandement d'une de vos Ailes. Il y Joindra celui des troupes François lorsque nous Serons unis; Et comme Il est naturel qu'il le desire ; cela lui donnera une plus grande ardeur pour operer notre Jonction.

Si vous n'etes pas prêt, Je formerai mes Troupes probablement Dimanche. L'Isle de Connonicut paroît L'Endroit le plus convenable. Le plutót ouú votre detachement m'y Joindra Sera le mieux: sa vue augmentera les Inquietudes de L'Ennemi; Il vous en opposera moins de forces. Il Seroit bon aussi de lui faire appercvoir des samedy des bateaux plats entrain dans le Channel du milieu à la suite du *fantasque* et du *Sagitaire*. Je vous Supplie d'en donner l'ordre, Et J'exige monsieur, comme votre Confrere, que vous defendiez absolument à Messieurs Laurens⁹ et de Fleury ainsi qu'a tous Messieurs Les Ameriquains qui voudroient entrer avec nous, de venir Sur aucun des huit vaisseaux. Je vous avertis qu'ils Se presenteroient inutilement, on ne les laisseroit pas monter abord. S'ils veulent Se trouver avant le Jour Sur le *Fantasque* ou Sur le *Sagitaire*, Ils en Seront les maitres; Ils Seroient placés par là aux premieres Loges et Seroient même utiles pour ordonner de L'apparition et du Lieu de relâche des bateaux plats, ainsi que de L'arrivée des Affuts de campagne et des deux pieces de fonte que vous avez la bonté de m'annoncer. La nouvelle communication pour l'eau, les vivres, et notre correspondance exigent aussi quelquien que parle les deux Langues, qui connoisse les moyens et qui a le droit de commander aux americains, mais Je le repette, personne ne Sera reçü qu'abord des deux vaisseaux designés. J'ai l'honneur d'estre [&c.]

Signé Estaing

[contemporary translation fragment]

7th August 1778.

Sir

I have the honor to inform you that the General Officers and the Council which I assembled in consequence of the indication contained in M^r Fleury's two letters¹—

were of opinion that the Frigate *Engageante*² and the Ship *Provence* of 64 Guns³—should be ready to receive your orders—and the Pilots which you may think proper to send them—to carry them up the eastern Channel to the place appointed for your descent—The *Provence* will be lightened by pumping and other means—I have even ordered M^r Champonrin who commands her, to disembark if necessary, part of his guns—that he may employ the remainder to more advantage against the English—The *Sagittaire*⁴ is too far advanced up the West Channel, to be recalled and stationed in the eastern this difficult manœuvre would occasion too much delay—The *Provence* is now touring down to rejoin us because M^r Brown,⁵ in whom I confided had advised me to send two Vessels one of which was this, to block the passage of the two frigates which the *Sagittaire* and *fantasque*⁶ caused to be burnd in the North part of the middle Channel. Naval movements depending much on winds—and day break being the calmest time—we should have reason to fear that the double diversion of our attack by land and water, could not be executed at the moment of your descent—unless we were in the middle channel, and a little to windward of the place appointed—I shall enter that passage on Saturday—if the wind is favorable & my design is to lay the harbour across with eight ships—The *fantasque* and *Sagittaire* will rejoin us—as soon as possible by the pass at the North end of Cononikut—and the *Protector* of 74 Guns⁷ will remain single in the Road—before the main channel, to prevent either reinforcement or flight—as this necessary position is hazardous in many respects, because it divides me into four—I flatter myself that the moment for action will not be deferred—

I dare hope that Your Excellency and the General Officers who serve with you, will put it in my power to give an account to the King and to the Congress of the Number and goodness of the Troops that you shall have joined to the French—This detachment the number of which I will not undertake to point out—because on all occasions we endeavour when it is necessary to be sufficient to themselves—is the first occasion on which the Generals of the United States have it in their power to give an authentic proof of the value which they set upon the alliance of His Majesty, and the satisfaction with which they join their troops to his—the officer Charged with conducting the Detachment—will preserve the intire command of it—I shall only point out to him the movements and positions that those of the Enemy—and the Ground will require—Having been Lieut General for ten years past—in the King's Armies—I hope that in pursuance of your orders, he will be pleased to receive my directions in these respects only—I shall imitate, if the ground permits, the plan of tactics which you have chosen,—and form a flank column which will serve if you think proper to effect our union by a very simple evolution.

It will be impossible for me Sir to delay my disembarkation, 'till your descent is made—our Troops, at times, cease

[modern translation]

for a time to be obedient when they believe their honor compromised; permit me to say to you that your proposition is militarily inadmissible. We consider the bravery of the English but we do not fear their despair; this will be the sixth time that I will have the honor of commanding a landing among them.⁸ The experience has taught me that one must be ashore as soon as possible, push lively what is found in front of oneself with what is disembarked and then take post only to await and form the rest.

The mutual aid of attacking by the rear or the flank the enemy who will bring his greatest effort to bear on one of us two, is well seen. I shall conform myself to it.

The hour of disembarking is well chosen. Please send me under cover the word for rallying; as it is only for the happiness of America that His Majesty wages the English war, we are only auxiliaries, and it is in consequence up to your Excellency to send me the word. Misunderstandings are terrible; we cannot take too many precautions to avoid them. When you will only have a picket of 50 or of 30 horsemen, well or badly mounted it does not matter, to send us word that you have landed; that would be of the greatest utility. Our junction can be neither too soon nor too certain. Monsieur the Marquis de La Fayette will ensure it by the knowledge that he and his French aides-de-camp have of the two services. It is one of the reasons that has made me change my mind in his regard, and it is in part what obliges me to make excuses to you for having given him the idea of separating himself from you for a moment and of quitting for an instant the command of one of your wings. He would join there that of the French troops when we unite; and as it is natural that he would desire it; that will give him a very great ardor for effecting our junction.

If you are not ready, I shall form my troops probably Sunday. The Island of Con-nicut appears the most convenient location. The sooner your detachment joins me here the better: seeing it will increase the enemy's worries; he will oppose you with fewer of his forces because of it. It would be good also to have him see on Saturday some flatboats entrain in the Middle Channel behind *Fantasque* and *Sagitaire*: I ask you to give then the order, and I require, sir, as your colleague, that you prevent absolutely Messieurs Laurens⁹ and de Fleury, as well as all the American gentlemen who may want to enter with us, to come aboard any of the eight ships of the line. I give you notice that they would present themselves uselessly, they would not be allowed on board. If they want to find themselves before the day in the *Fantasque* or the *Sagitaire*, they will be able to do so; they would be placed there in the first cabins and would even be useful for ordering the appearance and the place of putting in of the flatboats, as well as of the arrival of the field gun carriages and of the two iron cannon that you had the goodness to promise me. The new communication for the water, the provisions, and our correspondence require also someone who speaks the two tongues, who knows the ways and who has the right to command the Americans, but I repeat it, no one will be received except aboard the two designated ships of the line. I have the honor to be [&c.]

Signed Estaing

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 95–97. Docketed at head: “De M. Le C^e d’Estaing à M/Le General Sullivan, dattée le 7. Aoust/1778.” Contemporary translation fragment: L, NHHi, Gen. John Sullivan Papers. Neither the original letter from d’Estaing nor the remainder of the contemporary translation could be found in the Sullivan Papers.

1. Lt. Col. François-Louis Teissède de Fleury, Continental Army. D’Estaing likely refers to Fleury’s letters of 5 and 6 Aug., both above.

2. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

3. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

4. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d’Albert de Rions.

5. John Brown, the prominent Providence merchant, who also assisted the French fleet.

6. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.

7. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d’Aphon.

8. During the Seven Years’ War, d’Estaing had participated in attacks on the English in India, the Persian Gulf, and Sumatra. [John-Joseph-Robert] Calomon-Maison, *L’Amiral D’Estaing 1729–1794* (Paris : Calmann-Lévy, 1910).

9. Lt. Col. John Laurens, Continental Army.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, devant Rhode Island*]

du vendredy 7

pendant Le jour Les vents ont variee du so au ono Le General¹ à donné Lordre de marcher pour Entrer Le Lendemain par La pase du milieu qui ait Bien fortifie et qui na pas dans sa plus Grande Largeur une demy lieue, Entrant à la teste de son Escadre

[Translation]

[August 1778, *Languedoc, off Rhode Island*]

Friday 7

during the day the winds varied from SW to WNW The General¹ gave orders to prepare to enter the next day by the Middle Passage that may be well fortified and which is not at its widest a half league, entering at the head of his squadron

D, FrPNA, Marine B¹, vol. 147, fol. 140.

1. Vice-amiral comte d'Estaing.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[*Devant Newport, R.I.*]

Vendredy 7.

Le même temps [calme] a regné pendant toute la journée, mais a l'entrée de la nuit, la brume est devenue epaisse au point que le vent de So n'a pu la dissiper, dans L'après midy le Général¹ a rassemblé tous les Capitaines de L'Escadre à bord du *César*² ou l'on a tenu conseil de Guerre.³

[Translation]

[August 1778]

[*Off Newport, R.I.*]

Friday 7.

The same weather [calm] reigned throughout the day, but at nightfall, the fog became thick to the point that the wind from the SE was not able to dissipate it, in the afternoon the General¹ gathered all the captains of the squadron aboard the *César*², where they held a council of war.³

D, FrPNA, Marine B¹, vol. 147, fol. 63.

1. Vice-amiral comte d'Estaing.

2. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis

3. Vice-amiral comte d'Estaing reported the results of this conference to Maj. Gen. John Sullivan on 7 Aug., above.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 7 AUGUST

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the Court-house in Trenton, on Thursday the 27th day of August inst. at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the

bills of Captain Joseph Cook, (who as well, &c.) against the schooner or vessel called the *Hawke*, lately commanded by Philies Provinsal—The sloop or vessel called the *William*, lately commanded by William Hobbs—And the brigantine of vessel called *Governor Henry*, lately commanded by William Arthur. Of Captain Edward Turner, (who as well, &c.) against the brigantine or vessel called the *Nancy*, lately commanded by James Club. Of Captain David Stevens (who as well, &c.) against the schooner or vessel called the *John and Sally*, lately commanded by Rufus Gardner.¹ Of Yelverton Taylor, (who as well, &c.) against the sloop or vessel called the *Lucy*, lately commanded by William Gandle—The schooner or vessel called the *Caroline*—And the sloop or vessel called the *Lark*.² Of Enoch Stillwell, (who as well, &c.) against the sloop or shallop supposed to be named the *Marydunceo*: with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of the said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their cargoes should not be condemned according to the prayer of the said bills.

August 7, 1778

By order of the judge,
BOWES REED, Pro. Reg.³

The New-Jersey Gazette (Trenton), 12 August 1778.

1. David Stevens commanded the private sloop-of-war *Chance*. The New Jersey Court of Admiralty would award the prize schooner *John and Sally* to John Henderson and others, members of the schooner's crew, who, having overwhelmed its master and seized control, were navigating the schooner toward shore when the *Chance* intercepted and captured it. Stevens appealed the ruling to Congress, where the Committee on Appeals upheld the decision of the New Jersey court. *Letters of Delegates* 12: 186; DNA, PCC, RG 267, case file no. 35.

2. Yelverton Taylor commanded the private sloop-of-war *Comet*. The court awarded the *Lark*, John Laing, master, to Taylor and Timothy Shaler, commander of the privateer boat *Chance*, finding that the two privateers had captured the sloop on the high seas bound from St. Christopher to New York. The owners, Richard D. Jennings and Robert Campbell, of St. Eustatius, asserting that the *Lark* was bound from St. Eustatius to Egg Harbor, New Jersey, with supplies for the Americans, unsuccessfully appealed to Congress. *Letters of Delegates* 14: 378; DNA, RG 267, case file no. 36.

3. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Friday, August, 7, 1778.

Present.—hon^{ble}. George Bryan, Esq^r. Vice President—Joseph Hart, Esq^r—Jonathan Hoge, Esq^r—James Edgar, Esq^r [John] Mackay, Esq^r—Jacob Arndt, Esq^r&—Smith, Esq^r

. . . Mess^{rs}. Blewer & Coxe,¹ from the State Navy board, represent, that the Brig. *Convention*, Commanded by Capt. Rich^d. Eyre, is nearly fitted for Sea, desire further instructions concerning that Vessel. Whereupon Council considering, that the danger of the Enemy's return into this River,² is greatly lessened by various Circumstances, & there is reason to expect that the said Brig. may greatly annoy the Enemy, by Cruizing upon the Coast; do recommend, that the Navy board, fit out the said Brig., for this purpose as expeditiously as possible, & engage Volunteers to Man her on the best terms in their power, giving orders to Capt. Eyre, to Cruize Six Weeks, between the Cape of Virginia & Long Island, & then return for further orders.³

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 334–35.

1. Joseph Blewer and Paul Cox.

2. That is, Delaware River.

3. On the brig *Convention*, see also, Resolve of the Pennsylvania General Assembly Concerning the Pennsylvania Navy, 15 Aug., below.

WOOLSEY & SALMON TO CAPTAIN SALISBURY BLACKMER

[Extract]

Sir,

[*Baltimore, Md.*] 7 August 1778.—

We desire that you may proceed with all expedition with the Schooner *Widow Wadman*¹ under your command to France & endeavour to make either Bordeaux or Nantes . . . Above all we earnestly recommend your keeping a strick look out during the whole of your Voiage & not to suffer yourself to be taken by any Negligence of that sort—it is an undoubted fact that one half of the Vessels taken is in a great measure owing to the bad Conduct of the Captains—we make no doubt of your defending your vessell in a Spirited manner is case you are attacked by any thing Small—but as you have a very valuable [*cargo*] onboard² & as your Vessell has cost us an astonishing Sum of Money—we must therefore request you will avoid every vessell that has the Appearance of Force—& don't suffer yourself to be persuaded by any of your Crew to go in persuit of Vessels on the Supposition of their being Valuable Prises—& we beg you may Particularly attend to this during the whole of your Voiage³—wishing you a Safe return—We remain your assured Friends

Woolsey & Salmon
David Stewart
Goodwin & Russell

LB, DLC, Woolsey & Salmon Letter Book. Addressed before opening: “Capn. Salisbury Blackmer.” Notation below close: “of Schooner *Widow Wadman*.”

1. Maryland letter of marque schooner, commissioned 10 Aug. 1778, Salisbury Blackmer, master, bearing 7 guns and navigated by a crew of 14.

2. In a letter of 26 July 1778 to the Brest merchant firm of Samuel & Jean-Hans Delap, Woolsey & Salmon describe the cargo as “between 60 and 70 hhds of tobacco.” They ask that the schooner be insured for “£3000 British.” DLC, Woolsey & Salmon Letter Book.

3. Despite the admonition in this letter, the schooner was captured, presumably in European waters, and condemned in the High Court of Admiralty in London. UKLPR, HCA 32/489/7.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Friday seventh Day of August 1778.-Present,

M^r. Travis. M^r. Lewis and M^r. Innes

Ordered that the Keeper of the publick Store deliver Captain Barrett four gimblets, thirty gallons of spirit[,] one Spy glass and twenty five weight of sugar for the use of the *Hero* Galley.¹

Ordered that Lieutenant Isaac Mercer have leave of Absence from his duty for fourteen days.²

A Warrant to Lieutenant Isaac Mercer for ten pounds on account for the purpose of

furnishing necessities for the boat *Nicolson*.

D, Vi, Navy Board Journal, pp. 443–44.

1. Capt. John Barret commanded the Virginia Navy galley *Hero*.
2. Lt. Isaac Mercer commanded the Virginia Navy armed boat *Nicolson*.

August 8

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 12

[headquarters/Aug^t. 8th 1778.]

My Dear Count

I receid your Excellency's favor of last Evening¹ & delay'd answering it till I would Examine a little into the number & Conditions of the Troops arrived on the Ground; This prevented me from giving your Excellency an answer Sooner. I have concluded to Send your Excellency the marquis de La Fayette with about twelve hundred troops, The light Corps of the Grand army composes a part of them[.] The Marquis will wait on your Excellency tomorrow afternoon with the Troops & receive your Instructions[.] I have wrote to the Captain of the *Engageanté*² to come into the East Channel. The Ship *Provence* which your Exc^y. was polite Enough to order me I shall stand in need of & have notified the Captain.³ I shall review our troops in the morning & send you by the marquis the Signals we shall give when we Embark, as also the parole—The Marquis will also inform you of the moment of our Embarkations as nearly as possible & the various delays I had in forming an army out of militia. You will please to Embark your troops When the Signal is given and land as Soon as possible; we Shall push to Join you & we doubt not Every Effort will be used your Exc^y. to form a Junction with us. I shall do every Thing in my power to prevent mistakes—the horsemen you were pleased to mention shall be formed, I Shall Send the detachment in the boats in the manner your Excellency proposes tomorrow, which as you Justly observe will have the Good Effect of dividing the Enemy's attention & distracting them, I Shall observe the direction you give with respect to Col^o. Fleury⁴ & Laurens⁵ & other not going onboard the Eight Ships,⁶ but going onboard the *Fantasque*⁷ or *Sagittaire*.⁸ I have the honor to be[&c].

Signé Jn^o Sullivan

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 98. Addressed at foot: "his Excy. Count d'Estaing." Docketed at head: "De. M. Le General Sullivan à M/ Le C^{ie} d Estaing, dattée headquarters/Aug^t. 8th 1778."

1. Vice-amiral comte d'Estaing to Sullivan, 7 Aug., above.
2. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.
3. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.
4. Lt. Col. François-Louis Teissède de Fleury, Continental Army.
5. Lt. Col. John Laurens, Continental Army.
6. D'Estaing had requested that Americans not board his ships. See Vice-amiral comte d'Estaing to Sullivan, 7 Aug., above.
7. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.
8. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

LIEUTENANT COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO
VICE-AMIRAL COMTE D'ESTAING

Mon general à bord de l'*aimable*¹ à minuit. le 8^e. aoust la longue et inutile lèttre que J'ay eu L'honneur de vous écrire Ce matin, n'était que pour faire dire à m^r. le general sullivan² Ce que je craignais qu'il fut obligé de faire. Cest à dire que sa descente n'était pas possible dimanche, & était Retardée Jusqu'à Lundy.... Je voulais être autorisé par luy à vous en instruire plutôt, mais il se flatait, & ce n'est que Ce soir qu'il à avoué l'impossibilité de sa descente, au jour que son desir, plus que ses moyens avaient marqué.

Comme j'ay craint, que ce que j'avais tâché d'indiquer dans ma lèttre, que Ce malheureux Retard, ne fut pas suffisant, & que d'après les certitudes du general sullivan, contredites seulement par mes faites & hazardées Conjectures, vous ne crudies tout arrangé, & y irassies en conséquence...des que J'ay pû obtenir l'aver d'une impuissance qui le desde, pour le jour marqué ; j'ay courue à bord de L'*aimable* avec le col. Laurens,³ d'ou nous avons l'honneur de vous Rendre Compte au nom du general sullivan.—

“que les milices si assurées, ne sont arrivées qu'au nombre de 15 à 18 Cent..que les troupes Continentales de m^r. de la fayete & sullivan Réunées, ne vont pas au de la trois mille, & qu'il est à craindre que le nombre des troupes au moment de la descente ne soit pas plus de 5 mille.

Je suis peut etre bien osé, mon general, de vous avouér des craintes, que le jour de demain peut démentir...mais l'arrivée des milices encore attendus est si incertaine, qu'il est probable que je ne seray que trop justifié dans mes Conjectures, par leurs delais, ou leur absence.— Neanmoins, quelle que puisse être la force ou la faiblesse de nos troupes. les generaux sullivan & green⁴ sont déterminés à tenter la descente a lundy matin.— le general green ne desespère pas, le general sullivan espère & Je partage sa Confiance ainsi que mr. Laurens.—

J'etais passé àbord de l'*aimable* pour y obtenir un bateau, venir vous, Rendre Compte, Reçevoir vos ordres, & Revenir à terre. chercher de Nouvelles & plus satisfaisantes informations. mais mr. de St. Come m'a dit, le voyage & le Retour si long, que Craignant de perdre la matinée de demain, je me suis determiné de concert avec mr. le Col. Laurens “à Rétournér auprès du general sullivan Cette nuit. Reçevoir les Nouvelles de demain voir; déterminer irrévocablement les operations incertaines de l'armée américaine, & venir en hate dans le soir à Votre bord, vous Rendre Compte & Reçevoir vos ordres.—

toutes les troupes Continentales sont Renduës a yverton Rode iland, les gls sullivan & green sont quatre milles au dessous.—on ne manquera pas de bateaux... quelques compagnies independantes sont annoncées à la place des milices.— & leur Courage supleera au nombre.—J'ay le honneur d'être [&c.]

Fleury

Daignés pardonér mon general une lettre écrite à la hate; n'ayant pas les temps de l'abegér Je sollicite votre indulgence, pour le caractère & le stile.

[Translation]

My general on board the *Aimable*,¹ at midnight 8th August

The long and useless letter that I had the honor of writing you this morning was only to have said to General Sullivan² what I feared he was obliged to do. That is to say,

that his descent was not possible Sunday and was delayed until Monday. I wanted to be authorized by him to inform you sooner, but he deceived himself and it was not until this evening that he acknowledged the impossibility of his descent on the day that his desire, rather than his means, had marked.

As I feared that my attempt to indicate in my letter this unfortunate delay was insufficient, and that after the pronouncements of General Sullivan, contradicted solely by my deeds and hazarded conjectures, you might believe all arranged, & would go there in consequence...since which I have been able to obtain from him the admission of inability to do it on the designated day, I have run on board the *Aimable* with Col. Laurens,³ from where we have the honor of reporting to you in the name of General Sullivan.—

“that the militias so assured have arrived only to the number of 15 to 18 hundred. .that the Continental troops of M. de la Fayette and Sullivan united do not amount to three thousand, & that it is to be feared that the number of troops at the moment of descent may not be more than 5 thousand.

I have perhaps ventured well, my general, to avow to you some fears, that the day of tomorrow may deceive...but the arrival of the militias yet expected is so uncertain, that it is probable that I will be only too justified in my conjectures, by their delays and their absence.—Nevertheless, whatever may be the force or weakness of our troops, Generals Sullivan and Green⁴ are determined to attempt the descent on Monday morning.—General Green does not despair, General Sullivan hopes & I share his confidence, as does Mr. Laurens.—

I have passed on board the *Aimable* in order to obtain a boat to come to report to you, to receive your orders, & to return to land to seek news and more satisfactory information. But M. de St. Come has told me, the voyage and the return so long, that fearing I would miss tomorrow morning, I have decided in concert with Col. Laurens “to return close by General Sullivan tonight to receive the news of tomorrow to see, to determine irrevocably the uncertain operations of the American army, and hasten in the evening on board your ship to report to you and receive your orders.—

All the Continental troops have come to Tiverton, Rhode Island, Generals Sullivan and Green are four miles below. There is no lack of boats...a few independent companies are presented in the place of the militia.—& their courage supplements their number. I have the honor to be [&c.]

Fleury

L, FrPNA, Marine B⁴, vol. 146, fols. 123–24. Addressed on cover: “à Monsieur/Monsieur Le Comte D’estaing/vice amiral de france/en Rade.” Ellipses are in the original letter.

1. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau, chevalier de Saint-Cosme-Sainte-Eulalie.

2. Maj. Gen. John Sullivan, Continental Army.

3. Lt. Col. John Laurens, Continental Army.

4. Maj. Gen. Nathanael Greene, Continental Army.

LIEUTENANT COLONEL THE MARQUIS DE FLEURY, CONTINENTAL ARMY, TO VICE-AMIRAL COMTE D’ESTAING

Le 8. [août 1778] à 5 heures du soir à bord de
L’*aimable*.¹

Mon general

Le general sullivan,² m'ordone de Vous Rendre Compte.

"que puisque vous voulés bien Lui accordér, un jour de grace, après tant D'autres, pour être sur de ses opérations, il craint d'etre obligé d'en profité; mais que le Rétard de lundy à mardy peut tiriér ses forces. quiqu'il en puisse être, mon general, jour ou nuit vent ou Calme, en Canot ou à la nage, j'arriveray sur votre bord 12 heures avant Celle fixé pour la descénte. Le general De la fayète à obtenû Ce matin, à la lecture d'une de vos lettres qui paraissait L'exigér, un Corps de mille hommes, qui tournant la pointe nord de Rhode iland iront joindre les troupes française sur Cononicut, ou sur votre escadre pour les commandér sous vos ordres.

Il s'embarque demain à mydy, & sera vérs le soir à cononicut. M^e De la fayète sera tel Le seul, mon général; à qui le nom de français assurera des occassions & des moyèns de gloire. L'obscur & zelé fleury ne pourrait il se flatter, tandis que vous lui confiés le commandemént de toutes vos troupes, deglanér apres luy quelques volontaires.— Votre lettre écrite à mr. le general sullivan, & la sorte d'exil que vous imposies à mr. Laurens³ & à moi en nous banissant de votre bord, nous avais accablé, de découragement & d'anxiétude.—le general sullivan pour nous Consolér, avait accordé à mr. Laurens & à moy en Commun, 300 Volontaires, y compris ses gardes, qui devaient faire l'avant garde; je laisseray à mr. Laurens notre corps commun, pour venir vous Rendre Compte; le Rejoindrai je seul, mon general, ne m'accorde vous pas quelques français d'escorte...quelques bas officiers, (sans officiers à qui je commanderais avec Retenue & qui m'obeira peutétre avec Repugnance.) pour les Contenir. Le corps mixte sous deux chéfs unys, d'amitié; & d'interèt de gloire, ne pourrait il pas servir d'avant garde & d'en fors perdu à deux armées ?—quelle gloire pour nous si nous pourions Contribués à la Votre...votre aprobation serait notre orgueil, & ny mr. laurens ny moy ne crairions payér trop cher, de tout notre être, lui la gloire, & la liberté de l'amerique, & moy les succès de mes deux patries, & les vôtres.

J'ay par l'ordre du general sullivan escrit Ce matin au Capitaine de *l'engageante*,⁴ "que le porteur était un pilote pour le chenal de l'est, ou il le priaît d'entrér joindre mr. de St. come, & protéger la descénte americaine. Au Capitaine de la *provence*,⁵ "que le peu de forces de l'enemy sur la Cote, ne Rendait pas son secours nécessaire, & quil pourrait y ordre le *protecteur*⁶ à la passe, ou vous demander des ordres immediats.

le Bruit Majestueux du *languedoc*,⁷ faisant son entrée dans la Rade enemie, allume notre Courage nous vous suions de loreille & de loueil, passant en tryomphe devant newport, & Laissant après vous, un long silence & des torrèns de fumée élevés des vaisseaux carthaginois en flamme.—obtennés, mon general, les succès que vous merites si bien, & permettes moy comme franco-americain de jouer de votre gloire—quand mêmê je ne den ays pas la partagé.

mr. hancock,⁸ gouteux, âgé, infirme, Ranimé par la seule énergie de L'ame, arrive à la tête d'une Compagnie de volontaires...& dit mieux que sophronius⁹ "non douleur tu n'es Rien quand tu me séparas de la gloire" son exémples, & son heroisme n'ont pas fait tout l'effet que j'en esperais pour l'honneur des ames americaines. . .mon general sur terre comme sur mer, les grandes ames ont plus d'admirateurs que d'imitateurs.

L'armée passe demain la Revuë. je compteray les bateaux, les canons & les hommes, & vous enveray un exprès, ou le seray moyen ên[*illeg.*] J'ay l'honneur d'être [*&c.*]

Fleury

[Translation]

The 8th [August 1778] at 5 o'clock in the evening, on board *Amiable*¹

My general

General Sullivan² has ordered me to report to you

“that ... since you are pleased to agree with him, one day of grace, after so many others, perhaps on his operations, he fears he is obliged to profit by; but that the delay from Monday to Tuesday can draw out his forces. Although it might be so, my general, day or night, wind or calm, in dinghy or swimming, I shall arrive on board your ship 12 hours before that fixed for the descent. General de la Fayette obtained this morning, at the reading of one of your letters that appeared to need “a corps of one thousand men, who turning the north point of Rhode Island will join the French troops on Cononicut, or on your squadron in order to command them under your orders. He will embark tomorrow at noon, & will be toward the evening at Cononicut. Mr. de la Fayette will go by himself, my general; to whom the name of Frenchman assures occasions and means of glory. The obscure & zealous Fleury is not able to flatter himself, whereas you confide the command of so many of your troops to him, to glean after him a few volunteers.—your letter written to General Sullivan, & the kind of exile that you impose on Mr. Laurens³ and on me in banishing us from your ship, have weighed us down with discouragement and anxiety.—General Sullivan to console us has accorded to Mr. Laurens and to me in common 300 volunteers, including among them his guards, who should make advance guards; I shall leave to Mr. Laurens our common corps, in order to come report to you; I would rejoin him, my general, you not according me a few French escorts ... a few lesser officers (without officers whom I would command with restraint and who would obey me perhaps with repugnance.) to control them. This mixed corps under two heads united in friendship and interest in glory, could it not serve as advance guard and as forlorn hope to the two armies?—what glory for us if we could contribute to yours ... your approval would be our pride, & neither Mr. Laurens nor I fear paying too dearly, with all our being, he for glory, & the liberty of America, & I for the success of my two countries, & yours.

I have by the order of General Sullivan written this morning to the captain of the *Engageant*⁴ that the bearer was a pilot for the East Channel, where he asks him to enter to join M. de St. Come, & protect the American descent; to the captain of the *Provence*,⁵ that the few forces of the enemy on the coast, might not render by his necessary aids; & that he might join the *Protecteur*⁶ at the passes, or to ask you for immediate orders.

The majestic noise of the *Languedoc*,⁷ making its entrance into the enemy road, ignites our Courage, we strain our ear and eye toward you, passing in triumph before Newport, & leaving after you a long silence & torrents of smoke arising from Carthaginian ships on fire. Obtain, my general, the success that you so well merit, & permit me, as a Franco-American, to bask in your glory, even though I have not shared in it.

Mr. Hancock⁸, gouty, aged, and infirm, reanimated by the only energy of the soul, arrives at the head of a company of volunteers, and says better than Sophronius,⁹ “your grief is nothing when you separate me from glory,” his example and his heroism have not had all the effect that I had hoped from it for the honor of the American souls ... my general, on land as at sea, great souls have more admirers than imitators.

The army passes in review tomorrow. I shall count the boats, the cannon, and the men, & I shall send you an express, or [*illeg.*] I have the honor to be [&c.]

Fleury

L, FrPNA, Marine B⁴, vol. 146, fols. 121–22. Ellipses are in the original letter.

1. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau, Chevalier de Saint-Cosme-Sainte-Eulalie.

2. Maj. Gen. John Sullivan, Continental Army.

3. Estaing requested that Maj. Gen. Sullivan not allow Lt. Col. John Laurens, Continental Army, Lt. Col. Fleury, or any other “American gentlemen” aboard his ships of the line. See Vice-amiral comte d’Estaing to Maj. Gen. John Sullivan, 7 Aug., above.

4. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

5. French of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

6. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d’Aphcon. Sullivan’s requests and ideas regarding *Aimable*, *Engageante*, *Protecteur*, and *Provence* are found in Sullivan to Vice-amiral comte d’Estaing, 8 Aug., above.

7. French Navy Ship of the Line *Languedoc*, Capitaine de vaisseau Henri-Louis, Chevalier de Boulainvilliers dit de Croy.

8. John Hancock, a signer of the Declaration of Independence and major general in the Massachusetts Militia.

9. Sophronius (c. 560–638) was patriarch of Jerusalem and a teacher of rhetoric.

VICE-AMIRAL COMTE D’ESTAING TO MAJOR GENERAL JOHN SULLIVAN

Le 8 Aout 1778.

Monsieur

Un Jour et même trois de plus Employés a attendre braves Gens tels que les Amériquains de Boston,¹ me paraissent comme à votre Excellence ne pas Être perdus, Je prevoyais que Vous seriés dans l’impossibilité d’agir demain; vous avéz du le Voir par ma lettre, et vous me pardonnerés de ne pas trop Croire encore a Lundy; Je vous demande avec la plus grande instance de m’envoyer un officier sur, la veille au soir Du matin que Vous débarquerés; il suffira De lui dicter une notte des nouvelles dispositions, des changemens; des moyens que Vous aurés et de Vous desseins. les signaux de pavillon qui indiqueront Le débarquement fait, ne seront pas vus, si La Brume est comme aujourd’hui; elle m’arrête, mais J’espere qu’elle Vat se dissipee: Je suis prêt a forcer le passage: L’*Engageante*² n’a point Reçu d’ordre De Vous; Elle ira a tout hazard demain matin dans le chenal de L’Est, et la *provence*³ la suivra; ce dernier Vaisseau se touë Encore pour sortir du chenal de L’oüest; Je crains que le *protecteur*⁴ ne Laisse pendant 24 heures la rade sans Vaisseau. J’ay l’honneur detre [&c.]

Estaing

[Translation]

[8 August 1778]

Sir

One day or even three more employed in waiting for brave people, such as the Americans from Boston,¹ appear to me, as to your Excellency, not to be wasted. I foresaw that you would find it impossible to act tomorrow; you should have seen that by my letter, and you will pardon me for not believing too much yet in Monday. I ask you with the greatest earnestness to send to me an officer on the evening before the morning that you will land; it will be enough to dictate to him a note of any new dispositions, any changes in the means that you will have and in your plans. Flag signals that would indicate the landing completed will not be seen if the fog is like today. It stops me, but I hope that it will dissipate. I am ready to force the passage. The *Engageante*² has received no order from you. It will, at every hazard tomorrow morning go into the East Channel, and the *Provence*³ will follow it. This latter ship of the line is still warping

to get out of the West Channel. I fear that the *Protecteur*⁴ may leave the road without a ship of the line for 24 hours. I have the honor to be [&c.]

Estaing

L, NHHI, Gen. John Sullivan Papers. Addressed below close: "To the honorable Major General Sullivan." Docketed: "From Count Destaing/Aug^t. 8^h. 78."

1. Maj. Gen. Sullivan expected recently raised militia from Massachusetts to arrive this day. See Major General John Sullivan to General George Washington, 6 Aug., above.

2. French frigate *Engageante*, Capitaine de vaisseau Charles-Rene, Chevalier de Gras-Préville.

3. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

4. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain chevalier d'Apchon.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc*, devant Rhode Island]

du samedi 8

à midy et demy ayant Commandement de flote Lescadre à apareille Les vents au oso petit frais nous avons Courue un Bord tribord amur pour nous former En Ligne à deux lieue viree de Bord formant La Ligne sur Le Bord donc, ordre à *Lengageant*¹ daller dans La passe de Lest

suite du samedi 8

à trois heures nous avons donné dans la passe² pour forcer Lentrée Le *Languedoc*³ à La teste, aussitot que nous avons Eté à porté des Batteries elles nous ont tirés nous prenant pour ainsi dire de lavant sans pourvoir Leur Repondre nous avons Essaye Les premier feux pendent 15 à 20 minutte sans pouvoir tiree Recevant des Boulets à Bord sans avoir personne de tûe ny Blessé nous avons foudroyee Les Batteries aussitost que nous avons pus tirer et toute Lescadre de meme Cest à dire huit vaisseau⁴ Les quatres autres Setant dans La passe du ouest qui avoit mis sous voile pour nous joindre En tournnant Lisle de Coneticute⁵ par Le nord Les Englois avoit Coulé plusieurs vaisseau de transport proche La ville pour nous Empecher de la procher⁶ \$party de leur mature etoit hors de Leau, à 1. heure et demy nous avons mouille sous Lisle de Coneticut hors de la porté des Batteries pour se preparer Le Lendemain à débarquer quatre-mille h[ommes] de troupe et matelots Le General⁷ à la teste pour attaquer Les troupe Engloise qui etoit au nombre de six mille.⁸ de Concert avec 9 à 10 mille americains sous Les ordres du General sulivant⁹ qui débarquâ dans La nuits sur Lisle avec une fonte artillerie de Campagne, et dans la nuits meme il y Eut quelques carmouche Entre quelque petit detachement americain et Englois aussitost que nous fusse mouille ont mis Le feux à un vaisseau que eté sous La ville que nous paroit deux Batterie¹⁰ ont Coupé Les mats à une fregatte percée à 26 Canons En Batterie et ont La Coulat,¹¹ ont fit Bruller plusieurs magasins¹² Le *sagitaire*¹³ et Le *fantasque*¹⁴ ont Rejoint Lescadre Le soir et [?] mouille tous les vaisseau ont parté un ancre touer de larrier pour se trater ou sembasser La nuit Cest passé fort tranquil.

[Translation]

[August 1778, *Languedoc*, off Rhode Island]

Saturday 8

at half past noon, having command of the fleet, the squadron set sail The winds from the ESE, a little fresh we ran on a starboard tack to form ourselves in line at

two leagues—put about forming the line on the tack thus, ordered the *Engageante*¹ to go into the East Passage

Saturday 8 continued

at three o'clock we went into the pass² in order to force the entrance, the *Languedoc*³ at the head, as soon as we were in range of the batteries they fired at us taking us by the front without being able to respond to them. We attempted the first fires for 15 to 20 minutes without being able to fire, receiving balls on board without having anyone killed or wounded—we thundered at the batteries as soon as we were able to fire—and the whole squadron the same, that is to say eight ships⁴. The four others being in the West Passage that had gotten under sail to join us in turning the Island of Conneticut⁵ by the north. The English had sunk several transport ships near the city to prevent our getting near it⁶—part of their masts were out of the water—at half past 1 o'clock we anchored under the Island of Conneticut outside the range of the batteries to prepare the next day to land four thousand men, soldiers and sailors. The General⁷ at the head to attack the English troops who were in the number of six thousand.⁸ In concert with 9 to 10 thousand Americans under the orders of General Sulivant,⁹ who landed in the night on the island with a cast-iron field gun, and in the very night there had been skirmishes between small American and English detachments—as soon as we had anchored they set fire to a ship that was under the city that appeared to us of two batteries¹⁰—they had cut down the masts of a frigate pierced for 26 cannon in battery and had sunk it¹¹—they burned several storehouses¹². The *Sagittaire*¹³ and the *Fantasque*¹⁴ rejoined the squadron in the evening and anchored, all the ships parted an anchor to warp from aft in order to form the line. The night passed very tranquilly.

D, FrPNA, Marine B¹, vol. 147, fol. 140.

1. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

2. That is, the Middle Passage.

3. D'Estaing's flagship, *Languedoc*, Capitaine de vaisseau Henri-Louis, comte de Boulainvilliers dit de Croy.

4. See Vice-Amiral comte d'Estaing's Order for Entering Newport Harbor's Middle Passage, 7 Aug., above.

5. Conneticut I.

6. For more on the transports, see Capt. John Brisbane to Vice Admiral Viscount Howe, 3 Aug., above, particularly note 6.

7. That is, Vice-amiral comte d'Estaing.

8. A generally accurate, though slightly inflated estimate. For more on British troop strength, see Sullivan to Washington, 1 Aug., esp. note 6, above.

9. Maj. Gen. John Sullivan, Continental Army. Sullivan's strength hovered around 9,000 troops; see Lt. Col. John Laurens to Gen. George Washington, 4 Aug., above, and Sullivan to Gen. Washington, 13 Aug., below. See also Laurens to Washington, 4 Aug., esp. note 22 and 23.

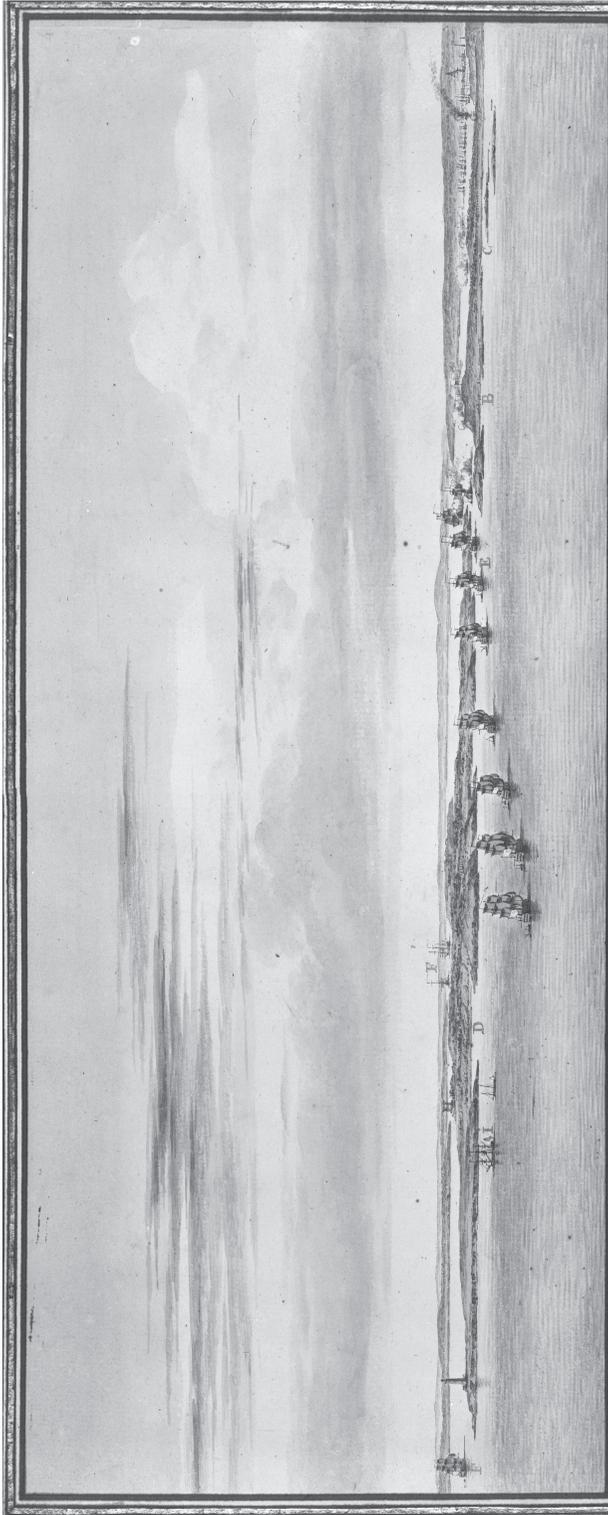
10. The armed store ship *Grand Duke of Russia*, master John Holman. See Diary of Capt. Frederick Mackenzie, this date, below.

11. Most likely H.M. frigate *Flora*, Capt. John Brisbane, of 32 guns. See Journal of H.M. frigate *Flora*, this date, immediately below. It is also possible that Le Mauff refers to the 14-gun H.M. ship-rigged sloop-of-war *Falcon*, Cmdr. Harry Harmood, which was also scuttled after its masts were cut.

12. For more on the burning buildings and storehouses, see Diary of Capt. Frederick Mackenzie, this date, below.

13. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

14. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.



L'escadre française entrant dans Newport sous le feu des Batteries et forçant le passage le 8 Aoust 1778. Jour que les Américains passèrent sur l'Isle et Rhode Island par le chemin d'Howland's Ferry.

A La Ville de Newport.
 B Batteries sur Rhode Island faisant feu sur les Vaisseaux.
 C Batteries sur Howland's Ferry faisant feu sur les Vaisseaux.
 D Les Anglois brûlèrent ou coulèrent à grand nombre de Bâtimens Marchands.
 D Isle de Conanicut.
 E Vaisseau Français forçant le passage.
 F Vaisseau Français touché et qui on tourna l'Isle de Conanicut.
 G Bâtimens Anglois en feu.
 H Les Anglois brûlèrent ou coulèrent à grand nombre de Bâtimens Marchands.
 H Batterie qui fut abandonnée après avoir tiré sur le premier Vaisseau Français qui toucha Conanicut.
 I Frigate Française retirée mouillée au-déhors avec une prise tandis que les deux autres Frigates sont dans le Canal de l'Is. ou elles attendent le passage d'Howland's Ferry après avoir fait brûler les deux Bâtimens Marchands Anglois qui différencient ce Canal.
 J Les Anglois brûlèrent ou coulèrent à grand nombre de Bâtimens Marchands.

The French squadron entering Newport under the fire of the batteries and forcing the passage, 8 August 1778, the day that the Americans passed onto the Island of Rhode Island by way of Howland's Ferry.

- A. *The city of Newport.*
 - B. *Batteries on Rhode Island firing at the ships.*
 - C. *Batteries on Goat Island firing at the ships.*
 - D. *Island of Conanicut.*
 - E. *French ships forcing the passage.*
 - F. *French ships turning or that have turned the Island of Conanicut.*
 - G. *English ships on fire.*
 - H. *Battery that was abandoned after having fired on the first French ship that turned Conanicut.*
 - I. *French frigate remaining anchored outside with a prize while two other frigates are in the East Channel where they secure the passage of Howland's Ferry after having forced the burning of the two English coastguard ships that defended the channel.*
- Note: The English burned or sank at Rhode Island the frigates the Orpheus, the Juno, the Lark, and the Flora of 32 guns, the Cerberus and the Falcon of 28, not to mention a large number of merchant ships.*

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[*Devant Newport, R.I.*]

Samedy 8.

Dans la matinée même temps, à 11. h la brume S'est dissipée, et le vent a passé à L'oso. assés frais, le Général¹ a fait Signal au 8. Vaisseau, d'appareiller. à midy toute L'Escadre a été Sous Voile et a Couru un bord au Large, à 2 h. ils ont reviré en ordre de bataille pour force l'entrée de Newport à 3 h. L'Escadre a donné entre les pointes de Connecticut² et de Rhode-island dans L'ordre que voici. les 8 Vaisseaux formaient 4 divisions sur une même ligne; Savoir le Languedoc³ et le Zélé⁴ a ½ encablure l'un de l'autre, ensuite Venaient le tonnant⁵ et L'hector⁶ qui observaient la même distance entre eux, mais le tonnant était éloignée de 3. Encablures du Zélé, après eux le Cezar⁷ et le Marseillois,⁸ et enfin le Vaillant⁹ et le Guerrier.¹⁰ Chacun de ces Vaisseaux avait sa Chaloupe et son Canot, dans Chacun desquels était un officier, armé et a la remorque du Côte opposé au feux de L'Ennemi, ces Embarquations étaient destinées a deranger les brulots que les Ennemis auraient pû diriger sur l'escadre ce que les distances qui regnaient entre les Vaisseaux rendaient d'une Execution très facile.¹¹

Dès que le Languedoc eut doublé la pointe de Brenton, les batteries qui Se trouvaient a portée firent feu sur lui mais il ne leur repondit que lors q'uil se vit a portée de le faire le plus efficacement que faire se pourrait, tous les Vaisseaux L'imiterent, Enfin leur feu fut si vif et se Suivi qu'en un instant les batteries furent demontées et abandonnées par les Ennemis les Vaisseaux en firent de même à L'Egard du fort qui est bâti sur Goulet island¹² et des batteries qui leur tiraient de Rose island et De terre firme les Bâtiments que les Ennemis avaient coulébas devant la ville empêcheres de S'y embosser, le Général fit Signal de mouiller dans le même ordre de bataille, excepté que les Vaisseaux raprocherent les distances, Le Fantasque¹³ et le Sagittaire¹⁴ passerent au N. de Connecticut et mouillerent à leur poste le protecteur¹⁵ et la providence,¹⁶ que le Général avait destiné pour garder L'entrée du port, Se touerent pour Sortir de la passe de L'o¹⁷ nous suivait ensuite Sous Voile suivis de la Goelette le Dauphin¹⁸ pour aller mouiller dans la passe de L'E¹⁹ au poste que le Général Sullivan²⁰ avait exigé que nous Pussions occuper; a que nous eumes bientôt fait, favorisé par un Vent frais de le So le Cap à L'E ¼ SE.

Mouillage dans la passe de L'E.

à 7. h du Soir nous mouillames entre le Continent et Rhod-island en tête de L'Alcmene,²¹ de L'Aimable²² et du Stanley²³ par 5. Brasses fonds de vase nous portames un ancre aju dans le nord pour présenter la Côte, a besoin nous relevames

la p^{te} de L'E de L'entrée du S 5° E.

La p^{te} De L'o. ou se trouve une batterie au . . SSo. 5° S.

Dist. Du Continent et d L'isle 1/3 li.

à 8. h. du Soir Mr De fleury²⁴ aide de Camp du Général Sullivan Se rendu abord pour le Capt^{ne}. que les Ennemis ayant évacué au moment de L'entrée des postes fort importants, avaient aporté quelque changement aux dispositions du Général Americain qui avait le projet débarquer Ses troupes le Lendemain au matin.²⁵ Cet aide de Camp me remit un paquet du Général Americain avec la plus vive priere de le faire parvenir à M. D'Estaing, je dépêchai aussitôt le dauphin pour remplir cet objet.

[*In the left margin*]

N. aussitôt que L'Escadre est mis Sous voile, les Ennemis qui prevoyaient son dessein,

firent Sauter plusieurs magasins qui renfermaient quantité de munitions de toute espèce²⁶

Ils brulerent aussi et Coulerent bas plusieurs frégattes ou bâtimens de transport; Voici leur noms

Le <i>Salisbury</i> V ^{au} de	50. Can.
N. un vaisseau de	40.
Le <i>Salisbury</i> V ^{au} de	32.
La <i>Junon</i> de	32.
Le <i>Lark</i> de	32.
L' <i>orphée</i> de	32.
Le <i>proté</i> de	32.
Le <i>Cerberé</i> de	28.
La <i>Galatée</i> de	24.
Le <i>Mercuré</i> de	20.
L' <i>union</i> de	20.
Le <i>Kings fisher</i> de	18.

Deux demi galeres et 25. à 30 batimens de transport²⁷

[Translation]

[August 1778]

[Off Newport, R.I.]

Saturday 8.

In the morning the same weather, at 11 o'clock the fog had dissipated, and the wind had passed to the WSW, rather brisk, the General¹ made the signal to the 8 ships of the line to weigh anchor. At noon the entire squadron was under sail and ran a tack in the open sea, at 2 o'clock they wore again in order of battle in order to force the entrance of Newport; at 3 o'clock the squadron arrived between the points of Connecticut² and of Rhode Island in the following order: The 8 ships of the line formed 4 divisions on the same line; Viz., the *Languedoc*³ and the *Zélé*⁴ at ½ a cable length between them, next came the *tonnant*⁵ and the *hector*⁶ which observed the same distance between them, but the *tonnant* was at a distance of three cable lengths from the *Zélé*, after them the *Cezar*⁷ and the *Marseillois*,⁸ and finally the *Vaillant*⁹ and the *Guerrier*.¹⁰ Each of these ships of the line had its launch and its dinghy, in each of which was an officer, armed and towed from the side opposite of the enemy's fire, these vessels were intended to intercept the fire ships that the enemy should have been able to direct against the squadron, the execution of which the distances that prevailed between the ships of the line rendered very easy.¹¹

When the *Languedoc* had doubled Brenton Point, the batteries that were within range fired on it, but it did not respond to them until it was within range to make it as efficacious as possible, all the ships of the line imitated it, at length their fire was so lively and it followed that in an instant the batteries were dismantled and abandoned by the enemy; the ships of the line in firing in the same regard at the fort that was built on Goulet Island¹² and some batteries that fired on them from Rose Island and from solid land; the vessels that the enemy had sunk in front of the city prevented bringing broadside on against them, the General made signal to anchor in the same order of battle, except that the ships of the line lessened the distances between them, the *Fantasque*¹³ and the *Sagittaire*¹⁴ passed to the North of Conanicut and anchored in their posts; the *protecteur*¹⁵ and the *provence*,¹⁶ which the General had intended to guard the entrance of the port, warped in order to go out from the Western Passage;¹⁷

we followed next under sail, followed by the schooner *Dauphin*,¹⁸ in order to go moor in the Eastern Passage¹⁹ at the post that General Sullivan²⁰ had required that we be able to occupy; we quickly accomplished this, favored by a brisk wind from the SE, the Cape to the E ¼ SE.

Anchored in the Eastern Passage.

At 7 o'clock in the evening we anchored between the mainland and Rhode Island at the head of the *Alcmene*,²¹ of the *Aimable*²² and of the *Stanley*²³ in 5 fathoms, with a bottom of mud. We carried an anchor with a spring attached to the north in order to present to the shore as needed. We took our bearings

the point of the east of the entrance S 5° E.

The point of the west where there is a battery to the SSW. 5° S.

Distance from the mainland and from the island 1/3 league.

At 8 o'clock in the evening M. De fleury,²⁴ aide de camp of General Sullivan, came aboard [*to inform*] the captain that the enemy having at the moment of the entrance abandoned some very important posts had brought about some changes in the dispositions of the American general, who had the plan of landing his troops the next morning.²⁵ This aide de camp gave me a packet from the American General with the most fervent prayer of sending it to M. D'Estaing, I immediately dispatched the *dauphin* to fulfill this purpose.

[*In the left margin*]

Note. As soon as the squadron set sail, the enemy, who had foreseen this design, blew up several storehouses that held a quantity of munitions of all kinds.²⁶

They also burned and sank several frigates or transports; here are their names:

The *Salisbury*, ship of 50 guns.
 A ship of 40.
 The *Salisbury* ship of 32.
 The *Junon* of 32.
 The *Lark* of 32.
 The *Orphée* of 32.
 The *proté* of 32.
 The *Cerbere* of 28.
 The *Galatée* of 24.
 The *Mercure* of 20.
 The *union* of 20.
 The *Kings fisher* of 18.
 Two half gallies and 25 to 30 transports²⁷

D, FrPNA, Marine B⁴, vol. 147, fols. 63–64.

1. Vice-amiral comte d'Estaing.

2. Connamicut I.

3. D'Estaing's flagship *Languedoc*, Capitaine de vaisseau Henri-Louis, comte de Boulainvilliers dit de Croy.

4. French ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.

5. French ship of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalabre.

6. French ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet.

7. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

8. French ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de La Poype Vertrieux.

9. French ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.
10. French ship of the line *Guerrier*, Capitaine de vaisseau Louis-Antoine, comte de Bougainville.
11. British Capt. John Brisbane had "prepared some small Vessels with Combustibles" earlier, but did not use them. Brisbane to Vice Adm. Viscount Howe, 29–31 July, above.
12. Goat I.
13. French ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.
14. French ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
15. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.
16. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.
17. The West, or Narragansett, Passage.
18. The schooner *Dauphin* or *Dolphin*, armed with 2 cannon and 6 swivels, under the command of Lt. Christopher Christie, had been taken by d'Estaing's squadron on 20 July and placed under the command of Frédéric-Alexandre Bouquier, a garde de la marine aboard *Languedoc*. Twelve sailors from *Engageante* had also been sent aboard to crew the vessel. Journal of the *Languedoc* written by Duc de Cambis, 20 July 1778, FrPNA Marine B¹, vol. 147, fol. 15 and "Etat des prises faites par L'Escadre du Roy Commandée par M^r Le Comte D'Estaing," FrPNA, Marine B¹, vol. 152, fol. 197. See Notes Made on Board the French Navy Ship of the Line *Languedoc*, above, note 20.
19. The East, or Sakonnet, Passage.
20. Continental Army Maj. Gen. John Sullivan.
21. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.
22. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.
23. The French squadron had captured H.M. armed brigantine *Stanley* and placed it under the command of officier auxiliaire Boulouvard de Barentin.
24. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.
25. See the letters of Sullivan to d'Estaing and Fleury to d'Estaing, both 8 Aug., above.
26. For more on the destruction of the storehouses, see Diary of Capt. Frederick Mackenzie, this date, below.
27. Preville overestimates the number of British ships destroyed in this list. The British destroyed on 5 Aug. H.M. frigate *Cerberus*, H.M. frigate *Juno*, H.M. frigate *Lark* H.M. frigate *Orpheus*, and the *Pigot* galley. On 8 Aug. the British destroyed H.M. frigate *Flora* and H.M. ship-rigged sloop-of-war *Falcon*, as well as the converted store ship *Grand Duke of Russia*, along with a number of other transports.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO VICE-AMIRAL COMTE
D'ESTAING

a Bord de *Lengageante* ce 8 aoust 1778

Monsieur,

J'ai l'honneur de vous rendre Comte que j'ai appareiller a cinq heur du Soir ayant vüe le *protecteur*¹ la *provence*² au fanal. j'ai moullier dans la passe de lest a Septe heurs est demi au près des deux fregattes. j'ai vüe mrs de St. Come³ est de Bonneval.⁴ Il paiois que Les affaires par ce qu'il/mon dit L'un est lautre ne Sont pas plus avancer que hier. qu'on na point donner encore des plan pour La descente que nous devons proteger est favoriser selon vos ordres.

mr. Fleuri⁵ ma remis une lettre pour vous qu'il ma dit éssentiel cequi ma déterminer à détacher le *dauphin*⁶ pour vous faire passer ces lettres

je me crois obliger de vous imformer que La descente selon les aparances naurie point lieue Lundi; que Les troupes americaine seront pas de Beaucoup ou sy nombrouse qu'on vous lavais fait éesperer.

Soyes Sur que je noublierois rien pour tacher que toutes choses tourne ici selon vos

désirs. j'ai lhonneur déstre [&c.]

le cher de gras preville

[Translation]

Sir,

I have the honor of reporting to you that I weighed anchor at five o'clock in the evening, having seen the *Protecteur*¹ [and] the *Provence*² at the lighthouse. I anchored in the East Passage at seven thirty o'clock near the two frigates. I have seen Messrs. St. Cosme³ and de Bonneval.⁴ It appears that the affairs, as they both have told me, are no more advanced than yesterday. I have as yet been given no plan for the landing that we are supposed to protect and favor according to your orders.

M. Fleury⁵ has sent me a letter that he told me is essential, which determined me to detach the *Dauphin*⁶ to deliver these letters to you.

I believe myself obliged to inform you that the landing by all appearances will not take place Monday; that the American troops will not be many or as numerous as you have been led to expect.

Be assured that I will forget nothing in order to try to turn everything here according to your desires. I have the honor to be [&c.]

The Chevalier de Gras Preville

L, FrPNA, Marine B¹, vol. 144, fol. 326.

1. French ship of the line *Protecteur*, commanded by Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

2. French ship of the line *Provence*, commanded by Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.

3. Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie commanded the French frigate *Aimable*.

4. Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo commanded the French frigate *Alcmène*.

5. Lt. Col. François-Louis Teissède de Fleury, Continental Army.

6. The schooner *Dauphin* or *Dolphin*, under the command of Lt. Christopher Christie, had been taken by d'Estaing's squadron on 20 July. For further details See Notes Made on Board the French Navy Ship of the Line *Languedoc*, above, note 20.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

[Aug^t 1778]

[Near Rose Island]

Satd^y 8

Cloudy Wea^r: and mod^t Winds at 1PM the rem^r of the Enemys Ships w^t out y^c Harbour weighd & stood to the SE at 3 d^o Tack'd & stood into the Harbour passing our Battery w^h their Topsails lower'd & Courses up, a Smart firing on both sides at 5 d^o made the sig^l to Scuttle & quite at 6 d^o Cut away our lower Masts & Bowsprit & sent the people on Shore, w^{ch}. Exemple was followed by the *Falcon*¹ & sev^l of the Transports,² *Grand Duke* Store Ship³ on Fire

D, UKLPR, Adm. 51/360, fol. 165.

1. H.M. ship-rigged sloop-of-war *Falcon*, Cmdr. Harry Harmood.

2. For a list of transports sunk, see Howe to Brisbane, 4 Aug., note 6, above.

3. *Grand Duke of Russia*, a 672-ton transport, John Holman, master. John Knowles, List of Transports at Rhode Island, 7 April 1778, D, UKLPR, Adm. 49/5.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

[near Goat Island, R.I.]

Saturd^r 8

AM Exercised seamen at small arms

Mod & hazey W^r: at 3 PM 9 French ships came up the Harbour Scuttled and left the ship P^r Signal from the *Flora*¹

D, UKLPR, Adm. 51/336.

1. H.M. frigate *Flora*, Capt. John Brisbane.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, R.I.]

8th Aug^t 1778—All perfectly quiet last night. The Moon shone clear, and we could have easily perceived any movements of the Enemy's boats, had they been made.

Very thick at Sea this morning. Wind S.W.

At 7 this morning we perceived another Encampment of the Rebels, to the Northward of Howland's ferry: nearly opposite the N. point of Commonfence Neck. There appears to be about three Battalions there. Many large Batteaux are passing this morning from Mount Hope, to Howland's ferry. Not less than 100 of them have been observed within these few days going into Wanton's Cove.

At 6 this morning the two French ships off the N. point of Connonicut got under way, and stood over between that Island and Prudence; about 8 they had worked down as far as Gold Island,¹ when it was generally supposed they intended to proceed as far as the town to attack the N. Battery; but they soon after put about and run up the W. side of this Island, nearly as far as Dyer's Island; from whence they stood over again to Connonicut, and anchored about 10 o'Clock near the N. point, but on this side of it. There are two other Line of Battle ships in the Narraganset passage this morning.

The two Frigates in the Seconnet have made no movement since the day the *Kingsfisher* was burnt.²

About 10 o'Clock the haze cleared away, and we could see the French fleet at anchor off the harbour, exactly in the same position in which they have been for some days. About 11 o'Clock they got under way with their heads to the Eastward, and the Wind about S.S.W. At 1 they tacked and stood as if intending for the Narraganset passage; but when they had reached so far as to have the harbour of Newport open, they bore away for it with a croud of sail. Every thing in all our Sea Batteries being prepared for their reception, about 3 o'Clock, the French Admiral, Count D'Estaing, in the *Languedoc* of 84 Guns, leading in, came within shot of Brenton's-point battery, when the Action began. The fire from the above Battery, and from those on Goat Island, & the North Battery, was kept up with great briskness, and returned by a heavy fire from the ships as they passed. It was soon perceived that the Enemy did not mean to bring up against any of our Batteries; for upon getting within the Dumplins, they kept close over to the Connonicut shore, and stood up the harbour between that Island and Gold Island, and about 5 o'Clock they all anchored in a line under the Connonicut shore. The nearest Ship anchored about 3 miles from the N. Battery. It was conjec-

tured that the sight of the Masts of the ships sunk in front of Goat Island, deterred them from bringing up off that Island.

The fire from the Batteries and the ships was prodigious, and formed a very grand Scene, even to us who were on the Northern part of the Island, at a distance of about 7 miles. Notwithstanding the fire of 8 Ships of the line, not one man was hurt on our side, nor was the smallest damage done to any of our Guns or Batteries.

No particular damage could be observed on board the French ships, except that the Foreyard of one of them was shot down; and the Halliards of the Admiral's Ensign being shot away, the Colours of that ship were for a short time down. The ships were struck many times from our Batteries, particularly that on Brenton's point.

The Cannonade continued without any intermission for an hour and a quarter.

It having been determined, that as soon as the French fleet came into the harbour, the troops at the N. end of the Island should be withdrawn, even though there should be no appearance of an attack from the Rebels, orders were accordingly given for it. . . .

Soon after the French fleet anchored within the harbour, the General³ gave orders for all the houses and buildings within reach of our Guns in the Redoubts of the outer line, to be set on fire; which was accordingly done, and about 20 were burnt.

While the French were coming in, orders were given by The Commodore to scuttle and sink The *Flora & Faulcon*; the former between the Long wharf and Goat Island, and the latter off the S.E. end of Goat Island.⁴

The *Grand Duke* Transport, formerly an East Indiaman,⁵ was run on shore between Goat Island and the N. Battery; and in a very inconsiderate manner set on fire, tho not further than 20 yards from the Wharfs, and near Storehouses in which a quantity of provisions and other stores still remained. She burnt with great violence, and greatly endangered that part of the town. Parties of the troops were employed most part of the night in preventing the adjacent buildings from catching fire.

The burning of the houses and the ship, the sinking of our only remaining Frigates, the sight of the Enemy's fleet within the harbour, the retreat of the Troops within the lines, and the dismay and distress so strongly impressed upon the Countenances of the Inhabitants, who concluded that the Rebels were on the point of landing, and that their lives and property were in the utmost danger, formed altogether a very extraordinary Scene.

A number of men from the French ships were put on shore on Connonicut soon after they anchored.

Parties of our Seamen have been employed in throwing down the Stone walls and fences in front of our Encampment.

Mackenzie, Diary 2: 338–41. Six paragraphs dealing with the movements and positions of the British troops have been omitted,

1. That is Connonicut, Prudence, and Gould Islands.

2. H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian.

3. Maj. Gen. Sir Robert Pigot.

4. The commodore was Capt. John Brisbane, who was also the commander of H.M. frigate *Flora*; H.M. ship-rigged sloop-of-war *Falcon*, Comdr. Harry Harmood.

5. *Grand Duke of Russia*, a 672-ton transport, John Holman, master.

GENERAL GEORGE WASHINGTON TO JONATHAN TRUMBULL, GOVERNOR OF CONNECTICUT

Head Quarters White Plains

8th August 1778

Sir

The Fleet at Rhode Island under the Count D'Estaing suffers many inconveniences in the procuring of Water. I could wish, in case you think it practicable, in case it can be any ways effected, that Vessels may be sent forward immediately from New London with a proper supply. From the situation of his Squadron with respect to water it is a measure, which, if undertaken, and executed with alacrity, cannot fail of being of the utmost consequence to the Count—It may prevent also accidents of a very alarming nature—Should he be obliged to put to Sea—You will, therefore, I hope, take the matter into consideration, and give it that attention which its importance demands. I am, [&c.]

G^o. Washington

Copy, Ct., Jonathan Trumbull Papers Vol. 27 Letterbook II, p. 48. Addressed below the close: "Gov^r Trumbull."

GENERAL GEORGE WASHINGTON TO MAJOR GENERAL NATHANAEL GREENE

Head Quarters White plains

8th Aug^r 1778.

Sir.

I received your favor dated the 4th Inst.¹ informing me of your arrival at Providence,² and the flattering disposition of things in that quarter.

We have just received an account from Gen^l. Maxwell³ of Lord Howe's sailing from the Hook with his fleet of armed vessels early on Thursday morning last. Whether it is to make demonstrations of fighting the Count d'Estaing, in order to favor the withdrawing or reinforcing of the troops on Rhode Island is not easy to determine. I would hope however that it is not to join a squadron from England, or if it is that your operations will be determined before they can act.

Wishing you all manner of success and glory, I am [&c]

P.S. you have referred me for particulars to a letter from Gen^l. Sullivan—no such letter came to hand.

L, DLC Washington Papers, Series 4. Addressed at foot: "Major Gen. Greene." Docketed on reverse: "8 Aug^r 1778/To Gen. Greene/at Providence."

1. Not located.

2. Greene arrived in Providence on 4 Aug.

3. Washington had instructed Brig. William Maxwell to "keep a vigilant watch upon the motions of the Enemy upon Staten Island, and upon their fleet in the Bay" and to let Washington know of any movement so that he could "communicate it to Count D'Estaing." George Washington to Brigadier General William Maxwell, 4 Aug. 1778, *GW Papers, Rev. War Series* 16: 252–53. See also Washington to Maxwell, 8 Aug. and 13 Aug, *GW Papers, Rev. War Series* 16: 274–75 and 305. Washington also passed on the information to Lt. Col. John Laurens, Washington to Laurens, 8 Aug. 1778, *GW Papers, Rev. War Series* 16: 271–72.

GENERAL GEORGE WASHINGTON TO VICE-AMIRAL COMTE D'ESTAING

Head Quarters White

Plains Aug^r 8th 1778

Sir,

I had the honor last night of receiving your favour of the 3d instant.¹ I most

sincerely sympathize with you in the regret you feel at the obstacles and difficulties you have heretofore encountered. Your case has certainly been a case of peculiar hardship; but you justly have the consolation, which arises from a reflection, that no exertions possible have been wanting in you, to insure success, the most ample, and most adequate to your wishes and to the important expectations from your command. The disappointments you have experienced proceed from circumstances, which no human foresight or activity can controul. None can desire more ardently, than I do, that the future may compensate for the past; and that your efforts may be crowned with the full success they deserve.

I have just received a letter from Brigadier General Maxwell, who is stationed in the Jerseys near Staten Island, dated yesterday at nine oClock in the forenoon. Inclosed are extracts from it, which contain very interesting information. The terms made use of are so positive and express, that it is natural to conclude the intelligence is well founded.² Its importance induces me to lose no time in communicating it.

What may be the real design of this movement can only be the subject of conjecture. Unless the fleet should have received advice of reinforcement on the coast, which it is gone to join, with intention to bend their united force against you, it can scarcely be supposed, that Lord Howe will be hardy enough to make any serious attempt with his present inferiority of strength.— If he should, it can only be accounted for, on the principle of desperation stimulated by a hope of finding you divided, in your operations against Rhode Island. This, however, is not a very probable supposition—It is more likely he may hope, by making demonstrations towards you, to divert your attention from Rhode Island, and afford an opportunity to withdraw their troops and frustrate the expedition we are carrying on.— I shall not trouble you with any further conjectures as I am persuaded, you will be able to form a better Judgment, than I can, of his intentions, and of the conduct it will be proper to persue in consequence[.]

In order to aid in removing the inconveniences you sustain in the article of water and relieve the sufferings of the brave officers and men under your command, whose patience and perseverance cannot be too highly commended, I have written to Governor Trumbull of the State of Connecticut, regarding his endeavours to collect vessels and load them with water at New London for the use of your fleet[.]³ I shall be happy if this application is productive of the desired effect.

I send you a New York paper of the 5th. which is not unworthy of attention.⁴

Allow me to assure you of the warm respect and regard with which I have the honor to be [&c.]

G^o. Washington

L, FrPNA, Marine B¹, vol. 146, fol. 259.

1. D'Estaing to Washington, above.

2. The intelligence was the following document titled: "Extracts of a letter from General Maxwell Dated Elizabeth Town 7th. Aug. 1778 9 oClock AM:"

"I have to inform your Excellency, that early yesterday morning Lord Howe sailed out of the Hook with his whole fleet of armed vessels; They were out of sight in the afternoon, supposed to be gone for Rhode Island: no transports or troops are said to be gone with them. The Grenadiers and light infantry are certainly gone from New York and Staten Island to Jamaica-plains on Long-Island, and it is thought will proceed to the East End of that Island."

"Some transports are drawn up between Governor's Island and Yellow-Hook supplied with wood and water and provisions, about a sufficient number to carry three regiments—supposed to be destined for the West-Indies. The regiments said to be going, for they were not yet embarking, were the 7th 29th and 71st."

"No British fleet is yet arrived that we can hear of." FrPNA, Marine B¹, vol. 146, fol. 318.

3. See Washington to Trumbull, this date, above.

4. The article, from Rivington's *Royal Gazette*, provided a list of Admiral Keppel's fleet. See Lt. Col. John Laurens to George Washington, 8 Aug. 1778, in *Washington Papers, Rev. War Series* 16: 272n2.

COURT-MARTIAL HELD TO ENQUIRE INTO THE LOSS OF HIS MAJESTY'S
ARMED VESSEL *HINCHINBROOK*

[Extract]

At a Court Martial Assembled and Held on board His Majestys Ship *Brune* off New York the 8th: August [1778]

Present

James Ferguson Esgr. Senior Captain of His Majesty's Ships
and Vessels at New York. President

Captains Benjamin Caldwell
Cornthwaite Ommanney
Thomas Jordan
Tyringham Howe
Thomas Mackenzie¹

The Court in pursuance of an Order from James Gambier Esq^r: Rear Admiral of the Blue Squadron of His Majesty's Fleet &c^a &c^a: dated the 7th: day of August 1778 directed [said] Captain James Ferguson Commander of His Majesty's Ship *Brune* and Senior Captain of His Majesty's Ships and Vessels at New York, proceeded to enquire and exam[ine] into the Loss of His Majesty's Armed Vessel *Hinchinbrook* in Fredericka Creek on the 19th: of April 1778 (when under the Chief direction of Lieutenant William Augustus Merrick of the *Galatea*) by her being taken and Seized by the King's Rebelious Subjects—and having heard Lieutenant Merrick and M^r: James Murray (second Master and Pilots) Narratives of the Transactions delivered, and also heard the Deposition of such part of her Crew as were present, relative to the Facts, are of opinion, that her Loss was occasioned by her getting aground, the rapidity of the Tide, and the near approach of the Enemies Gallies, before they could Embark the People, that such necessary hurry to save them from falling into the Enemies hands, five of her Crew were left behind, and prevented their Attempting to destroy her.

And we do therefore Acquit Lieutenant William Augustus Merrick, M^r: James Murray, the Officers and Company from having failed in their Duty. And they are hereby acquitted Accordingly

Samuel Landon
Appointed to Officiate
as D.J: Advocate

Ja^s: Ferguson
Ben: Caldwell
Cornthwaite Ommanney
Tho^s: Jordan
Tyr^m: Howe
Tho^s: Mackenzie

Minutes of the Proceedings . . .

The Court (being duly Sworn) proceeded to the Trial accordingly

Lieutenant William August Merrick's Narative

On the 10th: April last in the Evening, information was received on board the *Galatea*, that three Rebel Gallies,² with a considerable Number of Troops on board, were ad-

vancing to attack the *Hinchinbrook* and *Rebecca* Province Armed Sloop;³ I was immediately sent in the Pinnacle to the assistance of the *Hinchinbrook*; on my arrival on board her, a little after dark, She and the *Rebecca* were moved lower down the Creek, to a place that was thought more Advantageous to act in, and both Vessels being moored athwart the Stream, so as to Command the reach above them; we prepared for Action, and waited all night for the attack of the Gallies. At one ^aClock in the morning, a Brig⁴ with two Officers and thirty Seamen, which were sent from the *Galatea* joined us,— at the first dawn of day, we could see three Rebel Gallies about a mile and a half above us, rowing down the Creek, and having approached us, within range of their Shot, they commenced an Attack with one 18 Pounder, and one 12 Pounder from the *Lee* Galley, Two 12 Pounders from the *Washington* Galley, and two 9 Pounders from the *Bullock* Galley, as we were informed by some Deserters who came to us afterwards— it was Calm, and a Strong Ebb Tide running, so that not having it in our power, to advance Towards the Gallies, our Guns (four Pounders) were Totally Useless; in this Situation we lay near two hours, sustaining a very Gaulling fire, hoping that a Breeze of Wind would Spring up, and enable us to Board the Galleys, but it still continuing Calm, our masts and Rigging much disabled, and the Long boat sunk by the Enemies Shott, we were under the Necessity of moving our Birth, we therefore Weighed, and attempted to Tow the *Hinchinbrook* ahead against the Tide, but finding it ineffectual, we dropped lower down the Creek, the Galleys followed us, and kept up a constant fire, but taking great care, never to approach us, nearer than the range of their Shot, in this situation we continued dropping down, anxiously waiting for the Turn of the Tide, or a favorable Wind, and having proceeded about a mile and a half, all three Vessels unfortunate Grounded at the same time, and the Tide of Ebb still running very rapidly down, rendered all our Efforts to get them afloat again, useless. The Galleys instantly perceived our situation, and taking advantage of our defenceless State, advanced with all the Speed they could exert to get possession of the Vessels, at that moment there were but two Alternatives, either to fall Prisoners into the hands of the Rebels, or immediately to effect a Retreat in the Boats—the Choice was Judged not to admit of a Moments hesitation, the latter measure being effected with great difficulty, the Boats proceeded down the Creek, and Joined the *Galatea* in Fredericka sound.

Question. What time of Tide was it when you attempted to Tow the *Hinchinbrook* up to the Galleys against the Tide?

Answer. The first Quarter of the Ebb.

Question. What time of Tide was it, when the Vessels grounded?

Answer. About half Ebb.

Question. Did you inform yourself from the Master whether there was any difficulty in dropping down?

Answer. I did: and from the information I received from Captain Mowbray who commanded the Province Sloop *Rebecca*, that there was no difficulty, I desired him to lead down, which he did, and was the first aground.

Question. When you was a Ground, what position was the Vessels in?

Answer. The *Hinchinbrook* and *Rebecca* with their Head & Stern to the Stream, and the Watering Brig athwart the Stream.

Question. Was the Watering Brig of any Force?

Answer. Yes: She had one three and one two Pounder

Question. When She was aground, was She in your Front or Rear

- Answer. In our Rear, the Tide Swadling her down
- Question Do you think if you had, had a Craft to have moved the *Hinchinbrooks* Guns into the Brig, would it have prevented her being destroyed?
- Answer. I think not, because the Brig when aGround, heel'd so much that the Guns could not have been worked on board her.
- Question Did you keep any lead going, while you were dropping down?
- Answer. Yes; and had from 7 fath. 'till a half Twain
- Question What were your reasons for dropping down?
- Answer To get into deeper water and a broader Channel, for had we continued in the Situation we were first in, the Vessels would in a Short time have been rendered Useless.
- Question Had you any men killed during the Attack?
- Answer No; by reason of our lying under a Marsh, the Shot never hulled us, except one, which rebounding from the Marsh, fell in the Creek, and Sunk the Longboat.
- Question Do you impute the Loss of the *Hinchinbrook*, to any Neglect, or Misconduct of any of Her Officers or People?
- Answer No, on the Contrary, every one doing their Duty with great Alacrity.
- Question Were the Vessels all three aground together?
- Answer Within a minute of each other
- Question Had you it in your power to Set fire to the *Hinchinbrook*?
- Answer I think not, without a Certainty of falling of falling into the hands of the Rebels.
- Question What means did you use to get the Vessels off, when they Grounded?
- Answer An Anchor was carried out in the *Galatea's* Longboat, and hove on the Cable, but without Effect, although part of her water was Started in order to Lighten her.
- M^r. James Murray
- Question Did you Command the *Hinchinbrook* at the time She got aground in Fredericka Creek the 19th April 1778?
- Answer. Yes, by an order from Captain Jordan of the *Galatea*, dated the 9th April, upon the death of Lieutenant Ellis.⁵
- Question. Relate to the Court what you know concerning the Loss of the *Hinchinbrook*?
- Answer. On the 18th. April 1778 about 4 ^a-Clock in the Afternoon, I perceived three Rebel Gallies coming down Fredericka Creek, I sent to acquaint Captain Jordan of their being in sight, about 5 they fired six Shot at us: We moored the Vessel athwart the Creek, in order to annoy them. About 8 Lieutenant Merrick came onboard; We then warped lower down, about midnight we brought too, and moored athwart the Creek again, and continued in that Position all Night. about 5 in the morning, the Gallies advanced and fired several Shot at us, which they continued to do until about 7. finding our Situation so very bad, they having sunk the Longboat and Shot away a deal of the Rigging, we Cut the Best Bower and Stream Cables, weighed the Small Bower, and rowed the Vessel lower down, about 8 She grounded[;] finding the Vessel aground the Rebels still advancing the Vessel stern on, we thought it prudent to quit her.

- Question. Where was the *Rebecca* Sloop when you grounded?
- Answer. She grounded nearly at the same time
- Question. What was your reason for moving the Brig at 8^a Clock at Night?
- Answer. By Lieutenant Merricks order.
- Question. What number of Shot, do you think the Rebels fired at you, before you moved lower down?
- Answer. Six.
- Question. Are you a Pilot for Fredericka Creek?
- Answer. No. but have sounded, and found Sufficient Water for the Brig.
- Question. Did you keep your lead going in coming down?
- Answer. Yes.
- Question. Had you Boats ahead Sounding?
- Answer. Yes, both Towing and Sounding.
- Question. When you was a ground, what means were used to get her afloat?
- Answer. We got an Anchor out, and endeavor'd to heave her off, but without Effect?
- Question. What time of tide was it?
- Answer. About $\frac{2}{3}$ Ebb, or thereabouts
- Question. Did the Rebels fire upon you while carrying the Anchor out?
- Answer. No; but advanced very fast, and on the Boats quitting the B[rig?] they then fired, both round and Grape.
- Question. What distance were the Galleys from you, when you quitted the Vessel?
- Answer. Not half a Mile.
- Question. By what accident got you aground?
- Answer. By the Watering Brig and *Rebecca* Sloops being aground and not Sufficient room in the Channel.
- Question. When you was aground, what was the reason you did [*not*] defend the Vessel from the Rebels?
- Answer. She lay Stern toward the Stream and to the Enemy, and could not get a Gun to bear, having no Stern Ports.
- Question. What was the reason you did not destroy her, to prevent her falling into the Enemies hands?
- Answer. The Enemy being so very close, and not having Boats Sufficient to carry off the people.
- Question. Did the Officers and people do their utmost in defending the Vessel?
- Answer. Yes. they did to their Utmost power, and quitted her with reluctance.
M^r John Hamilton Sworn.
- Question fm. L^t Merrick. When I went on board the *Hinchinbrook* at 8^a Clock in the Evening on the 18th. April, whether She was not laying near a Wood which flanked the Creek?
- Answer. No.
- Question fm. L^t Merrick. When we weighed in the morning of the 19th. did we not Attempt to Row and Tow the Vessels against the Tide in order to attack the Gallies?
- Answer. Yes. according to my Idea, every attempt was made for that purpose.
- Question. Did She go ahead or aStern?

- Answer She went astern.
- Question Did not the three Vessels ground nearly at the same time?
- Answer. They did.
- Question. Whether? when we quitted the *Hinchinbrook* the Gallies were not within half a Mile of us, and advancing towards us?
- Answer^d. I believe the *Lee* Galley was nearer than that, and the other two about the distance M^r Merrick speaks of.
- Question Whether at the time We quitted the *Hinchinbrook*, She was not in a Defenceless State?
- Answer I looked upon her intirely so.
- Question Whether in your opinion, if we had not immediately effected a retreat in the Boats, we should not have fell into the hands of the Enemy?
- Answer. Yes, or Killed, there was not time to be lost.
- Question fm the Court. Had you time to set her on Fire?
- Answer No.
- Question fm M^r Murray Whether before Lieutenant Merrick came on board the *Hinchinbrook*, She was not in a State of Defence and every Necessary means used for receiving or attacking the Enemy?
- Answer I think so, to the best of my Knowledge She was.
Dominick Hogan Sworn
- Question fm the Court. When M^r Merrick came on board the Brig, do you recollect Woods being near her?
- Answer Yes.
- Question How far distant?
- Answer Within musquet Shot.
- Question When the Enemy fired at you, did they do you any damage?
- Answer. Yes. they cut away some of our Shrouds, and great part of our Rigging, Sunk the Longboat and wounded a man in her.
- Question When you weighed in the morning what position were the Vessels in?
- Answer. Moored athwart the River, abreast of each other.
- Question What position were the Vessels in when they dropped down?
- Answer The Sloop was aStern of the *Hinchinbrook*, and the Brig on her Bow:
- Question What was the Cause of the *Hinchinbrook's* getting aground?
- Answer By reason of the Brigs being aground and the narrowness of the Channel, caused the *Hinchinbrook* to Ground also.
- Question Were all three Vessels aground?
- Answer. I am certain the two Brigs were aground, and I believe the Sloop also.
- Question After the *Hinchinbrook* was aground, was every means used to get her off?
- Answer There was, by carrying an Anchor out and Starting the Water
- Question After you got aground, and was carrying the Anchor out, did you perceive the Rebels approaching towards you?
- Answer Yes.
- Question Did you think they were so near you as to prevent your destroying her?
- Answer Yes.

- Question To the best of your Judgement, do you think every Necessary Duty was put in Execution by the Officers and Crew, for the preservation of the *Hinchinbrook*, or for the Burning her?
- Answer I do, as the Gallies were so near, we had not time to put that in execution
- Question Before you moved the *Hinchinbrook*, would your Shot have reached the Enemy's at the time they cut your Shrouds and Rigging?
- Answer No, I think not.
- Question. How many Guns had the *Hinchinbrook*?
- Answer. Fourteen four pounders.
- Question Were there any people left on board the *Hinchinbrook* when the Boats put off?
- Answer. Yes. I think five.
- Question. What was the reason of their being left behind?
- Answer. I did not see them, and we had not time to Search for them.
- Question Were the Gallies advancing upon you at the time you quitted the Brig, and how near were they?
- Answer They were rowing down very fast towards us, and fired Shot over and over us.

Question From M^r Murray Whether the Brig, before Lieutenant Merrick came on board was not in a State of defence, and every necessary Means used for receiving or Attacking the Enemy?

Answer Yes.

For the Prisoners

M^r Robert Cauzar (master of the *Galatea*) Sworn.

Question. Relate to the Court, what you know relative to the Loss of the *Hinchinbrook*?

Answer Having received Orders from Captain Jordan to Command the Watering Brig, as a Reinforcement to the Vessels on the Advanced Posts—on my Joining the *Hinchinbrook* I went on board in order to receive Orders from the Commanding Officer there—Lieutenant Merrick acquainted me with his intention of Boarding the Gallies early the next morning, provided a favorable opportunity offered—The Tide of Ebb running rapidly and there being no Wind to Command the Vessels, rendered it impossible to advance towards the Gallies—At the dawn of the day we perceived the Gallies advancing with their Oars, they fired a few random Shot at us, and Continued so until they Judged themselves to be within point blank Shot—We lay above an hour and a half exposed to a very Galling Fire, our Guns (only four pounders) were in Short Useless, as they would not Carry the distance—upon which We Weighed and dropt lower down, anxiously waiting the Turn of Tide, or a favorable opportunity to attack the Gallies—the Channel being very narrow and Intricate, and the Tide of Ebb still Continuing, the Vessels unfortunately grounded, nearly at the same time—the Gallies on perceiving our Situation, continued Advancing, and kept a very heavy fire—As there was not the least probability of Getting the Vessels off, notwithstanding every attempt

- was made by carrying an Anchor out &c^a. we deserted her.
- Question What time in the morning did you Weigh?
- Answer About 6 ^aClock I believe.
- Question What time of Tide was it?
- Answer About the last Quarter of the Ebb.
- Question What time of Tide was it When the *Hinchinbrook* grounded?
- Answer In the last Quarter of the Ebb.
- Question. Do you think your being aground in the Watering Brig Obstructed the Passage of the *Hinchinbrook*?
- Answer I believe it did.
- Question How near were the Gallies to the *Hinchinbrook*, while the people were Striving to get her off?
- Answer About half a mile distant
- Question Could any Guns from the *Hinchinbrook* or *Rebecca* have prevented the Gallies from advancing on them?
- Answer No, none could be brought to bear from the *Hinchinbrook* She having no Stern Ports, and She laying end on with the Stream.
- Question Was there time to destroy the *Hinchinbrook*, and bring the people off, to prevent her falling into the Enemies hands?
- Answer No, As the Gallies continued approaching very fast.
- Question Suppose you had Stayed to destroy the *Hinchinbrook* at all Events, what do you apprehend would have been the Consequences?
- Answer I am of Opinion to think, that the Boats might have been sunk by the Enemies Shot and the Crew made Prisoners.⁶
- Samuel Landon
Appoint to officiate
as Deputy Judge Advocate.

D, UKLPR, Adm. 1/5310, fols. 48–56. Docketed on a separate page: 8th: August 1778./Minutes/Of a Court Martial held on/board the *Brune* to enquire/into the Loss of His Majesty's/Armed Vessel *Hinchinbrook*/Original Sentence Transmitted/to Lord Howe.”

1. The officers of the court-martial were captains Benjamin Caldwell, in command of H.M. frigate *Emerald*; Cornthwaite Ommanney, in command of H.M. frigate *Tartar*; Thomas Jordan, in command of H.M. frigate *Galatea*; Tyringham Howe, in command of H.M. frigate *Thames*; and Thomas Mackenzie, in command of H.M. frigate *Lizard*.

2. Georgia Navy galleys *Bulloch*, Capt. Archibald Hatcher, commander, *Lee*, Capt. John Braddock, commander, and *Washington*, Capt. John Hardy, commander.

3. East Florida armed sloop *Rebecca*, John Mowbray, commander.

4. Likely a tender to H.M. frigate *Carysfort*, though the log of *Galatea* regarding its loss referred to it simply as “watering Brigg.” See Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr. 1778, NDAR 12: 138–39n3 and Journal of H.M. frigate *Galatea*, 9 Apr. 1778, NDAR 12: 139–40.

5. On the drowning death of Lt. Alexander Ellis, see Lt. Col. Thomas Brown to Brig. Gen. Augustine Prevost, 10 Apr. 1778, NDAR 12: 81.

6. For the American version of the capture of *Hinchinbrook* and *Rebecca*, see Elbert to Howe, 19 Apr. 1778, NDAR 12: 138.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Saturday the 8th. Day of August 1778.

Present,

M^r Whiting M^r Travis M^r Lewis and M^r Innes

Ordered that the Keeper of the public store, deliver Capt. Westcott sixty Gallons of spirits, and five yards of Linen, twenty five pound Spanish Brown and one pound Lampblack for the *Henry Galley*.¹

Ordered that Colo. Finnie² deliver to Cap^t Westcott one Box of Candles for the use of the *Henry Galley*.-

Ordered that Jn^o Buford a mariner, have leave of absence for twenty one days.-

Ordered that the Keeper of the public store, deliver to Captain Undrill seven pieces of Bunting[,] two Lanthorns, six padlocks, one frying pan, two half hour glasses, and two quires of paper for the use of the *Accomack Galley*.³

D, Vi, Navy Board Journal, pp. 444–45.

1. Spanish brown is a kind of earth used in painting, having a dark reddish brown color, due to the presence of sesquioxide of iron. Capt. Wright Westcott commanded the Virginia Navy galley *Henry*.

2. Col. William Finnie was quartermaster general of Virginia.

3. Capt. William Underhill commanded the Virginia Navy galley *Accomac*.

August 9 (Sunday)

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 13.

[Portsm^o. Rhode Island Aug^t 9th. 1778.]

My Dear Count

I recd Intelligence this morning that the Enemy was So much frighted at your Excellency's attack upon the batteries yesterday that they quitted this End of the Island with precipitation. I immediately determined to possess my Self of their works to prevent them regaining possession of them, I detach'd Col^o. Fleury¹ to acquaint your Excellency & beg you to Land in front of us at or near Quaker hill; the Marquis² is there waiting with a detachment, to Join your Excellency, you will please with your troops & those with the Marquis to take the front; when our Troops arrive you will please to take the right of the army. Americans feel a pleasure to see the troops of their Illustrious ally commanded by one of his more Experienced generals on the right of the American army. Gratitude to you and your nation with the Confidence we all have in the Bravery of our worthy allies Induce us to make Such dispositions as we Think will be most agreeable to them & to your Excellency. Those dispositions Shall be altered whenever your Exc^y will please to Signify your desires. I have the honor to be [&c.]

Signé, Jn^o. Sullivan

P.S. The Word is Alliance

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fol. 98. Addressed at foot after signature but before postscript: "his Excellency Gen^l d'Estaing." Docketed at head: "De M. Le General Sullivan à M/ Le C^{te}. d'Estaing dattée Portsm^o. Rhode/Island Aug^t 9th. 1778."

1. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.

2. Marquis de Lafayette.

VICE-AMIRAL COMTE D'ESTAING ON THE ORDER OF ANCHORING IN NEWPORT HARBOR'S
MIDDLE PASSAGE

Ordre de Mouillage

Il Est ordonné aux Vaisseaux de L'Escadre de mouiller dans l'ordre Suivant depuis L'enfoncement de La Baye de Connecticut, Jusqu'à la pointe sus de Goud-island,¹ Le plus est & ouest qu'il Se pourra en Conservant La place necessaire pour mouiller L'escadre Sur une ligne

Le *Zélé* . . Vers l'ouest en Tête de la ligne²

Le *Tonnant*.³

Le *Vaillant*.⁴

l'*hector* ⁵

Le *Languedoc*.⁶

Le *marseillois*.⁷

Le *fantasque*.⁸

Le *Cesar*.⁹

Le *Guerrier*.¹⁰

Le *Sagittaire*.¹¹

La *provence*.¹²

Le *protecteur*. Vers l'est pour lequel on Preserve La place necessaire entre goud-island & le dernier Vaisseau de La Ligne—¹³

fait A Bord du *Languedoc* le 9 Aout 1778

Signé Estaing

[Translation]

Order of Anchoring

It is ordered to the Ships of the Line of the Squadron to anchor in the following order from the bottom of the Bay of Connecticut to the point under Gould Island,¹ the farthest east and west possible in keeping the necessary place to anchor the squadron in a line

Le *Zélé* . . Toward the west at the Head of the line²

Le *Tonnant*.³

Le *Vaillant*.⁴

l'*hector* ⁵

Le *Languedoc*.⁶

Le *marseillois*.⁷

Le *fantasque*.⁸

Le *Cesar*.⁹

Le *Guerrier*.¹⁰

Le *Sagittaire*.¹¹

La *provence*.¹²

Le *protecteur*. Toward the east in order to preserve the necessary place between Gould Island and the last Ship of the Line in the line—¹³

Done on board *Languedoc*, 9 August 1778

Signed Estaing

Copy, Extrait Du Registres De La Majorité, Mouillage De Sandy-hook & Rhode-Island Du 12 Juillet au 17 Aout 1778, FrPNA, Marine B¹, vol. 141, fols. 259–60.

1. The bulk of the French fleet anchored along the shore of Conanicut Island. See Diary of Captain Frederick Mackenzie, 8 Aug., above.
2. Ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent.
3. Ship of the line Tonnant, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalbre.
4. Ship of the line *Vaillant*, Capitaine de Joseph-Bernard, marquis de Chabert Cogolin.
5. Ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Mories du Castellet.
6. Ship of the line *Languedoc*, Capitaine de vaisseau Henri-Louis, Chevalier de Boulainvilliers dit de Croy.
7. Ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux.
8. Ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez.
9. Ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.
10. Ship of the line *Guerrier*, Capitaine de vaisseau Louis-Antoine, comte de Bougainville.
11. Ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.
12. Ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.
13. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

VICE-AMIRAL COMTE D'ESTAING'S ORDER TO *PROTECTEUR* TO WEIGH AND ANCHOR IN THE LINE

Le *Protecteur*¹

Il Est ordonné aux Vaisseau Le *protecteur* d'appareiller sur le champ, & de Venir prendre son poste au pied de La point sud de Goud-island Conformement a L'ordre de mouillage Cy Joint—²

fait A Bord du *Languedoc*³ le 9 Aoust 1778.

A 7 heure ½ de Soir

Signé Estaing—

[Translation]

The *Protecteur*¹

It is ordered to the Ship of the Line the *protecteur* to weigh immediately, and to come take its post at the foot of the point south of Gould Island conformable to the order of anchoring attached.²

done on board *Languedoc*³ 9 August 1778.

At 7 ½ o'clock in the Evening

Signed Estaing—

Copy, FrPNA, Marine B4, vol. 141, fol. 260, Extrait Des Registres De La Majorité Mouillage De Sandy-hook & Rhode-Island Du 12 Juillet au 17 Aout 1778.

1. French Navy ship of the line *Protecteur*, commanded by Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

2. Immediately above.

3. French Navy ship of the line *Languedoc*, commanded by Capitaine de vaisseau Henri-Louis, comte de Boulainvilliers dit de Croy.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc*, dans la Rade de Rhode Island]
du dimanche 9

Les vents Constament du sso à oso clair au jour Le General¹ a fait signal a toute lescadre de faire descendre toutes les troupes sur Lisle de Coneticute au nombre de

4500 hommes troupe de terre de marine et matelots pour Les former Sa Bataille avec quatre piece de six de Campagne que nous avons à Bord avec 50 pieces monté sur affuts portatif,² La *provence*³ à Rejoint Lescadre au matin par Le nord de Coneticute Le milieu de La ville nyewport vu Restoit au S ¼ SE 3^d S et distance d'une Lieue à une heure apres midy au moment ou Le General alloit descendre sur Coneticut pour faire mettre en Bataille Les troupes pour à La nuit passer sur nyewport joindre Le General sullivan⁴ qui y etait de la nuit passe avec 8 ó 9 mille hommes, ont apercue au large à toute vüe du haut des mats une flotte de 30 á 35 Voille qui faisoit Routte sur nyewpoat à toutte voile—Le General fit Revenir toute Les troupes à bord, donnat ordre à toute Lescadre de se preparer à sembasser Le Ligne, il menvoyat sur la pointe du sud de Coneticut avec une Longue vüe pour observer Cette Escadre. Je Comptée 35 voile, dont quinze Environt me paroît vaisseau de Guerre à deux Batteries plusieurs frégattes je jugé Les autres vaisseau de transport et que Cetoit Lescadre de Lamiral Howe⁵ qui venoit poilu du secours à nyewport. Les vaisseau Courent un Bord au large et au Couché da soleille mouiller En Rade à une lieue et demie de Lentré, je vis passer deux petits Batteau sortir de desous La terre pour aller à Cette Escadre à mon arrivé à Bord je Rendit Compte au General de Ce que javais vü et jugé je trouvet à Bord tous Les Command[eur]s des vaisseau de Lescadre⁶ Le *protecteur*⁷ avait apareillé de La passe douest⁸ pour aller mouiller En Rade, ou il avoit Eut ordre

suite du 9

daller mouiller pour aitre à Lieue d'intercepter tous Les Batiments qui se presenteroit pour Entrer—*Lengageant*⁹ etoit Resté En Rade à La vüe de Cette Escadre il Rentra dans la meme passe et *Lengageant* apareillat et Enterat dans La passe de Lest¹⁰ ou etoit *Laimable*¹¹ et *Lalcmené*¹² La nuit se passat fort tranquil

[Translation]

[August 1778, *Languedoc, in the Road of Rhode Island*
Sunday 9

the winds constantly from the SSE to the ESE clear at daybreak the General¹ made the signal for the whole squadron to land all the troops on the Island of Coneticute to the number of 4500 men, land troops, marines, and sailors to form into battle-array with four six-pounder field pieces that we have on board, with 50 cast-iron cannon mounted on portable carriages,² the *Provence*³ rejoined the squadron in the morning via the north of Coneticute the center of the city of Nyewport seen resting at S ¼ SE 3^d S and distance of one league an hour after noon, at the moment that the General was going to land on Coneticut to put his troops into battle-array in order during the night to pass onto Nyewport to join General Sullivan⁴ who was during the night to pass there with 8 or 9 thousand men, they saw at sea in full view from the height of the masts a fleet of from 30 to 35 sails heading for Nyewport under full sail—the General had all the troops return on board, gave the order for the whole squadron to form the line, he sent me to the southern point of Coneticut with a long view to observe this squadron. I counted 35 sail, of which around fifteen appeared to me to be ships of war of two decks, several frigates, I judged the others to be transports and that this was the squadron of Admiral Howe,⁵ who came bravely to secure Nyewport. The ships tacked at sea and at sunset anchored in the road a league and a half from the entrance, I saw two small boats go out from under the land to go to this squadron⁶ on my arrival on board I reported to the General what I had seen and concluded I found on board all the commanders of the ships of the squadron the *Protecteur*⁷ had weighed and en-

tered into the Western Passage⁸ to go anchor in the road, where it had been ordered
 Sunday 9 continued

to go anchor in order to be at a place from which it could intercept all the ships that might present themselves to enter—the *Engageante*⁹ had remained in the road in view of this squadron, it returned into the same passage and the *Engageante* set sail and went into the Eastern Passage¹⁰ where the *Aimable*¹¹ and the *Alcmène*¹² were the night passed very tranquilly

D, FrPNA, Marine B⁴, vol. 147, fol. 141.

1. Vice-amiral comte d'Estaing.
2. On the gun carriages and the arrangement for the landing on Conanicut I., see d'Estaing to Maj. Gen. John Sullivan, 7 Aug., above.
3. French ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin.
4. Maj. Gen. John Sullivan, Continental Army.
5. Vice Admiral Viscount Howe, British Navy.
6. Likely the ships that Capt. John Brisbane dispatched to Howe's fleet carrying Lt. James Saumarez, Lt. John Knowles, agent of transports, Capt. Charles Lumm of the 38th Regiment of Foot, and Capt. Henry Barry of the 52nd Regiment of Foot. See Brisbane to Howe and Diary of Capt. Frederick Mackenzie, both this date, both below.
7. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.
8. That is, the Narragansett (West) Channel.
9. French frigate *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.
10. That is the Sakonnet (East) Channel.
11. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelneau de Saint-Cosme-Sainte-Eulalie.
12. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

JOURNAL OF LE COMTE DE CAMBIS ON BOARD THE *LANQUEDOC*

Aout 1778. Dimanche 9. Au jour tems brumeux et couvert, petit vent au SSO. Le Général a envoyé ordre au *Protecteur*¹ et à la *Provence*² de profiter ce matin du jusant pour sortir du chenal de l'Ouest et se tenir en croisière en dehors de Rhode island. á sept heures une quinzaine de bateaux plats sont arrivés à bord envoyés par les Américains avec lesquels on étoit convenu que le lendemain se feroit la descente combinée de nos troupes qui devoient occuper une aile à l'armée du Général Sullivan, et il est aussi venu trois bateaux plus grands en forme de bacs et chargés de trains d'affûts d'artillerie de campagne.³ L'on a envoyé tout de suite à chaque vaisseau un ou deux de ces bateaux pour aider avec leurs chaloupes et canots à transporter sur l'isle de Cononicut toutes nos troupes, notre Général voulant aujourd'hui réunir sur cette isle tous les différens corps de marine, d'infanterie et de matelots qui les composoient, en passer la revue et les faire exercer un peu à se former dans un certain ordre. Presque toute la matinée a été employée à faire partir ces troupes et à se préparer à cette opération, et à onze heures le Général étoit au moment de s'embarquer pour se rendre aussi sur Cononicut lorsqu'il est arrivé à bord une aide de camp de M^r de la Fayette venant avertir que le Général Sullivan n'avoit point attendu le jour marqué et qu'il s'étoit empressé de profiter de l'étonnement des Anglois pour s'établir à leur place dans la partie du nord de Rhode island qu'ils avoient abandonné lorsque nous forçames l'entrée de Newport, que cependant le Général Sullivan n'y étoit encore passé qu'avec deux ou trois mille hommes sans avoir ses munitions de guerre et qu'il pourvoit être dans le cas d'avoir besoin d'un pressant secours.⁴ Aussitôt notre Général

s'est décidé à l'aller joindre et il a envoyé l'ordre sur Cononicut d'en faire partir tout de suite les troupes pour les faire passer sur Rhode island, et il a nommé le *Fantasque*^d et le *Sagittaire*^e pour les aller soutenir et pour protéger la descente. à onze heures ½ on a fait signal à ces vaisseaux de se tenir prêts à appareiller. Tandis que notre Général s'occupoit à faire ses nouvelles dispositions relatives à la position du Général Sullivan, la vigie que nous avons au haut des mats a averti qu'on appercevoit dehors une Escadre de plus de 30 voiles qui s'approchoit de l'entrée du port et que le vaisseau la *Provence* qui étoit depuis près d'une heure sorti du chenal de l'Ouest faisoit route pour y rentrer avant des signaux dont on ne pourvoit pas bien distinguer la couleur à cause de la brume. Cet avis a obligé d'annuler aussitôt et de renvoyer à un autre tems les préparatifs de descente. à midy et demi le Général m'a envoyé sur Cononicut porter l'ordre verbal d'y rembarquer sur le champ toutes les troupes et de faire revenir tout le monde à bord, ce qui s'est exécuté très promptement à l'aide des bateaux plats, canots et chaloupes. à 3 heures un officier de la *Provence* qui avoit traversé par terre l'isle de Cononicut pour faire plus grande diligence est venu à bord rendre au Général le compte suivant: que la *Provence* étant sortie du chenal de l'ouest vers onze heures n'a pas eu plutôt dépassé le fanal qu'à travers la brume l'on a aperçu le nombre de 26 voiles dont les sentimens se sont réunis à en juger 14 vaisseaux de guerre et beaucoup de frégates;⁷ que M^r de Champorcein a mis quelque tems en travers pour en mieux juger, mais que voyant la brume s'épaissir et les batimens s'approcher leur entendant tirer du canon et leur voyant faire des signaux en pavillon dont on n'a pu distinguer qu'un hollandois au grand mâât du bâtiment le plus près, comme le vent qui varioit à l'Ouest pouvoit faire tomber la *Provence* sous le vent de la tour et ne pas lui permettre de gagner l'autre chenal dont plusieurs batimens de la flotte étrangère commençoient d'être proches, que M^r de Champorcein s'est décidé à faire les signaux au *Protecteur* à portée de qui il étoit encore et à rentrer pour se rallier à lui. D'après ce détail nous n'avons plus douté que c'étoit l'Amiral Howe qui venoit pour jeter du secours dans la place et nous attaquer, et qui certainement avoit été bien informé par ses espions, puisqu'il arrivoit précisément le lendemain de notre entrée dans le port, sans que nous eussions eu le moindre indice de sa sortie de Newyork. Le Général a donné ordre à la *Provence* et au *Protecteur* de venir nous rejoindre le plus tôt possible, et il a envoyé sur Cononicut plusieurs officiers pour reconnoître cette flotte, observer ses mouvemens et nous les signaler de dessus la tour. Le tems étoit pour lors orageux et le vent variable de l'OSO petit frais au NO avec du calme par intervalle. à 4 heures l'on a mis signal pour faire venir à bord du général les chefs de Division et tous les Capitaines commandans, afin de délibérer sur les moyens de mettre l'escadre dans le meilleur état de défense supposé que les vents qui sont presque toujours contraires pour sortir nous retiennent dans ce port et nous empêchent d'aller prévenir l'attaque des ennemis. L'on a décidé qu'il falloit tout de suite prendre le parti d'emboffer tous les vaisseaux très serrés sur une meme ligne en couvrant bien le passage entre Cononicut et Gould island et les ordres ont été donnés en conséquence à tous les Capitaines pour commencer dès ce soir et pendant la nuit à se ranger dans le meilleur ordre possible. à sept heures ceux qu'on avoit envoyé sur Cononicut étant de retour à bord ont rapporté que la flotte consistait en 12 à 13 vaisseaux à deux batteries, presque autant de frégates, et le reste batimens de transport, que plusieurs étoient encore sous voile courant des bords, mais que la plus grande partie étoit au mouillage assez au large de terre. à l'entrée de la nuit nous avons aperçu qu'il se faisoit une petite fusillade sur Rhode island environ à demi lieue au Nord du fort qui domine la ville. à dix heures

du soir nous avons vu qu'il sortoit de Newport une petite goélette à deux mâts qui a fait route vers la flotte.⁸ Le tems a été toute la nuit couvert et orageux, le vent variable de l'OSO au NO par grains et avec de la pluye.

[Translation]

August 1778. Sunday 9. At daylight the weather foggy and overcast, little wind at the SSW. The general sent an order to the *Protecteur*¹ and the *Provence*² to profit this morning from the ebb tide to go out of the West Passage and to cruise outside Rhode Island. At seven o'clock some fifteen flat boats arrived on board, sent by the Americans with whom it was agreed that the next day the landing would be made in combination with our troops who were to occupy a wing of General Sullivan's army, and there also came three larger boats in the form of ferryboats and laden with trains of field artillery carriages.³ They immediately sent each of the ships of the line one or two of these boats in order to help with their longboats and dinghies to transport onto the island of Cononicut all our troops, our general wanting today to reunite on that island all the different corps of marines, infantry, and sailors who comprised them, to pass them in review and to exercise them a little to form them into a certain order. Almost the whole morning was employed in sending off these troops and preparing for this operation, and at eleven o'clock the general was on the point of embarking also to go to Cononicut when there arrived on board an aide de camp of M. de Lafayette coming to inform that General Sullivan had not at all waited for the day fixed and that he had hurried to profit from the astonishment of the English in order to establish himself in the place in the northern part of Rhode Island that they had abandoned when we forced the entrance of Newport, that, however, General Sullivan had passed there with only two or three thousand men without having his munitions of war and that he could be in the situation of having need of pressing help.⁴ At once our general decided to go join him and he sent the order to Cononicut to send the troops immediately to Rhode Island, and he appointed the *Fantasque*⁵ and the *Sagitairé*⁶ to go support them and to protect the landing. At eleven thirty o'clock a signal was made to these ships to hold themselves ready to weigh anchor. While our general was occupied making his new dispositions relative to the position of General Sullivan, the lookout that we had at the height of the masts announced that there had been sighted outside a squadron of more than thirty sails that was approaching the entrance of the port and that the ship of the line the *Provence*, which had since nearly an hour gone out of the West Passage took a route to reenter there, displaying signals whose color could not be well distinguished because of the fog. This news forced the immediate annulment and postponement to another time of the preparations for the landing. At twelve thirty the general sent me to Cononicut to bring the verbal order to re-embark there immediately all the troops and to have everyone return on board, which was executed very promptly with the help of the flatboats, dinghies, and longboats. At 3 o'clock an officer of the *Provence* who had crossed the island of Cononicut by land in order to make the greater diligence came on board to report to the general the following: that the *Provence* having gone out of the West Passage around eleven o'clock had no sooner passed the lighthouse than through the fog they had seen the number of 26 sails, of which the sentiments are united in judging to be 14 warships of the line and many frigates;⁷ M. de Champorcein had taken some time in crossing in order to judge better, but that seeing the fog thicken and the ships getting closer to them, hearing canon fire and seeing them signaling by flags of which they could distinguish only a

Dutch one at the mainmast of the nearest ship, as the wind, which changed to the west could cause the *Provence* to fall to leeward of the tower and not allow him to gain the other channel to which several ships of the foreign fleet began to get near, that M. de Champorcein decided to signal to the *Protecteur* in reach of which he still was and to re-enter in order to join it. After this detail we no longer doubted that it was Admiral Howe who was coming to throw some assistance into the place and to attack us, and who certainly had been informed by his spies, since he arrived precisely the day after our entrance into the port, without our having had the least indication of his departure from New York. The general gave orders to the *Provence* and the *Protecteur* to come rejoin us as soon as possible, and he sent to Cononicut several officers to reconnoiter this fleet, to observe its movements, and to signal to us from the top of the tower. The weather was stormy and the wind variable from the WSW, a little brisk to the NW with some calms in intervals. At 4 o'clock a signal was made to summon on board the flagship the heads of division and all the captains in command, in order to deliberate on the means of putting the squadron in the best state of defense, supposing that the winds, which are almost always contrary for going out, retained us in port and prevented going out to anticipate the attack of the enemy. It was decided that it was necessary immediately to bring the vessels into close formation on the same line in covering well the passage between Cononicut and Gould Island and the orders were given in consequence to all the captains to begin the evening and during the night to range in the best order possible. At seven o'clock those who had been sent to Cononicut having returned on board reported that the fleet consisted of 12 to 13 ships of the line of two decks, almost as many frigates, and the remaining ships transports, that several were still under sail running tacks, but that the greatest part was anchored rather far from land. At nightfall we saw a small fusillade made on Rhode Island about a half league to the north of the fort that dominates the town. A ten o'clock in the evening we saw go out from Newport a small two-masted schooner that headed toward the fleet.⁸ The weather was the whole night overcast and stormy, the wind variable from the WSE to NW with squalls and rain.

D, FrPNA, Marine B¹, vol. 147, fols. 17–18. "Journal de la Compagne j'ai fait dans l'escadre du Roi armée au port du Toulon en 1778 sous les ordres de M^e le C^{te} d'Estaing Vice amiral de France montant le Vau. Le *Languedoc* sur lequel j'étois armé. . . ." "Journal of the Cruise I made in the King's squadron fitted out in the port of Toulon in 1778 under the orders of M. the Comte d'Estaing, Vice Admiral of France in the Ship of the line the *Languedoc*, in which I was posted. . . ."

1. French Navy ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon, commander.

2. French Navy ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcein, commander.

3. Continental Army Maj. Gen. John Sullivan had agreed to coordinate landing operations with Vice-amiral comte d'Estaing and had sent Continental Army Maj. Gen. marquis de Lafayette to discuss their plans. See Sullivan to d'Estaing, 8 Aug., above.

4. Sullivan broke with the agreed upon plan upon finding that the British had evacuated their works, and immediately threw his troops across. See Sullivan to d'Estaing, this date, above.

5. French Navy ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander

6. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commander.

7. Vice Admiral Viscount Howe's fleet, which had sailed from Sandy Hook to aid the British forces at Rhode Island. The Journal of Henry Duncan, 2–5 Aug., above, lists the order of sailing of Vice Admiral Viscount Howe's squadron. Numerous transports accompanied the ships of the line and frigates in Howe's fleet.

8. The schooner is unidentified, but several British ships had gone out from Rhode Island to inform Howe of the situation. Capt. John Brisbane dispatched Lt. James Saumarez, Lt. John Knowles, agent of transports, Capt. Charles Lumm of the 38th Regiment of Foot, and Capt. Henry Barry of the 52nd Regiment of Foot, to the fleet in two vessels. See Brisbane to Howe and Diary of Capt. Frederick Mackenzie, both this date, both below.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]
Dimanche 9.

[Mouillage dans la passe de L'E, *R.I.*]

Le Général Americain ne trouva pas que nous fussions mouillés de manière à protéger efficacement la descente de ses troupes, m'envoya des pilotes, pour me prier de me poster plus en avant;¹ aussitôt je m'apareillai et me préparai à faire feu sur une batterie qui m'avait dit être sur notre Chemin, nous Cheminames dans le N. Sans voir brûler une amorce, je rangerai la batterie. D'aussi près qu'il nous fut possible, et je la trouvai détruite; enfin à 1 h. ½. je mouillai au poste qui me fut indiqué par les pilotes, par les 3. b ½ fonds de vase, je portai un p^{te}. ancre dans le N. afin de pouvoir dans le besoin présenter le travers à la Côte.

à 2 h. les Vigies des frégates découvrirent 27. Voiles au large mais L'eloignement et la brume ne me permirent pas de les reconnaître peu après, j'interrogeai un Corsaire Americain qui me dit avoir comté 33. voiles, Savoir 5. Vaisseaux de ligne, 7. ou 8. Frégates et 18 ou 20 bâtimens de transport² une partie de L'armée Americaine débarqua sous notre feu, et sans aucun obstacle.

[Translation]
[August 1778.]
Sunday 9.

[Anchorage in the Eastern Passage, *R.I.*]

The American general did not find that we were anchored in a manner to efficaciously protect the landing of his troops, he sent me some pilots to ask me to position myself more in advance;¹ I immediately weighed anchor and prepared to fire on a battery which I was told was on our route, we took route to the north without seeing a shot fired, I ranged as close to the battery as possible, and I found it destroyed; at length at 1:30 o'clock I anchored in the post that was indicated to me by the pilots, in 3 ½ fathoms, with a bottom of mud, I carried a point ancre in the north in order to be able should the need arise to turn broadside to the shore.

At 2 o'clock the lookouts of the frigates discovered 27 sail at sea but the distance and the fog did not allow me to reconnoiter them, a little later I interrogated an American privateer who told me he counted 33 sail, Viz.: 5 ships of the line, 7 or 8 frigates, and 18 or 20 transports;² a part of the American army landed under our fire, and without any obstacle.

D, FrPNA, Marine B¹, vol. 147, fol. 64.

1. Maj. Gen. John Sullivan had requested that *Engageante* protect the landing of his troops. See Lt. Col. the Marquis de Fleury, Continental Army, to Vice-Amiral comte d'Estaing, 8 Aug., above.

2. Vice Adm. Viscount Howe's fleet, which had sailed from Sandy Hook to aid the British forces at Rhode Island. While the lookout assessed the number of British sail somewhat accurately, he misjudged the composition of the fleet. See the List of Vice Adm. Viscount Howe's Fleet and Order of Sailing and Battle Formation of Viscount Howe's Fleet, both 6 Aug., both above.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO
VICE-AMIRAL COMTE D'ESTAING

Monsieur,

les anglais ayent hier au soir abandonner la coste les americain on comancer le matin leur descente sans rencontrer aucun ostacle du moment que jai était imformér par mr. Sullivan de son mouvement du desir qu'il aves de me voir apparellier avec les autres fregattes jai mis a la voilles.¹ je suis moullié avec les fregattes que comandent mrs de st cosme² est de Bonneval³ deux milles au nord de foglandferry comme il me était indiquer par les pilotes quil me envoyer pour soustenir la retraite precaution que jespere sera inutile

Un capte americain qui vient de moullier dans la riviere ma deposér avoir vüe au Large vingt septs Batiments dont quatre ou cinq Vaux du Lignes. Plusieurs frégattes qu'on juge enemi.⁴ Je juge cette nouvelle trope interraisante pour négliger de vous La faire parvenir par plusieurs voix.

je vous prie monsieur de me dicté la conduite que je dois tenir me faire par vos ordres ma position étant delicate demain au jour je comte envoyer un officier pour sonder dans la riviere

examiner les Batteries des americain qui serait à même de nous proteger. tous les pilotes pratique massurent que je puis remonter jusque à qu'à newporte chenal jai lhonneur déstre [&c.]

le cher de gras preville

a Bord de *Lengag*
ce 9 aoust
11 heures du soir

[Translation]

Sir,

The English having yesterday evening abandoned the coast, the Americans commenced in the morning their landing without encountering any obstacle. From the moment that I was informed by M. Sullivan of his movement of the desire that he had to see me weigh anchor with the other frigates, I got under sail.¹ I am anchored with the frigates that Messrs. de St. Come² and de Bonneval³ command two miles to the north of Fogland Ferry, as it was indicated to me by the pilots that he sent me to undertake the retreat, a precaution that I hope will be unnecessary.

An American captain who has just anchored in the river has deposed to me having seen at sea twenty-seven ships, of which four or five are ships of the line, several frigates, which I judge to be enemy.⁴ I judge this news too important to neglect sending it to you by several means.

I beg you, Sir, to dictate the conduct that I should take, sending me your orders, my position being delicate. I plan at daylight on sending an officer to sound the river, to examine the American batteries, which will be able to protect us. All the local pilots assure me that I can go up as far as Newport by this passage. I have the honor to be [&c.]

The Chevalier de Gras Preville

On board the *Engageante*
9 August
11 o'clock in the evening

L, FrPNA, Marine B¹, vol. 144, fol. 327.

1. Maj. Gen. John Sullivan, Continental Army, began landing his troops on discovery that the British had abandoned their positions. For details on the landing, see Sullivan to d'Estaing, 9 Aug., above.

2. Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie commanded the French frigate *Aimable*.

3. Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo commanded the French frigate *Alcmène*.

4. Vice Admiral Viscount Howe's fleet arrived off Newport from Sandy Hook this day.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO
MAJOR GENERAL JOHN SULLIVAN

a Bord de La fregatte *lengageante*
ce 9 aoust 1778

Monsieur

hier en soir j'ai reçu la lettre que vous m'avez fait l'honneur de m'écrire en conséquence des ordres que j'ai de m[r.] le comte d'Estaing avec les autres freg[attes] de protéger est favorable à votre de[scente] mes je dois vous observer qu'il ser[ait] nécessaire de me faire prévenir[r un] peu plus d'avance pour pouvoir prendre des mesures justes cependant après la lettre que je vient de recevoir de votre par je vais donner des ordres pour appareiller quoique la marée soit contraire j'ai l'honneur d'être

le cher de gras preville

[Translation]

On board the frigate *Engageante*
this 9 August 1778

Sir,

Yesterday evening I received the letter that you did me the honor of writing. In consequence of orders that I received from M. the Count d'Estaing with the other frigates to protect and favor your landing, I should observe to you that it would be necessary to alert me a little earlier in order to be able to take appropriate measures, however after the letter that I have just received from you, I am going to give orders to weigh anchor, even if the tide is contrary. I have the honor to be

The Chevalier de Gras Preville

L, NHHi, Gen. John Sullivan Papers. Addressed: "A Monsieur/Monsieur le general/Sullivan commandant en/chef des forces americaine/dans son corquier general." Docketed: "Captⁿ Preville the/9th. Of Aug^r/78."

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO
MAJOR GENERAL JOHN SULLIVAN

a Bord de *lengageante* ce 9 aoust,
a trois heures du soir.

Monsieur

d'après les avis que vous m'avez fait l'honneur de me faire passer, ce matin je viens de mouiller, en dedans de la première pointe, avec les deux autres frégates que sont sous mes ordres.¹

j'usse été mouiller, beaucoup plus avant pour favoriser votre descente, que j'ai apper-

cu, se faire, fort au nord de l'endroit ou je mis, si mes pilotes americains ne mavaient assurés, que ce point cy était celui ou nous pouvions etre les plus utiles. malgré leurs assurances, je crains monsieur que nous ne soyons trop au large, en ce cas, je vous prie de vouloir bien me faire connoître vos intentions; et je m'empresserais de suivre les indications que vous me donnerés. Jay lhonneur dettre [&c.]

le chev de gras preville

PS. Vous devés avoir recu de moy une lettre dans laquelle javais lhonneur de vous prévenir de l'apparation de vint sept voiles que nous avons decouvert au large, quelques moments avant que d'appareiller: si vous en avés quelques nouvelles, ainsi que de celle de notre escadre, je vous supplierai monsieur de vouloir bien men donner.

[Translation]

On board the *Engageante* this 9 August,
At three o'clock in the evening.

Sir,

Following the advice you had the honor of sending me this morning, I have just anchored within the first point, with the two other frigates that are under my orders.¹

I would have anchored much more forward to favor your landing, which I perceived was made much more to the north of the area in which I placed myself, if my American pilots had not assured me that this point is the one from which we could be the most useful. Despite their assurances, I fear, Sir, that we are too far off, in that case, I beg you to be so good as to let me know your intentions; and I shall strive to follow the instructions that you will give me. I have the honor to be [&c.]

The Chevalier de Gras Preville

PS. You should have received from me a letter in which I had the honor of informing you of the appearance of twenty-seven sails that we discovered at sea a few moments before weighing anchor: if you have any news of them, as well as of those of our squadron, I request, Sir, you have the goodness of giving it to me.

L, NHHI, Gen. John Sullivan Papers. Docketed: "Previlles Letter."

1. French Navy frigates *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie, and *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Copy

Island

My Lord,

1778.

Newport Rhode

August 9th.

The Moment a Fleet appeared which I had every reason to suppose was Your Lordships, I dispatched L^t Saumarez¹ who was on the Spot to give you the earliest Account of our Situation.

Cap^t Harmood² will acquaint Your Lordship particularly of every thing you may wish to be acquainted with.

The Toulon Fleet under the Command of the Count D'Estaing entered this Harbour Yesterday Afternoon about 4 o'Clock under a very heavy and smart Fire from the Batteries at Brenton's Point, Goat Island, and North End of the Town, which they passed and are now at an Anchor between Goat Island and Connanicut pretty close

to the Shore; The Admiral is about $\frac{3}{4}$ of a Mile to the Southward of Gould Island, and the rest of the Ships consisting of Ten Sail of the Line; in a Line ahead towards the North End of Connanicut.

There are two Sail of the Line in the Naraganset Passage, and two Frigates in the Seconnet Passage.

They have been landing Men on Connanicut from the Ships all this Morning; I suppose with an Intent to throw up Batteries But are now taking them off. I have the Honor to be [&c.]

J: Brisbane

The Frigates being all destroyed,³ and Number of the Transports sunk;⁴ The Seamen belonging to them shall be ready to attend your Lordship, wherever you shall please to order them; likewise the Surgeons of the different Frigates are waiting to receive your Lordships directions.

J: Brisbane

I have sent your Lordship Pilots for the Seconnet Passage as well as the Middle.

Copy, UKLPR, Adm. 1/488, fol. 330. Notation at the foot of the first page: "The Viscount Howe." Docketed on separate sheet: "Copy of a Letter from Captain/Brisbane to the Viscount Howe/dated 9th. August 1778./N^o. 6." On the same page in a different hand: "In Lord Howes N^o. 73." Packet no. 73 was Howe's letter to Secretary of the Admiralty Philip Stephens, 17 Aug. (ibid., fols. 314–18).

1. Lt. James Saumarez.

2. Cmdr. Harry Harmood.

3. H.M. frigate *Cerberus*, Capt. John Symons; H.M. frigate *Flora*, Capt. John Brisbane; H.M. frigate *Juno*, Capt. Hugh Dalrymple; H.M. frigate *Lark*, Capt. Richard Smith; and, H.M. frigate *Orpheus*, Capt. Charles Hudson.

4. For a list of the transports sunk, see Brisbane to Howe, 3 Aug., above, note 6.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

[Aug^t 1778]

[*Crew Ashore on Rhode Island*]

Sund^r 9

at 5 the Enemys ships came too in a line of Battle ahead extending from the Ferry on Connanicut to the North p^t of Gold Isle. at 8 AM collected the people erected Tents in the Navy Encampment a Num^r of Sm^l craft passing fr^m Connanicut to the Enemys ships Mod^t Winds & cloudy W^r: at 3 PM the Sig^l on Brentons P^t for a Fleet at 4 d^o. rec^d advice of L^d Howe's being w^tout y^e Harbour

D, UKLPR, Adm. 51/360, fol. 165.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[*Newport, R. I.*]

9th Aug^t [1778] Fine weather. Wind S.S.W.

All quiet last night, and no appearance of the Rebels this morning. The French Fleet at day break in the same position they were after coming in yesterday. Many small craft plying about in the Narraganset passage. Some small vessels in the Bay. One or two of them came down as low as Codrington's Cove; but a few shots being fired at them from Tomini hill; they went off.

The troops employed this morning in pitching their tents, and assisting, with all

the Carriages that could be got, in removing provisions and Stores to the upper part of the town.

About 12 o'Clock a fleet hove in sight to the Southward; 10 Sail of large ships were first discovered. The number increased continually until half past one, when 35 sail, large and small were counted, standing directly for the harbour with a fair wind. At 1 o'Clock it became certain that the fleet in sight was that under the Command of Lord Howe from New York; and L^t Knowles, Agent of Transports, with Captain Lumm, and Captain Barry,¹ in two boats, were immediately sent off to give Lord Howe information relative to the situation of the Enemy's fleet, and the state of the Garrison; and also to know what assistance he wished to have from the Garrison, and how we could cooperate with him. The spirits of the whole Garrison were at this period elevated to the highest pitch, being convinced that if the wind continued in the same point, (and the Fleet was then advancing fast) the British fleet would enter the harbour before night, and that we should be the joyful spectators, or perhaps assist in the destruction or Capture of the French fleet.

From the first appearance of the British fleet, the French were busily employed in re-embarking the men they had landed on Connonicut. Many signals were made by The French admiral,² and his ships began to place themselves in a position to oppose the greatest possible fire upon the line of entrance to the harbour.

One of the French ships³ went out of the Naraganset last night or very early this morning, but on discovering the English Fleet, she crouded all the sail she could make and returned back into that passage.

The wind continued favorable for Lord Howe 'till towards Evening, when it died away. Appearance of a great Thunder Storm gathering in the N.W. quarter.

At 6 in the Evening the British Fleet came to, and anchored about 7 miles S.W. from the entrance of the harbour.

We are now Spectators of two powerful fleets at anchor within a few miles of us, whose operations will probably decide our fate. That of the Enemy consisting of 12 Ships of the Line and 4 Frigates, in actual possession of the harbour. The British fleet blocking up the harbour, inferior with respect to size of the ships, but so superior in Actual force and spirit, that we have no doubt Lord Howe will atchieve a glorious Victory if he can either force his way into the harbour, or induce the Enemy to fight at Sea. . . .

All our Batteries are manned by Seamen, who have tents made of Sails at all their posts. . . .⁴

Mackenzie, Diary 2: 341–2. Nine paragraphs regarding the dispositions of British ground forces omitted.

1. Lt. John Knowles, RN, agent of transports; Capt. Charles Lumm of the 38th Regiment of Foot; and Capt. Henry Barry of the 52nd Regiment of Foot.

2. Vice-amiral comte d'Estaing.

3. Ship of the line *Provence*.

4. For more on the sailors ashore, see Diary of Capt. Frederick Mackenzie, 6 Aug., above.

LOG AND JOURNAL OF H.M. FRIGATE *RENOWN*, CAPTAIN GEORGE DAWSON

[August 1778] Rhode Island Light house NbW about 4 Leagues
 Sund^y 9. at 5 saw sail in y^e. NE at 10 am y^e. adm^l made y^e Sig^l. for seeing the
 Land

Mod^t and Cloudy $\frac{1}{4}$ Past 12 made sail at $\frac{1}{2}$ Past D^o. shor^t. s^l. The Comm^{o.2} made y^e. sig^l. to Tack D^o. Tackd at $\frac{1}{2}$ p^t. 4 made the sig^l. to speak y^e. adm^l. Tack'd occasionally at 8 PM y^e. Adm^l. made y^e. sig^l. to anchor D^o. anchor'd in 17 f^m. the adm^l. and fleet in Company The French fleet in Rhode Island Harbour. saw a sail in y^e. NE Q^r. The adm^l. made y^e. sig^l. for the *Pearl*^l to give Chace in that Q^r. $\frac{1}{2}$ p^t. the adm^l. made the sig^l. to speak the Comm^r. of y^e. 2^d. and 3^d. Division

D, UKLPR, Adm. 52/1953, fol. 272.

1. Vice Adm. Viscount Howe.
2. Likely Commo. William Hotham, aboard H.M.S. *Preston*, part of the division to which H.M. frigate *Renown* belonged.
3. H.M. frigate *Pearl*, Capt. John Linzee.

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

[August 1778]

Sunday 9th.

The Land bearing North 6 Leagues.

Am all the Fleet in Comp^y. Shortened Sail at 5 AM the *Somerset*^l Sig^l. for a Sail to the N^oW^d. the *Apollo*'s² to Chace. made Sail. the *Apollo* made the Signal of Distress the Admirals³ Signal for her to rejoin the Fleet the Land N^o. Six. Leagues—

Block Island WbN 4 or 5 Leagues.

Hazy w^r. saw the Land. the Adm^l. made the Sig^l. to Tack. Rhode Island Light House NbE 12 Leagues at 4 Pm the *Roebuck*⁴ made the Sig^l. for seeing 5 Sail in the SE Q^r. the Adm^l. made the Sig^l. for the Ships of the Starboard division of the Fleet to Tack together d^o. Tacked the Adm^l. made the Sig^l. for the same division to Tack again at 8 the Sig^l. for the Squadron to prepare to anchor, came too in 13 fathom Water (course Slatey Bottom) with the small Bower Anchor.

D, UKLPR, Adm. 51/828, fols. 24–25.

1. H.M.S. *Somerset*, Capt. George Ourry.
2. H.M. frigate *Apollo*, Capt. Philemon Pownoll.
3. Vice Adm. Viscount Howe's flagship, H.M.S. *Eagle*.
4. H.M.S. *Roebuck*, Capt. Andrew Snape Hamond.

GENERAL GEORGE WASHINGTON TO PRESIDENT OF CONGRESS HENRY LAURENS

Sir

White Plains [N.Y.] August 9th 1778

At 10 OClock last night the Inclosed Letter came to hand from General Sullivan with one addressed to myself, a Copy of which I do myself the honor of transmitting.¹ The Enemy seem determined that none of their ships of War shall fall into the Count D'Estaings hands.

Yesterday I received a Letter from Gen^l Maxwell dated at 9 OClock A.M. on the 7th at Elizabeth Town, containing the following paragraph.—“I have to inform your Excellency that early yesterday morning Lord Howe sailed out of the Hook with his whole fleet of Armed Vessels. They were out of sight in the afternoon and were supposed to be going for Rhode Island—No troops or Transports supposed to be with them.” His Letter also had the following Nota bene—“No British fleet arrivd yet that

we can hear of.”² General Maxwell’s information respecting Lord Howe’s sailing from the Hook was stated in such pointed and positive terms, that I thought it my duty to communicate it to Count D’Estaing, and accordingly I dispatched an Express with it, in a very little time after I was advised on the subject, subjoining a copy time of this Nota bene.³ I have the Honor to be &c

G^o. Washington.

Df, DLC, George Washington Papers, Series 4. Addressed at foot: Hon^{ble}. Henry Laurens, Esq/ &c &c &c.” Docketed: “August 9th. 1778./To Congress.”

1. The letter, Maj. Gen. John Sullivan to Washington, 6 Aug., is above. The second letter referred to, presumably a letter from Sullivan to Laurens, has not been found.

2. On 4 Aug. Washington had ordered Brig. Gen. William Maxwell, a native of northern New Jersey, to “keep a vigilant watch upon the motions of the Enemy upon Staten Island, and upon their fleet in the Bay” and to inform Washington if “any considerable number are preparing for sea.” *GW Papers, Rev. War Series*, 16: 252–53.

3. See Washington to comte d’Estaing, 8 Aug., above.

JOSEPH DASHIELL TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Senepuxent [Md.] Aug^t 9th 1778

May it Plese your Excellency:

On my arrival heare, I found A Capt Bell Sent by the Board of War for the *Mermaids* Stores &c. Inclosed you have a Cobby of his Orders¹ & our Answer, we have asur’d him that as fair as we Can, we will Safe keep, all the Stores &c. till we have orders from our Executive Body; or the Court of Admerelty; of this State; to whome we hold our Selves aCountable. we Shall be extremely Oblidge to you for your Advice & Direction, on this Occation, As we Luck upon it a very Extrodinary Proceeding; we are Determind to oppose it till we know your Pleashure,² The Barer M^r Morris is On his way to Baltimore to Libel the Stores &c. and will be much Oblidge to you for your advice &c I shall take Charge of the Ship as She Lyes to morer with my Commision as Privitare & if it is Nesesary Shall make Use of that in futer—Capt Bell has Returned this morning to Philadelphia: we Expect him Back by this day Week: hope we Shall have your Orders Previous to his Return— I am with Grate Esteem [&c.]

Joseph Dashiell

L, MdAA, Maryland State Papers, Red Books, S989-34-61 (MdHR 4588-74). Addressed on separate sheet: “His Excell^y/Thomas Johnson Esq^r/Governor of/Maryland/fav^d by/M^r Morris.” Docketed: “9 Aug^t 1778/ Joseph Dashiell’s/relative to the *Mermaid*.” On this sheet someone has written two columns of numbers. The first column of three money amounts totals 162:15:0; the second column of four numbers is crossed through and unreadable, but the sum of 93 has not been crossed out.

1. The French fleet had forced H.M. frigate *Mermaid*, commanded by Capt. James Hawker, ashore in July. For Capt. Thomas Bell’s orders, see John Brown to Samuel Chase, 14 Aug., below.

2. Johnson’s reply has not been found, but as seen at Brown to Chase below, he obviously referred the matter to Maryland’s Delegates to Congress for advice.

August 10

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT, ADVERTISEMENT FOR
SHOES AND STOCKINGS

WANTED, at the Navy Board, Men’s Shoes made well and strong, also good Yarn Stock-

ings, for which Cash will be given, at their Office, in Milk Street.

Boston-Gazette, and Country Journal, 10 Aug. 1778.

MAJOR GENERAL JOHN SULLIVAN TO PRESIDENT OF CONGRESS HENRY LAURENS

Dear Sir

Portsmouth, Rhode Island Aug^t 10 1778,

I have only time to inform your Excellency & the Congress¹ that the Count De Estaing & myself had fixed upon This morning Day Break to make our Landing upon the Island preparatory to which the Fleet came through Newport Harbor on Saturday night & Silenced two of their Batteries The Enemy Supposing that we should Land in the night & cut off the Communication between the out posts & the Town Evacuated all their works on the North of the Island & Retired to Newport Early Saturday Even^g I was informed of this Early in the morning of yesterday & to prevent their Reoccupying the works I immediately threw the whole Army Across & Sent word to the Count to Land his Men & Join us.² but before the word Message could reach him & before our Army was Compleatly over a British Fleet of twenty Nine Sail appeared Standing for Newport Close in with Seconnet Point. This prevented the Count from Sending me any troops he took them all on Board & this morning went out to Engage the Fleet but on the Appearance of the French Squadron they fled I saw the Count in Chase of them ~~but~~ at Eleven of Clock This must Retard my movements Some Respects & Render our operations more tedious if nothing worse The Circumstance was Exceeding unfortunate Even if it does not Delay the Count a Day I am very fearful it may work a Delay till a British Fleet of Sufficient force may arrive to put an End to the Enterprize Congress may Rest assured that I Shall Endeavour to Surmount Every Difficulty & Effect the Design of the Enterprize with as much Expedition as possible I have the Honor to be [&c.]

Jn^o Sullivan

PS I have the pleasure to Inform Congress that great numbers of volunteers have Joined me General Hancock³ is with me on the Island with a number of Gentlemen of the first Character.—

L, DNA, PCC, Item 160, pp. 139–40 (M247, reel 178). Addressed below close: “His Exc^t Henry Laurens.”

1. This letter was read before Congress on 16 Aug. *JCC* XI: 801.

2. See Sullivan to d’Estaing, 9 Aug., above.

3. Maj. Gen. John Hancock, a signer of the Declaration of Independence and general in the Massachusetts Militia, who had been ordered to Tiverton with the Massachusetts militia on 6 Aug. M-Ar, Mass. Archives Coll., vol. 22, (Council Records 1778), p. 382.

MAJOR GENERAL JOHN SULLIVAN TO GENERAL GEORGE WASHINGTON

Portsmouth Rhode Island 10 Aug 1778—

Dear General

The Count De-Estaing and myself were by Agreement to land our Forc[e]s here this Morning but I having received Intelligence early Yesterday Morning that the Enemy had abandoned the north End of the Island entirely in Consequence of the French Fleets coming up the River thought it best to push over without Loss of Time the whole of my Troops which accordingly was done—Almost immediately after our landing a Fleet of 29 Sail, 8 or 10 of which appeared to be Vessells of Force were discovered standing into Newport under Eng Colour-¹ As the Wind was small & unfavourable the Count kept his Position but this Morning he got under Way with a fine Breeze, passed the Batteries at Newport and those which are below with all his Ships of the Line & went in Chace of the English Fleet—At 11 oClock I had the Pleasure of seeing them fly before him—

The Count has left three Frigates² in the East Passage—It is out of my Power to inform You when we shall make the Attack on the Enemy as it is uncertain when the French Fleet will return and I think it necessary to wait their Arrival as their Troops are onbard—I have the Honor to be [&c.]

Jn^o

LS, DLC, Washington Papers, ser. 4. Addressed: "His Excellency/General Washington/Commander in Chief of the/American Forces/White Plains." Notations: "On Public Service"; "M G Sullivan." Docketed: "Gen Sullivan/Augt 10. 1778/ans^d. 16—."

1. The last three words in this sentence were written as a superscript with no indication where they were to be placed in the text.

2. French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie, *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo, and *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

MAJOR GENERAL JOHN SULLIVAN TO VICE-AMIRAL COMTE D'ESTAING

N^o. 14.[headquarters Rhode Island Aug^t. 10th 1778.]

Dear Sir

Nothing could give more pain than to hear by Col^o Fleury¹ that your Excellency was displeas'd at our Landing the Troops on Rhode Island before the day prefix'd, I couldn't possibly have been ready if there was this appearance of an oposition on the part of the Enemy before the day agreed on, if then but some Inhabitants and Deserters from the Island informed General Green² yesterday morning at day Break that the Enemy had abandoned this part of the Island and retired within their works at Newport upon which he sent a small party to Examine the ground and Regiment to Support them. Upon their notifying us that the report was true, we thought it Essential to throw over troops to take possession of their works least they should suddenly return & reoccupy them. Immediately upon the determination, I detach'd Col^o Fleury to your Exc^e to inform you of our determination and to direct troops to Land in front of our right. I had not the most distant Intention of marching on towards the Enemy or risking an Action with them without the assistance of you & your Troops, but the possessing the works on the North End of the Island appeared of Such importance that we thought not a moment should be Lost; when therefore

your Excellency is acquainted with the principles upon which we acted, I flatter my self you will approve the measures. The arrival of the British fleet was as unexpected as miraculous and Surprising. It seems at present to interfere with all our plans, as the Troops in that fleet when Landed will encrease the Enemy's numbers, perhaps four thousand men and will deprive your Excellency of an opportunity of assisting us with four thousand of your own good Troops, the difference in action must be at least eight thousand against us. under the Circumstances I Sollicit your Excellency as my brave & worthy Colleague, in support of the common cause, to give me your advise respecting what ought to be done under the present circumstances & to give me Intelligence respecting the British fleet which Lays off the harbour and of the measure you mean to pursue respecting them. you need give your Self no uneasiness about the three frigates in the East Channel,³ as I can practically secure them from any attempts of the Enemy, as to the part of the fleet with you, if found inferior to the British Squadron I can Easily upon being notified point out a place where it can be conducted to Lay in Security under cover of batteries which I can Immediately erect for the purpose and which with the assistance of your own fire, will be Sufficient against every attempts, Even of the whole British Navy. I am anxious to Know your Excellency's determination & also to receive your best advice upon the measures we are to adopt. I have the honor to be [&c.]

Signé Jn^o. Sullivan

Copy, FrPNA, Ministère des Affaires Étrangères Correspondence Politique États-Unis, Vol. 1 Suppl. Mss. 19, fols. 99–100. Addressed at foot: "his Exc^c Count d'Estaing." Docketed at head: "D M. Le General Sullivan à/ M. Le C^{te}. D'Estaing, dattée head-/quarters Rhode Island Aug^t. 10th 1778."

1. Lt. Col. François-Louis Teissèdre de Fleury, Continental Army.

2. Maj. Gen. Nathanael Greene, Continental Army.

3. French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnaud de Saint-Cosme-Sainte-Eulalie; French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo; and *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

[Aug^t 1778]

Mond^y 10

[*Crew Ashore on Rhode Island*]

at 5 AM Enemys ships fr^m y^e back of Connanicutt joind y^e rest at 8 d^o saw Num^r of Ships of [f] P^t Judith at 10 the Enemys ships made Sail past our Batterys a heavy fire on both sides they hauld round Brentons Ledge under an easy Sail—

Brisbane—¹

D, UKLPR, Adm. 51/360, fol. 165.

1. This is the final entry in *Flora's* journal.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

Monday 10

[crew ashore on island of Rhode Island]

D^o. W^r. [Mod & Hazey] People employed Occasionally AM all the French Ships sailed out of the Harbour Fired on the Batterys as they passed which the Batterys returned.

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

[Newport, Rhode Island]

10th Aug^t [1778] At day break the British fleet discovered at anchor nearly in the same position as yesterday Evening.

Thick weather. Wind N.W, and appearance of rain.

Several movements observed in the French fleet. D'Estaing¹ appears to be making a disposition to receive Lord Howe, in case the wind should admit of his coming in; and is endeavouring to place his ships in such a manner as to bring the greatest fire possible upon the line of Entrance, which the Channel he is in will permit.

Many large flat boats and launches are passing between Connonicut and the French fleet, & bringing off men.

Captains Lumm and Barry² returned early this morning from on board Lord Howe's ship, and inform us that the force under his Command is, 8 Sail of the line, (74 & 64), 4 ships of 50 Guns, 2 of 44, 6 Frigates, 3 fire ships, 2 Bombs, and 4 Gallies.³ The whole remarkably well manned, in the highest spirits, and most anxiously wishing for an opportunity to Signalize themselves in the service of their Country against its ancient and perfidious Enemy. The 23rd Regiment, or Royal Welch Fusiliers, is on board The fleet, having voluntarily offered to serve on board on this Occasion as Marines.⁴

Lord Howe told Captain Lumm he was determined to engage the Enemy; from which we may conclude he is confident of success; otherwise he would not risk an Action in which a defeat would be attended with the most fatal consequences.

The French fleet appears to be composed of two ships of 90 Guns, 9 of 74, and 1 of 50.⁵

About 8 o'Clock the wind shifted round more to the Northward, and a Signal was made by the French Admiral to cut or slip; soon after which some of the Ships were under way. The wind moderate at N.E. We at first imagined their intention was to bring up against our batteries; but we soon found they were determined to go out to engage the British fleet. As soon as Lord Howe perceived they were in motion, he weighed, and the British fleet lay to. The French fleet having all got in motion, a Ship of 74 Guns led out, and was followed by D'Estaing, and 9 other ships in a line ahead; — (The other ship went out by the Narraganset passage). Our Batteries being all prepared and well manned, the action commenced about half past 8, by a shot from the North Battery at the headmost ship. As the ships advanced, the fire became more general from all our batteries; but as the Enemy had no intention of bringing up against them, they kept as near as they could to the Connonicut shore, so that our Guns could not do the desired execution on them: — however, many of our shot struck them, especially from Brenton's point battery, which being nearest to them did great service, altho' the effect could not be perceived.

The French ships kept up a prodigious fire as they passed our batteries. I am certain they did not fire less than 2,500 Cannon shot, but it was done with so little judgement or effect, that not a drop of blood was drawn on our side nor a Gun damaged. Many of their shot fell into the town, and one ship elevated her guns so high as to throw shot of 48 l^{bs} 200 yards beyond the Library⁶ which is situated on the highest

ground above the center of the town. Some of the French ships fire in a very irregular and hasty manner, 14 or 15 Guns almost at the same instant, so that their shot fell wide of the object: Others were more regular, beginning forward, and firing progressively aft.

The fire from our Batteries was kept up with great spirit, perseverance, and judgement, until the whole of the Enemy's fleet had got out. The Cannonade continued for very near an hour and a quarter. As soon as the ships had passed our batteries, they crouded all the sail they could set, even to Studding Sails and Royals, and stood directly for the British Fleet. As soon as Lord Howe saw them coming out, he made sail, and stood away, S.S.E, but not with a pressed sail, few of his ships having more than their topsails, and Fore sail set. His reasons for thus retiring before the French fleet are not known to us, but from a

knowledge of his abilities and approved spirit, every person is convinced he is acting the part of an experienced and able Seaman. Lord Howe's knowledge of his own force, and that of the Enemy, together with that of the advantages and disadvantages of Winds, Tides, Currents, and the adjacent Coasts, is so perfect, that we, who are not competent Judges of these matters, must by no means pretend to censure any part of his conduct.⁷

'Tis evident that it would be high imprudent to engage with such powerful ships without the advantage of the Wind, particularly when a great part of his dependence is on his fire ships. I believe there never was a Naval engagement on which so much depended, so that which is now likely to take place.

The whole Army were anxious Spectators of the motions of both fleets, and of the Cannonade, which formed a very interesting scene. We were in constant expectation, during the time the French ships were going past our Batteries, of seeing a Mast or Yard shot away, or some material damage happen to them, which would have been of great advantage, but they did not appear to have received any injury.

It must be acknowledged that the French Admiral acted in a spirited manner, for notwithstanding the British Fleet off the harbour appeared to be much more numerous and powerful than his own, he with great expedition made use of the first favorable wind that offered, and put to Sea, under the fire of our Batteries, in order to bring them to Action. Had one of his ships been damaged so as to prevent her from going to Sea, it is probable we might have destroyed her, and Lord Howe's superiority would have been decided.

The French Frigates and the Armed Brig remained in the Seconnet passage.⁸

The Fleets were out of sight about Sunset, standing S.S.W. the French having previously crouded sail, and appeared to have gained upon the British. . . .

The Seamen in the different Redoubts & Batteries in the front line having thrown away a great deal of Ammunition unnecessarily during these two days, in firing at almost every person who appeared on the opposite heights, the General gave an order this day that they should not fire until a body of men appeared in arms, or the Enemy were discovered breaking ground. . . .

Mackenzie, *Diary* 2: 344–7. Two paragraphs omitted, one discussing the activities of the British troops and one giving the signal for the alarm.

1. French Vice-amiral comte d'Estaing.

2. Capt. Charles Lumm of the 38th Regiment of Foot and Capt. Henry Barry of the 52nd Regiment of Foot.

3. For the composition of Howe's fleet, see List of Vice Adm. Viscount Howe's Fleet, 6 Aug., and Order

of Sailing and Battle Formation of Viscount Howe's Fleet, 6 Aug., both above.

4. See journal of H.M. Frigate *Phoenix*, 1 Aug., above.

5. On the composition of the fleet commanded by Vice-amiral comte d'Estaing, see d'Estaing to Gabriel de Sartine, 18 May 1778, in *NDAR* 12: 717–20.

6. The Redwood Library and Athanaeum, the oldest lending library in America, is located on Bellevue Avenue just about in the middle of Newport.

7. Howe explained his actions in his letter to Secretary of the Admiralty Philip Stephens on 17 Aug., UKLPR, Adm.1/488, fols. 314–18.

8. The frigates in the Sakonnet (East) Passage were *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie; French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo; and *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville. The brig was the former H.M. armed brigantine *Stanley*, commanded by officier auxiliaire Boulouvard de Barentin.

VICE-AMIRAL COMTE D'ESTAING'S ORDER TO *PROTECTEUR* TO SAIL

Le *Protecteur*¹

L'escadre Va appareiller pour aller combattre l'ennemy ; il est ordonné au V^{au}. Le *protecteur* de faire Voille, pour Sortir par la passe qui le mettra plutôt dehors, & de proportionner sa Voilure a celle de L'escadre pour la Suivre, & ne pas La depasser.

Le 10 Aoust 1778 Signé Estaing—

[Translation]

The *Protecteur*¹

The squadron is going to sail to go fight the enemy; it is ordered to the Ship of the Line the *protecteur* to make sail, in order to go out by the pass that will put it the soonest outside, and to proportion its sails to that of the squadron in order to follow it, and not pass it.

10 August 1778 Signed Estaing—

Copy, FrPNA, Marine B⁴, vol. 141, fol. 261, Extrait Des Registres De La Majorité Mouillage De Sandy-hook & Rhode-Island Du 12 Juillet au 17 Aout 1778.

1. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

JOURNAL OF LE COMTE DE CAMBIS ON BOARD THE *LANGUEDOC*

Aout 1778. Lundi 10. Au jour le tems étoit couvert et le vent à l'ONO petit presque calme. nous avons vu que plusieurs vaisseaux étoient encore occupés à se touer pour se ranger à leur poste, que le *Fantasque*¹ et le *Sagittaire*² avoient mis sous voile pour se rapprocher plus promptement, que la *Provence*³ étoit sous voile quittant le chenal de l'Ouest et venant par le nord de Cononicut se rallier à l'Escadre, et que le *Protecteur*⁴ travailloit aussi à appareiller pour ne pas rester seul. á 7 heures le tems continuant d'etre orageux le vent a varié tout d'un coup dans la partie du NNE, et le Général s'est décidé aussitôt à en profiter pour aller chercher les ennemis quoique très incertain s'ils n'avoient pas une quantité de batiments supérieure aux notres. L'on a fait signal à 7 heures ½ de se préparer à appareiller et nous nous sommes disposé au branlebas général. L'on a renvoyé les bateaux plats fournis par les Américains avec l'aide de camp venu hier que le Général a chargé de dire à M^r Sullivan qu'il reviendrait l'aider à terminer le siège de Newport.⁵ Nous n'avons point embarqué nos batimens à rames pour ne pas perdre du tems et à cause de l'incertitude où l'on étoit si ce commence-

ment de vent ne nous abandonneroit pas avant que toute l'Escadre peut être hors de la baye. à 8 heures l'on a fait signal que l'escadre se formeroit dans l'ordre de combat naturel, le général au centre du corps de bataille, et à 8 heures $\frac{1}{2}$ l'on a mis signal d'appareiller en coupant les cables. Le *Zélé*⁶ formant la tete de la ligne a été le premier à la voile et a fait route sur les deux huniers et tous les forts et batteries des Anglois n'ont pas tardé de lui tirer. Le *Tonnant*⁷ a appareillé ensuite forçant de voiles pour tenir la ligne serrée et suivi de la *Provence*, du *Vaillant*,⁸ du *Marseillois*⁹ et de nous qui avons coupé le cable à 9 heures $\frac{1}{2}$ en mettant sous voile. Le reste de l'Escadre a fait de meme et nous avons ainsi défilés l'un après l'autre sous le feu de toutes les batteries et forts des Anglois qui étoit plus considérable et bien mieux servi qu'il n'avoit été l'avant-veille. Nous avons cessé de tirer à dix heures $\frac{1}{2}$ ayant dépassé la batterie de la pointe Brenton qui est la dernière, et la queue de l'Escadre a cessé de tirer vers onze heures. Nous avons alors aperçu le *Protecteur* qui étoit sous voile sortant du chenal de l'ouest. Un moment après, étant tout à fait en dehors de Rhode island, nous avons vu que la flotte angloise venoit d'appareiller et qu'elle prenoit la fuite en forçant de voiles. Nous leur avons donné chasse en mettant toutes voiles dehors sans nous donner le temps d'embarquer nos batimens à rames et nous avons vu avec satisfaction que tous nos douze vaisseaux étoient sortis sans qu'il parut qu'aucun eut été incommodé ni le moindrement désemparé par le feu des batteries. En particulier nous n'avions eu seulement que la vergue de misaine percée d'un boulet, et pas un seul homme touché, quoique plusieurs autres boulets eussent donné dans le corps du vaisseau. Nous avons passé à travers quantité de bouées des cables que les ennemies avoient coupé et nous avons vu en meme temps plusieurs de leurs canots et chaloupes avec d'autres boisages qui passaient contre le bord, dont ils s'étoient débarrassés pour n'être pas retardés dans leur fuite. à une heure nous nous sommes aperçus que nous avions de l'avantage de marche sur la flotte ennemie qui faisoit porter vent arrière au SSO, et nous avons compté qu'ils étoient au nombre de 36 voiles dont il y en avoit 9 à 10 plus petits qui devoient être un convoi et qui paroissent porter un peu plus Ouest à dessein de se séparer. Dans la crainte que ceux-ci ne s'échappassent nous avons fait porter à 2 heures pour les rapprocher, mais demie heure après nous avons remis la route en droiture sur le gros des vaisseaux parce qu'ils faisoient courir plus au Sud et qu'ils nous gagnoient de marche par le vent plus frais qu'ils avoient en se tenant plus au large. à 6 heures de soir l'on a relevé la pointe la plus Est de l'isle de Block au NNO 5° N et la pointe la plus Ouest au NO $\frac{1}{4}$ N distant 5 lieues. Nous avons eu toute l'après midi le vent au NE petit frais par rafalles, et nous avons chassé sans observer d'ordre de manière que le *Zélé* s'est toujours trouvé le plus proche des ennemis qu'il serroit de près et nous ensuite ; mais au coucher du soleil nous avons été obligés de renvoyer au lendemain l'espérance de les joindre à cause que plusieurs de nos vaisseaux restoient à plus d'une lieue et demie de notre arrière. en conséquence l'on a fait signal au *Zélé* de diminuer de voiles ce que nous avons aussi exécuté pour embarquer tous nos batimens à rames. L'horison s'est alors un peu embrumé et le vent a fraichi en variant du NE à l'Est. toute l'escadre a été ralliée à l'entrée de la nuit, et s'est rangée dans la ligne de bataille les amures à stribord pour continuer la poursuite des ennemis dans cet ordre. Comme nous n'avions aucune de nos frégattes et autre bâtimens légers qui tous étoient restés dans le chenal de l'Est, parcequ'on n'avoit pas pu ni eu le tems de leur envoyer des ordres pour sortir,¹⁰ le Général a fait héler à 8 heures du soir un bateau corsaire américain qui nous suivoit depuis ce matin et il l'a chargé de s'aller placer pour la nuit en tete de l'Escadre de l'avant du *Zélé* afin d'observer et suivre

exactement la route que feroit la flotte angloise, et nous l'indiquer en portant un feu et en tirant des fusées dont on lui a remis un paquet pour tirer s'il appercevoit qu'elle changeât de route. Nous avons donc suivi toute la nuit le feu de ce corsaire en tenant le plus près les amures à babord sous la misaine et les hunniers, le tems ayant été couvert avec petite pluye par intervalles et le vent variable de l'ENE à l'Est petit frais.

[Translation]

August 1778. Monday 10. At daylight the weather was overcast and the wind at the WNW, light, nearly calm. We saw that several ships of the line were still occupied with warping to place themselves in their post, that the *Fantasque*¹ and the *Sagitaire*² had gotten under sail to arrive more promptly, that the *Provence*³ was under sail leaving the West Passage and coming by the north of Cononicut to join the squadron, and that the *Protecteur*⁴ worked also to weigh anchor in order not to remain alone. At 7 o'clock the weather continuing to be stormy, the wind had changed all at once to come from the direction of NNE, and the general decided immediately to profit from it to go in search of the enemy, although very uncertain if the enemy did not have a number of ships superior to ours. A signal was made at 7:30 o'clock to prepare to set sail and we cleared for action. The flatboats furnished by the Americans were sent back with the aide de camp who had come yesterday, whom the general instructed to tell M. Sullivan that he would return to help him end the siege of Newport.⁵ We had not taken in our rowboats in order not to waste time and because of the uncertainty in which we were whether this beginning of wind would abandon us before the entire squadron could be outside the bay. At 8 o'clock a signal was made for the squadron to form in natural order of battle, the flagship in the center of the battle formation, and at 8:30 o'clock the signal was made to set sail in cutting the cables. The *Zélé*⁶ forming the head of the line was the first under sail and proceeded under two topsails and all the forts and batteries of the English were not late in firing at it. The *Tonnant*⁷ set sail next, forcing sail in order to stay in close formation and there followed the *Provence*, the *Vaillant*,⁸ the *Marseillois*⁹ and we, who cut the cable at 9:30 o'clock in getting under sail. The rest of the squadron did the same and we filed out one after the other under the fire of all the batteries and forts of the English, which was more considerable and better served than it had been the day before yesterday. We stopped firing at ten-thirty o'clock, having passed beyond the battery at Brenton Point, which is the last, and the tail of the squadron stopped firing around eleven o'clock. We then saw the *Protecteur*, which was under sail, going out of the West Passage. A moment later, being entirely outside Rhode Island, we saw that the English fleet came to sail and that it took to flight forcing sails. We gave them chase under all sails without taking time to take in our rowboats and we saw with satisfaction that all our twelve ships of the line had gotten out without it appearing that any had been incommoded or in the least injured by the fire of the batteries. In particular, we had only the yard of the foresail pierced by a ball, and not a single man touched, although several other balls had entered the body of the ship. We passed by a quantity of cable buoys that the enemy had cut and we saw at the same time several of their dinghies and longboats with other timbering that passed against the side of the ship of which they had disencumbered themselves in order not to be retarded in their flight. At one o'clock we perceived that we had the advantage in sailing over the enemy fleet, which sailed with the wind astern to the SSW, and we counted that they numbered 36 sail, of which there were 9 to 10 smaller, which must be a convoy and which appeared to bear a little more to the west with a de-

sign to separate themselves. Fearing that they might escape, we bore at 2 o'clock in order to approach them, but half an hour later we returned to the route directly toward the chief part of the ships of the line because they were running more to the south and were gaining speed on us by the brisker wind that they had by sailing larger. At 6 o'clock in the evening, we took bearings of the point the farthest east of Block Island to the NNW 5° N and the point the farthest west to the NW¼N, distant 5 leagues. We had all afternoon the wind at the NE, a little brisk with squalls, and we chased without observing the order of manner that the *Zélé* was always the nearest to the enemy that it would be close and we next; but at sunset we were obliged to put off to the next day the hope of closing with them because several of our ships lay more than a league and a half to our rear. In consequence a signal was made to the *Zélé* to lessen sail, which we also executed in order to take in our rowboats. The horizon was then a little hazy and the wind had freshened in changing from the NE to the east. The entire squadron had joined at nightfall and ranged in line of battle, on the starboard tack in order to continue the pursuit of the enemy in that order. As we had none of our frigates and other light ships, all of which remained in the East Passage because we had not been able nor had the time to send them orders to go out,¹⁰ the general hailed at 8 o'clock in the evening an American privateer boat that had followed us since this morning and he instructed it to place itself for the night at the head of the squadron, in front of the *Zélé*, in order to observe and follow exactly the route that the English fleet took, and to indicate to us by carrying a light and in firing muskets of which he was given a bundle to fire if he perceived that it changed course. We thus followed all night the light of this privateer while keeping on the closest larboard tack under foresail and topsails, the weather being overcast with light rain at intervals and the wind variable from the ENE to the east, a little brisk.

D, FrPNA, Marine B¹, vol. 147, fol. 18. "Journal de la Compagne j'ai fait dans l'escadre du Roi armée au port du Toulon en 1778 sous les ordres de M^e le C^{te} d'Estaing Vice amiral de France montant le Vau. Le *Languedoc* sur lequel j'étois armé. . . ." "Journal of the Cruise I made in the King's squadron fitted out in the port of Toulon in 1778 under the orders of M. the Comte d'Estaing, Vice Admiral of France in the Ship of the line the *Languedoc*, in which I was posted. . . ."

1. French Navy ship of the line *Fantasque*, Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commander.

2. French Navy ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commander.

3. French Navy ship of the line *Provence*, Capitaine de vaisseau Victor-Louis Desmichels de Champorcin, commander.

4. French Navy ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon, commander.

5. Likely Lt. Col. François-Louis Teissède de Fleury, Continental Army. Maj. Gen. John Sullivan sent Fleury aboard Vice-amiral comte d'Estaing's flagship on 9 Aug. See Sullivan to d'Estaing, 9 Aug., above.

6. French Navy ship of the line *Zélé*, Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent, commander.

7. French Navy ship of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalabre, commander.

8. French Navy ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin, commander.

9. French Navy ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de La Poype Vertrieux, commander.

10. As seen at Capitaine de vaisseau Charles-René, Chevalier de Gras-Préville's letter to Continental Army Maj. Gen. John Sullivan, this date, below, the French frigates had heard the firing by the French ships of the line, but absent orders, determined to remain at their stations in the Sakonnet (East) Passage.

CHEF D'ESCADRE COMTE DE BREUGNON TO VICE-AMIRAL COMTE D'ESTAING

Monsieur Le Comte

[Newport, R.I., 10 Août 1778]

Quand J'eü l'honneur de vous quitter hier, vos intentions n'étoient-telles pas que le mouillage que vous Projecttiez, et que nous faissions, n'étoit qu'on Defaut D'avoir Du vents favorables pour sortir, or Les vents sont au nord, Rien De plus favorable pour Executer votre Projét, Permittéz Moy, Monsieur le Comte De vous Rappeller vos Propre intentions Et volontés. J'ay L'honneur D'etre [&c.]

Breugnon

[Translation]

Monsieur Count

[Newport, R.I., 10 August 1778]

When I had the honor of leaving you yesterday, your intentions were not such, that the anchorage that you projected, and which we made, were only by default of having favorable winds to go out, now the winds are to the north, nothing more favorable for executing your project, permit me, Monsieur Count to recall to you your own intentions and will. I have the honor to be [&c.]

Breugnon

L, FrPNA, Marine B⁴, vol. 144, fol. 222. Notation at the foot: "Dans le port de new port/ce dix aoust 1778"; translation: "In the port of Newport/this ten August 1778."

CHEF D'ESCADRE COMTE DE BREUGNON TO VICE-AMIRAL COMTE D'ESTAING

J'assure Monsieur Le Comte Destaing Dapres Les Dires, et assurances Des pilottes ameriquains qui sont à Bord Du v^{au}. Le *Tonnant*,¹ De plus tres Conformes à L'assurance que M^r De Clonard² M'a Dit tenir Des pilottes ameriquains qui sont à Bord Du v^{au}. Le *Languedoc*,³ que le vent De N. qui Reigne actuellement Est tres Bon Pour Sortir, Les D Pilottes se Chargeant de nos Pilotter Sans Difficulté.

Breugnon

[Translation]

I assure Monsieur Comte Destaing according to the statements and assurances of the American pilots who are on board the ship of the line the *Tonnant*,¹ what is more, closely conforming to the assurance that M. De Clonard² has told me is held by the American pilots who are on board the ship of the line the *Languedoc*,³ that the wind from the North that prevails now is very good for going out, the said Pilots charging themselves to pilot us without difficulty.

Breugnon

L, FrPNA, Marine B⁴, vol. 144, fol. 223. Notation above the signature: "a Bord du *Tonnant* ce dix aoust 1778"; translation: "on Board the *Tonnant* this ten August 1778."

1. French ship of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalbre.

2. Garde de la Marine Thomas Sutton de Clonard, aboard *Languedoc*.

3. French Navy Ship of the Line *Languedoc*, Capitaine de vaisseau Henri-Louis, Chevalier de Boulainvilliers dit de Croy.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[Mouillage dans la passe de L'E, *R.I.*]

Lundi 10.

Dans la matinée j'ai eu le vent au SE. Assés foible beaucoup de brume, J'envoyai M. le Ch^{er} De Plevinel¹ pour Sonder le chenal en remontant dans le nord, et ensuite pour reconnaître Si les batteries que les Americains nous avaient dit être forte pour nous proteger, etaient en aussi bon Etat, qu'ils le disaient, Cet officier remplit le premier objet en Sondant de demi Cable en demi Cable, jusqu'à demie lieue au N. de Rode-island et trouvai que non seulement les frégattes, mais encore les plus gros Vaisseaux pouvaient remonter jusqu'à la providence, M. De Pluvinel avait monté près a terre au port de Bristol ou les Americains embarquerent leur train d'artillerie des bateaux plats, il alla de la reconnaître L'endroit a devraient être les batteries, mais a son grand etonnement il ne vit que quelques mauvaises redoutes et pas un Seul Canon.²

quelque temps après nous entendames des bordées continuelles de Coups de Canons nous fuirent fort en Suspens, nous ne pouvions pas Croire qu'elles partissent de notre Escadre qu'on [a croiré ?] de vif au mouillage ce feu dura avec la même vivacité jusqu'à 10 h.² a Midy M De la fayette envoya un de ses aides de Camps a mon bord pour m'instruire de la brillante Sortie de notre Escadre qui avait écrasé les batteries et la fort et donnait chasse à L'Escadre Anglaise qui desqu'elle eut entendre les coups de Canon coupa ses cables et S'enfuit a toutes Voiles.⁴ pendant la nuit le vent a varié du No à L'E. assés frais et beaucoup de brume

[Translation]

[August 1778.] [Anchorage in the Eastern Passage, *R.I.*]

Monday 10.

In the morning I had the wind to the SE, rather weak, much fog, I sent M. the Chavalier De Pluvinel¹ to sound the channel in going up into the north, and then to reconnoiter if the batteries that the Americans had told us were strong to protect us were in as good a state as they said; this officer fulfilled the first object in sounding, half cable by half cable, up to half a league to the North of Rhode Island and found that not only the frigates, but even the largest ships of the line could go up as far as Providence. M. De Pluvinel went up near land at the port of Bristol where the Americans embarked their artillery train on flatboats, he went from there to the place the batteries were supposed to be, but to his great astonishment he saw only a few bad redoubts and not a single cannon.²

Sometime afterward we heard continual firing of broadsides, we were greatly in suspense, we could not believe that they were from our squadron, which had believed was at the anchorage; this firing lasted with the same vivacity until 10 o'clock.³ At noon M. de La Fayette sent one of his aides de camp on board me to inform me of the brilliant sortie of our squadron, which had smashed the batteries and the fort and gave chase to the English squadron, which on hearing the cannon fire cut its cables and fled with all sails set.⁴ During the night the wind varied from NW to E, rather brisk and much fog

D, FrPNA, Marine B¹, vol. 147, fol. 64.

1. Enseigne de vaisseau Joseph-Antoine-Marie-Bernard, vicomte de La Baume Pluvinel.

2. The Marquis de Lafayette later wrote George Washington “how mortified the french officers were to find out that were not a gun left in these very forts to whose protection they were recommended.” Lafayette to Washington, 25–26 Aug. 1778, *GW Papers, Rev. War Series* 16:370.

3. British observers found the massive cannonade impressive, as well. See the Diary of Capt. Frederick Mackenzie, this date, above.

4. Another French account of the withdrawal of the Vice Adm. Viscount Howe’s fleet is below, this date, Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, French Navy.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO MAJOR GENERAL JOHN SULLIVAN

a Bord de *Lengageante* ce 10 aoust 1778

Monsieur,

je ne puis profiter de La liberté que vous me laissez pour tacher de joindre mon Escadre Sans aitre munit d’un ordre de mr. le comte d’estaing qui à décider mon éstation ici. du reste je vous prie d’observer nostre jonction serois fort difficile est nayant point de point de rendez vous. je vous prie Monsieur sil vous vennait des paquet de mr. le comte d’estaing a mon adraisse davoit la Bonté de me les faires parvenir. cy vous aprenais des nouvelles qui concernent lescadre francaise est anglaise de me les faire passer. je suis [&c.]

le chev de preville

[Translation]

On board the *Engageante* this 10 August 1778

Sir,

I cannot take advantage of the liberty that you leave me to try to join my squadron without an order of M. the Count d’Estaing, who has determined my station here. Moreover, I beg to observe to you our junction would be very difficult and not having any place of rendezvous. I beg you, Sir, if any packets come to you from M. the Count d’Estaing addressed to me, have the goodness to send them to me. If you learn any news that concerns the French and English squadrons, send it to me. I am [&c.]

The Chevalier de Preville

L, NHHI, Gen. John Sullivan Papers. Addressed: “A Monsieur/Monsieur le general/Sullivan comandant les forces de Lamerique/au camp.” Docketed: “From Captⁿ Preville/of the *Engageant*/Aug^t 10.”

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO MAJOR GENERAL JOHN SULLIVAN

a Bord de *Lengageante* ce 10 aoust 1778

Monsieur,

je vient de recevoir de vostre part une lettre qui me fais le plus grand plaisir puisque elle me confirme que jai prevue vos intentions en restant à l’estation qu’il m’était ordonner par mr. le comte d’estaing. est que jai crue ne pouvoir quitter sans un ordre de Sa par. j’espere daprès ce que vous me faittes l’honneur de me dirent que nous auriens était peu utile à l’escadre est que nous auronts la Satisfaction daprendre dans peu des nouvelles Satisfaisante jaurais lattention de vous faire par de tous ce que japrendrais je vous prie davoit la même complaisance cy vous en aves jai l’honneur destre [&c.]

le cher de preville

[Translation]

On board the *Engageante* this 10 August 1778

Sir,

I have just received from you a letter that gives me the greatest pleasure since it confirms to me that I foresaw your intentions in remaining at the station that M. Count d'Estaing ordered me to, and that I believed I could not leave without an order from him. I hope, accordingly, that you would do me the honor of telling me that we have been a bit useful to the squadron and that we shall have the satisfaction of learning soon some satisfying news. I intend to send you everything that I may learn and I ask you to have the same disposition if you have any. I have the honor to be [&c.]

The Chevalier de Preville

L, NHHi, Gen. John Sullivan Papers. Docketed: "From Captⁿ Preville / of the *Engageant* Aug^t / 10th."

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO MAJOR
GENERAL JOHN SULLIVAN

Monsieur

deux aides de camp qui [Son on cent ?] venir de vostre par mon proposer de faire sortir deux fregattes pour aller croiser devant nieuport chercher dintercepter ce qu'il peut entrer et sortir. permettre moy Monsieur de vous faire des observations qui ce presente au yeux d'un officier de la marine p^o les ordres par écrit de mr. le comte d'estaing menjoignent de rester en éstation dans la riviere pour aitre à même de favoriser et proteger vos operations. vous avez vuë monsieur, que je nest pas oser hazarder daller joindre mon éscadre ce qu'il eut était mon premier désir dans la crainte que mon general desaprouvat que jeussent abandonner un poste qu'il m'avais indicquer surtout ayant prie me faire passer de nouveaux ordres. malgrez cette consideration je serais preste a acquiescer à vos desirs cy après les reflexions que je vais maitres sous vos yeux vous persister à croire en la chose utile ou naicessaire en faisant sortir les deux fregattes il font pour qu'elles soit à même de garder les deux entrer de nieuport qu'elle moullient pendant la nuit vis av vis ces entrer sans quoi helle serais obliger de rester au Large pour la sureter de la navigation. en ce premier cas les petits batiments Sortiront ait se chasseron le Long de long La cotte Sans qu'on puissent lempcher. Cy helle reste à la voiles helle ce peu point observer cequil ce passes pendant la nuits pres de terre il ait vray en jour helle pourrais courir sur tous ce qui serais sortir. mes je dois vous observer que cy les anglais avec j'était du secours dans la place ce serais par le moyent des fregattes qui pourrais couper la communications avec celle qui resterae dans la riviere dallieur j'ai lieue désperer que lescadre francaise joindrat cette nuit celle de lenemi comme il ait impossible de sortir cette nuit attendue le peu de vent la maree contraire jaurais le tem de recevoir de vos nouvelles que je vous prie de me donner par écrist quand à La fregatte que vous desirer. remonter de la riviere du moment que je saurais le lieue positive je donnerais des ordres pour qu'elle cy rendent je suis [&c.]

le cher de preville

a Bord de *Lengageante* ce 10 au Soir

[Translation]

Sir,

Two aides-de-camp who have come from you propose that I have two frigates go out to cruise before Newport to try to intercept whatever may enter or leave. Permit me, Sir, to make some observations to you that present themselves to the eyes of a naval officer. The written orders of M. the Count d'Estaing enjoin me to remain on station in the river in order to both favor and protect your operations. You have seen, Sir, that I have not dared to hazard going to join my squadron, which has been my first desire, in the fear that my general would disapprove my abandoning a post that he had assigned me, especially having asked to send new orders to me. Despite this consideration, I would be ready to acquiesce to your wishes if, after the reflections that I am going to make to you, you persist in believing the thing useful or necessary. In having the two frigates go out, it is necessary for them to be in a position to guard the two entrances to Newport that they anchor during night across from these entrances; otherwise they would be obliged to remain in the offing for the security of the navigation. In the first case, the small vessels going out may be chased along the coast without their being able to be prevented. If they were to remain under sail, they would be in poor position to observe what happened during the night near the land. It may be true that during the day they could run down everything that may go out. But I should observe to you that if I needed help against the English at that place that would be by the means of the frigates, which could cut the communication with what remained in the river. Besides, I have reason to hope that the French squadron tonight will join that of the enemy. As it would be impossible to go out tonight given the little wind and contrary tide, I should have time to receive news from you, which I beg you to give me in writing. As to the frigate that you desire to go up the river, as soon as I know the exact place, I will give orders to send it there. I am [&c.]

The Chevalier de Preville

On board the *Engageante* this 10 in the evening

L, NHHI, Gen. John Sullivan Papers.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, dans la Rade de Rhode Island*
du Lundy 10

Le Branle-Bat fait ont sattendois au jour voir Lescadre Engloise¹ Entrer pour nous
Combatre notre position netoit pas Belle dautant plus quil pouvet Etablir des Bat-
teries sur Coneticut pour Battre notre Escadre² au jour Lescadre Engloise etoit tou-
jours à son mouillage nous avons Eut du Calure toutes La nuit, il seleva un petit-vent
du nnE et Cette-meme partir se changer, Le General fit faire le signal à Lescadre de
se preparer à appareille plusieurs vaisseaux Levent Leur ancre d'Embosses le vents
augumentant peuts à point du NNE aussitot que nous nous apercevue quil passait à
Louest de la passe à 7 heures Le General³ fit faire signal à toute Lescadre d'apareiller,
En Coupant Les Cable—Les uns apres les autres sans observer dordre de marche que
Celui de defiler sur une Ligne Ce qui fut Executé à Linstant avec toute voile possible
nous Essayame Le triple de feu des Batterie de terre que nous navions Essayes Les
Entrent quoique nous Etions au Centre En sortant Lennemy avoit elevee dans Les
36 heures plusieurs Batterie ausitot que Lescadre Engloise Ent[endit] La Canonade

depart et dautre elle apareillat fuyant a toute voile à 9 heure etant hors de La passe et le *protecteur*⁴ sortant au meme instant de Celle du ouest, Les vaisseau Ralier Le General fit faire le signal de chasser à toute voile nous avions tous nos Bateaux à la mer Les vents etoit foible à faire trois à 4 neuds ou plus nous Etions au moins à lors à trois lieue de Lescadre Engloise qui fuyait vent ariere a toute voile à 11 heures Le General fit fait signal d'Embarquer les Bateaux Le vent ayant meme un peu diminu Lescadre fuyoit sans ordre Cependant sur la meme Route nous ne Les Gaignions que tres peux

Suite du Lundy 10

à trois heures de Lapres midy Le vent à frashit Continuions La chasse au Couché du soleille Les vaisseau Enemy de Larrier nous Restoit Environt une lieue et demy Lisle de Blu island⁵ nous Restoit au nno 5^d nord, nos fregatte etoit Resté dans La passe de Lest:⁶ nstant pas à Lieue de leur donner des ordres pour sortir—un Corsaire americain faisant Routte avec Lescadre Le General Le fit venir à Bord et ont Lui donnat des fanaux de signal pour quil fut de lavant de notre Escadre et quil Eut des feux pour marquer La Route de Lennemy Lintention du General nstant pas de Les attaquer La nuit et de les trop aprocher joly frais toute La nuit Le Ciel Couvert par moment

[Translation]

[August 1778, *Languedoc, in the Road of Rhode Island*
Monday 10

With the decks cleared for action, we expected at daylight to see the English squadron¹ enter to engage us our position was not pretty, all the more in that they could establish batteries on Coneticut Island to fire on our squadron² at daybreak the English squadron was still at its moorings we had had some heat throughout the night, a small wind arose from the NNE and this even started to change the General³ had the signal made for the squadron to prepare to weigh several ships raised their anchors to bring broadside on the wind increasing from the NNE as soon as we saw that it passed to the west of the pass, at 7 o'clock the General had the signal made for the whole squadron to set sails, by cutting the cable, one after another without observing the order of march other than that of defiling into the line this was executed instantly, with all sail possible we came under the triple fire of the land Batteries which we had not endured on entering although we were in the center on going out the enemy had erected in 36 hours several batteries as soon as the English squadron heard the cannonade on one part and the other it weighed anchor, fleeing with all sails set at 9 o'clock, being outside the passage and the *Protecteur*⁴ going out at the same instant from that of the west, the ships collected together the General had the signal made to chase with all sail we had all our boats in the sea The wind was weak, to make three to 4 knots or more we were at least three leagues from the English squadron, which fled before the wind with all sails set at 11 o'clock the General had the signal made to embark the boats the wind even having diminished a little the squadron fled without order but on the same route we gained on it only a little

Monday 10 continued

at three o'clock in the afternoon the wind freshened we continued the chase at sunset the Enemy's rear ships lay about a league and a half from us the island of Blue Island⁵ lay to NNW 5 degrees north of us, our frigates had remained in the Eastern Passage:⁶ not being placed to give them orders to go out—an American privateer

sailing with the squadron, the General had it come aboard and gave him signal lanterns for him to sail ahead of our squadron and use lights to mark the route of the enemy the General's intention was not to attack them in the night or to come too close to them fresh gales through the night, the sky covered at times

D, FrPNA, Marine B⁴, vol. 147, fols. 141–42.

1. For the composition of Howe's fleet, see List of Vice Adm. Viscount Howe's Fleet, 6 Aug., and Order of Sailing and Battle Formation of Viscount Howe's Fleet, 6 Aug., both above.

2. On the English batteries and the French engagement with them, see Diary of Captain Frederick Mackenzie, this date, above.

3. Vice-amiral comte d'Estaing.

4. French ship of the line *Protecteur*, Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon.

5. Possibly Blue Point, Long Island, New York.

6. The frigates in the Sakonnet (East) Passage were *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie; French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo; and *Engageante*, Capitaine de vaisseau Charles-René, chevalier de Gras-Preville.

JOURNAL OF PILOT SAMUEL WARREN ON BOARD FRENCH SHIP OF THE LINE *CÉSAR*, CAPT. COMTE DE BROVES

Tuesday Aug^t. 10th. 1778

[*off Rhode Island*]

Put to sea after the fleet and gave them Chase Thirty three sail mostly Frigates and large Ships¹—they slipt their Cables. saw 7 large Buoys that they left—

D, FrPNA Marine B⁴, vol. 286, fol. 111.

1. The composition and sailing order of Howe's fleet is above, at List of Howe's Fleet, and Order of Sailing and Battle Formation of Howe's Fleet, both 6 Aug.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

August 1778

Monday 10th

Block Island 8 or 9 Leagues

At 4 AM hove up the Best Bower & let go the Stream Anchor At 5 made the Sign¹ for seeing a Sail to the NE: At 8 the Adm¹¹ made the Sign¹ to weigh & soon after to cut or Slip Weigh'd At 9 repeated the Sign¹ to prepare for Action & the Fire Ships to prime. saw the French Fleet coming out of Rhode Island Harbour-repeated the Sign¹ to form the Line on the Starb^d bearing—

Block Island N¼W Dist^{cc}. 23 Leagues

First and Middle parts Moderate and Cloudy Wea^r latter hard gales and thick rainy wea^r Pm the whole Fleet standing to the S^oward the Enemy after us making many Manœvres At 6 they appeard to be on a Wind on the Larb^d Tack, bearing NNW ½ W 3 or 4 Leagues

D, UKLPR, Adm. 51/720.

1. Vice Adm. Viscount Howe.

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

August

Monday 10th.

Block Island WbN 4 or 5 Leagues.

At 5 [AM] the *Preston*¹ made the Sig^l for a Sail in the NE one of the Galleys brought too a Sloop & Schooner. at 6 the Sig^l from the Admiral² to weigh. the admiral made the Signal for the 2^d. and 3^d. in Command to Come on board. *Cornwall*³ & *Nonsuchs*⁴ Sig^l for Captains. at 9 the Sig^l for the Outer Ships to weigh in Succession. the French Squadron of 12 S^l. of Two Deck'd Ships with 3 one mast Sloops standing out of Rhode Island a Canonade passed between our Batteries & the Enemy's Ships. at ½ past 9 the Admiral made the Sig^l for the Line of Battle, on the Starboard line it bearing at 1 Cables length distance, & the Sig^l to prepare for Action. at 10 to make more Sail, when in Order of Battle. ½ past 11 the Adm^{ls}. order by a Lieutenant to close to half the distance & to keep him SE of us at Noon the French Fleet NE 5 Leagues with all Sail Sett. the line form'd.

D^o. [Block Island] N:25°W74M^s.Mod^t and hazy. The French NNE 4 Leagues.

D, UklPR, Adm. 51/828, fol. 25.

1. H.M.S *Preston*, Capt. Samuel Uppleby.
2. Vice Adm. Viscount Howe.
3. H.M.S. *Cornwall*, Capt. Timothy Edwards.
4. H.M.S. *Nonsuch*, Capt. Walter Griffith.

JOURNAL OF H.M. FRIGATE *PEARL*, CAPTAIN JOHN LINZEE[Augst 1778]

Monday 10.

The middle of Block Island, West, 8 Miles.

at 7 AM The Admiral made the Signal for the Commodores¹ of the Respective divisions. The Galley --- gave chase to a Schooner & bro^t her into the Fleet. At 9 heard a heavy Cannonading [from] Narraganset passage & saw the French Fleet coming out. at 10 Weigh'd & sail'd in Company with the Fleet. at 11 Our Sig^l was made to take the *Volcano* fire Ship² in Tow.

Block [*Island*] North N 27 Leagues

[Vari]able W^r: at 1 PM Hoisted out a Boat in order to take the People out of the *Volcano* if occasion for it. At 3 Rec^d. Orders from the *Eagle's* tender to Tack, and haul our Wind on the Starb^d. Tack & make the best use of the *Volcano* we could. Wore Ship, The Admiral³ soon after hoisted a Red & Blue Flag at his Ensign staff with the *Experiment's*⁴ Sig^l. & ours to continue on our Larboard Tacks as before Wore Ship

D, UklPR, Adm. 51/675, fol. 58.

1. Commo. John Elliot and Commo. William Hotham.
2. Fire ship *Volcano*, Lt. William Henry King O'Hara.
3. Vice Adm. Viscount Howe.
4. H.M.S. *Experiment*, Capt. Sir James Wallace.

H.M. FRIGATE *PHENIX*, CAPTAIN HYDE PARKER, JR.

August 1778
Monday 10th

Block Island S:W:

Dist^t 3 or 4 Leagues

At 4 AM Calm with a thick fogg. at 8 Light winds and hazy. ½ past 8 The Admiral¹ made the Signal to Weigh, soon after to Cut or Slip and for the Fire Ships to Prime. Cut The Cable about 80 f^m from the Anchors and came to Sail as did the rest of the Fleet, saw several Sail of French Ships of War coming out of Rhode Island, and our Batteries on the Shore Firing at them. Ran under the Admirals Stern p^r Signal & received his Order to Keep on the Starb^d Wing of the Fleet with the Frigates and Small Ships and to act as I saw Occasion Cut the Long Boat up and threw it overboard with some Staves and Iron Hoops. At Noon Twelve Sail of French Ships of the Line that came out from Rhode Island Harbour. Steering after us in a line abreast—

Block Island

N^o. 13° W^t. Dist^t.

23 1/3 Leagues—

Light Breezes and hazy. at ½ past Noon set the Fore Sail & Top-gall^t Sails. 40 minutes past Noon the *Venus*² made the Signal for Two Sail in SW at 55 the Admiral made the Private Day Signal to the Ship in the SW Qu^r which we repeated. at 35' past 1 the *Carcass*³ made the Signal for a Sail in SW at 52' past 3 the Adm^l made the *Experiment*'s⁴ and *Pearls*⁵ Signals with the Fire Ships they had in Tow,⁶ to Ware and Stand before the Wind; at 58 min^{ts} for the Ships to keep in more open Order in line of Battle which Commodore Elliott repeated. At 4 Mod^c Breezes and hazy. The French Fleet standing after us in a line abreast under an Easy Sail. At 24^m past 4 The Adm^l made the *Renown*'s⁷ Signal to Shorten Sail, and at 54 min for the *Appollo*⁸ to come within hale of him. at 5^m past 6 he made the Signal to prepare to alter the Course. at 20^m past 6 for the *Richmond*⁹ to take the *Cornwallis* Galley¹⁰ in Tow. at ½ past 6 took the *Strombolo*¹¹ in Tow as P^r Signal from the Admiral. at 7 spoke the *Cornwallis* Galley bound to New York.

D, UKLPR, Adm. 51/694.

1. Vice Adm. Viscount Howe.

2. H.M. frigate *Venus*, Capt. William P. Williams.

3. H.M. bomb *Carcass*, Lt. Edward Edwards.

4. H.M.S. *Experiment*, Capt. Sir James Wallace.

5. H.M. frigate *Pearl*, Capt. John Linzee.

6. H.M.S. *Experiment* had H.M. fire ship *Sulphur*, Lt. James Watt, under tow while H.M. frigate *Pearl* had H.M. fire ship *Volcano*, Lt. William Henry King O'Hara under tow. See journal of H.M. frigate *Pearl* this date, above, and journal of H.M.S. *Experiment*, 11 Aug. 1778, UKLPR, Adm. 51/331 fol. 136.

7. H.M. frigate *Renown*, Capt. George Dawson.

8. H.M. frigate *Apollo*, Capt. Philemon Pownoll.

9. H.M. frigate *Richmond*, Capt. John Lewis Gidoin.

10. H.M. armed galley *Cornwallis*, Lt. Thomas Spry.

11. H.M. fire ship *Strombolo*, Comdr. Peter Aplin. *Strombolo*'s journal states it was taken under tow at 8 P.M. UKLPR, Adm. 51/931, fol. 243.

JOURNAL OF FIRE SHIP *VOLCANO*, LIEUTENANT WILLIAM HENRY KING O'HARA, R.N.

1778 Augst Block Isl^d. West Dist^{ce}. 3 Lea^{gs}.
 Monday 10th at 4 am struck the F.T.G^tM^t & Mizⁿ.T.M^t to Reeve Sig^l. Halliards, at 9 heard a heavy Cannonade in Rhode Isl^d. Harbour—D^o. the Adm^l.1 made Sig^l for Fire Ships to Prime D^o. for the Fleet to weigh D^o. to Cut or Slip, D^o. Slipped the Sm: B^r. Cable & made Sail ½ past 9 the Adm^l. made Sig^l to from the Line of Battle on the Starb^d: Tack, at 11 Comm^{dr}. Hotham made our Sig^l. to make more Sail, but not being able to make any more the *Pearl*^l took us in Tow—forming the Line—the French Fleet standing out of Rhode Isl^d. Harbour, Emp^d. Priming the Ship & other necessary work—
 Sandy Hook N84W^t Dist^{ce}. 72 Lea^{gs}
 First part Mod^{te}. & hazy, middle & latter fresh gales with Rain. at 6 PM the Adm^l. made the Sig^l to alter the Course 2 Points to Port, at 8 the Body of the F. Fleet NBE. at 11 handed T.G^tS^l.

D, UKLPR Adm. 51/4385, fols. 3–4.

1. Vice Admiral Viscount Howe.
2. H.M. frigate *Pearl*, Capt. John Linzee.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

10th [August].—At half-past 8 a.m. the wind shifted in a squall and came to the northward. The French fleet immediately cut their cables and came to sea. We got under way and stood to the southward under an easy sail, in order to form. The French fleet were so long of coming near us, as the wind shifted in a squall; and the time of day drawing on when it was usual to have the wind from the sea—these reasons, I suppose, induced the admiral to continue standing off from the French fleet, in hopes of a change of wind, when he could have made use of the fire ships. In the evening the French fleet were five or six miles astern of us. Sent the *Apollo* between them and us, to keep sight of them and to make signals to us.¹

"Journals of Henry Duncan," p. 161.

1. H.M. frigate *Apollo*, Capt. Philemon Pownoll, commanding.

GENERAL GEORGE WASHINGTON TO MAJOR GENERAL JOHN SULLIVAN

D^r. Sir,

Head Quarters White
 Plains Aug. 10th 1778

I have been duly favoured with yours of the 6th.¹

I regret much the tardiness of the militia, as every moment is infinitely precious, and the delay, it produces, may not only frustrate the expedition, which is a matter of the greatest importance in itself, but may expose the French fleet to some fatal disaster.— I have no doubt of your utmost exertions to forward the business with all dispatch—

I have received advice from Long Island, that a party of the enemy, from twelve to fifteen hundred men were marching under General Tryon² towards the East End of the Island, collecting all the waggons they can find, in their way. They were at Se-

tacket³ the 6th and were to continue their march early the next morning.— I have had information of another party more considerable being at Jamaica plains; but this fact is not so well ascertained as the former. I conclude the design of these parties is to sweep the Island of all the stock and grain upon it, particularly the cattle collected upon the neck at the East end;— which will be an immense acquisition to them in their present circumstances—

While the navigation of the sound is open to the enemy, it would be too perilous an attempt to throw a body of troops from this army upon the Island, notwithstanding it is a very desirable object to intercept the enemy and disappoint their intended forage. Could the Count⁴ with propriety have sent a ship or two down the sound, agreeable to a proposal made him through Col: Laurens,⁵ the enterprise might have been effected without difficulty & I had resolved upon sending a party to drive off the cattle on the neck—at the same time, I am fully sensible of the weight of the reasons which prevented his doing it.⁶

It has occurred to me that there is a possibility it may be in your power ~~if your operations are successful~~ to throw a part of the troops under your command upon the Island for the purpose here mentioned though from your last accounts, it is to be apprehended the expedition against Rhode Island will not be completed in time to admit of a measure of this kind—If it should be, this will be an object well worth your attention. If A sufficient body of troops, under the protection of some ships of war thrown across so as to take post just within the neck, might cut off the enemy's detachment without great risk [and] collect all the cattle there for our own use.

—A stroke of this kind would be attended with several obvious advantages; besides [the] loss of their troops to the enemy, the disappointment in supplies of which they stand in great need, will be severely felt; and we should gain a quantity of good cattle, which would afford extensive refreshment to the French fleet.

How far it may be convenient to the Count to assist in an operation of [this] kind I cannot perfectly judge—I know he will want to repose and refresh his men, and repair the injuries which a fleet necessarily suffers from being a long time at Sea.— If circumstances make the project, I have suggested, in other respects practicable, which I very much question, you will consult the Count; but it is not my wish he should be in any instance pressed to engage in a thing to which he discovers the least reluctance. I am [&c]

GW

D, DLC Washington Papers, Series 4. Docketed: "To General Sullivan/Aug 10th. 1778."

1. Sullivan to Washington, 6 Aug., above.

2. Maj. Gen. William Tryon, the former royal governor of North Carolina now in command of British troops on Long Island.

3. That is, Setauket, Long Island.

4. Vice-amiral comte d'Estaing.

5. Lt. Col. John Laurens, Continental Army.

6. On this matter, see Washington to Laurens, 22 July, above.

JOHN BROWN, SECRETARY OF THE CONTINENTAL MARINE COMMITTEE, TO JOHN CHALONER

Sir

Marine Committee Phila^a: August 10th 1778

It is the desire of the Marine Committee that you will lay before them to morrow morning at Congress a written account how far you have executed their orders

respecting furnishing the French Fleet under the Count D Estaing with Provisions &c; and what measures are pursuing for carrying them into full execution.¹ I am Sir [&c.]
John Brown, sec^c

L, NHpR, Correspondence Regarding Naval-Maritime Matters, 1775–1783. Addressed at foot of letter: “John Chaloner Esq^r/D^y Com^y Gen^y/Provisions.” There is a note in a different hand written on the letter just above the address that reads: “1000 Bbs pork.” As seen at Chaloner and White to Gerard, 11 Aug., below, it was the quantity of pork that the firm provided the French fleet.

1. See Chaloner and White to Conrad Alexandre Gerard, 11 Aug., and Richard Henry Lee to d’Estaing, 12 Aug., both below.

JAMES LOVELL TO WILLIAM WHIPPLE

[Extract]

Dear Sir

[*Philadelphia*] August 10th 1778.¹

Your favor of July 24th is now before me²

Our letters from the Count d’Estaing and General Sullivan are quite encouraging; but a report prevails that Lord Howe being reinforced is in pursuit of the French Squadron. I hope however that the latter³ will be well in the harbor of Newport before the former reaches the Island. I do not wish to have any engagement without a considerable superiority on the side of our Allies.

The encouragement which is given by the Count d’Estaing to Privateers, I should think was sufficient to make them ply in the track of his fleet. You did not appear, (to ²know) (by ¹your letter)⁴ what he had declared—which is, that prizes taken in sight of his squadron shall belong entirely to the captors.⁵ I am quite chagrined that we have not a force of ships ready to join the Count immediately—4 or 5 days are of immense importance, may the fate of Rhode Island may depend upon 24 hour’s preparation on our part. The French fleet begins to grow sickly, to want the refreshment of an encampment for a few weeks—I notice your remarks upon the Navy Board but you know times and seasons are to be matched here and I do not find that your ideas would thrive at the period, if I was to strive to cultivate them. I will not miss any right occasion I assure you. Mr D has had no formal conversation with C—ss⁶ but I expect something of the kind soon—but it is a difficult matter to communicate any thing to you on that head without being minute and exposing myself to disagreeable chances of the fate of my letters. The French have not a proper naval force in the West Indies to enable the General of Martinique⁷ to begin operations in that quarter agreeable to instructions sent to him from Europe. I suppose you would choose to reduce Halifax before you undertake the English West India Islands. Good night Dear Sir

J. L.

Transcript, DLC, Peter Force Papers, Series 7E. Notation at head: “James Lovell to Wm. Whipple.”

1. Lovell did not give his location but as a delegate to Congress from Massachusetts he was in Philadelphia at the time of this letter.

2. Whipple’s letter has not been found.

3. That is, the French fleet commanded by Vice-amiral comte d’Estaing.

4. The words in parentheses and the superscript numbers presumably indicate that these words were written as marginal notations and the numbers indicate the order in which they appeared.

5. See Conrad-Alexandre Gérard, French Minister to the United States, to Henry Laurens, President of the Continental Congress, 14 July, above.

6. Lovell was referring to hearings held in Congress concerning the activities of Silas Deane as American Commissioner in France. Those hearings began on 15 Aug.; *JCC* 11: 799.

7. That is, the governor of Martinique, François Claude Amour, Marquis de Bouillé.

ROBERT T. HOOE TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

S^rAlex^a. [Va.] August 10th. 1778

I am under the necessity of troubling your Excellency, in Consequence of two Letters this day received, the one from M^r David Stewart; the other Cap^t A Vanbibber of Baltimore,¹ both relateing to your orders to Capt Deshon,² to hold the Sloop *Molly* still as the Property of the State of Maryland, notwithstanding M^r Harrisons sale to M^r Bingham. By this Vessell I had a letter from M^r Harrison wherein he says "to my great relief, & Joy of my Creditors, the *Molly* is at length arrived here with a tolerable Cargo, which, together with the vessell, I have sold for upwards of 60^m Livra." _ Why these Gent^l have applied to me, I cannot tell, unless they suppose me interested in the Transaction, which is not the case, nor did I know one word more of it than is related above, 'till I Perused their letters and examined the Cap^t, who also seems to call upon me as a party concern'd. What M^r Vanbibber writes does not give me any Tolerable knowledge of the matter in dispute, or enable me to Judge of the Propriety of M^r Harrisons Conduct. As to M^r Stewarts Letter, it seems Principally intended to shew that a heavy Loss will be sustain'd if the Vessell is not Permitted to proceed back on her Voyage, and that damages must be made good to M^r Bingham & M^r Sargenton,³ by M^r Harrison, or the State, if he is not Permitted to load her out again on their Acc^t And at the same time requesting me to wait on the Governor & Council to represent the Matter, and endeavour to get the Vessell released. I have wrote both the Gent^l that I am by no means Interested in this Business, nor had I been advised Circumstantially of it, by M^r Harrison, or I would readily have wait on the Governor & Council, for the Satisfaction & good of all Concern'd. I have, however, in Order to get as Good a Knowledge as I could of the worth of the Vessell, called upon Cap^t Robert Conway, to know her true State as she lay in Wachaprague, and he has given it to me, as ☉ Copy under this Cover.⁴ I have also Conversed with Cap^t Deshon on the same subject, and it really appears from both, that this Vessell would require a heavy outfit in the West Indias. I desired Cap^t Deshon to make a Mem^o. Of the Articles Supplied there by M^r Bingham, which as well as his Memory would serve, are noted in the same Paper of Cap^t Conway a Copy of which I also enclose,⁵ but great Numbers of things I know may have escaped his Memory, or the *Molly* came away with less expence than any Vessell of ours ever did. M^r Vanbibber writes me M^r Harrison sold her for 1300£ Martinique Currency, whether it be so or not, or how he came by it, I cannot tell, but Cap^t Deshon informs me he understood M^r Harrison had been offer'd that sum, but does not know Precisely what the Actual sale to M^r Bingham was. At this Conversation Cap^t Conway was Present, both he & Deshon seems to be well agreed that she was not given away, and from the above Circumstances and fact as related by him of this Vessell, I am of opinion she was well sold, if 1300£ is the Price. As to the legality of the Sale, or Propriety of M^r Harrisons Conduct, I do not Presume to determine on either. From a Copy of your instructions to him, which the Cap^t has shown me, I am of opinion he ought not to have sold her, if he could by any means avoid the Measure; but from what I have heretofore known of his Situation, and from my certain knowledge of his Integrity, I do think he was forced to it, and that Considering it in every light the Transaction has turned out for the Good of the State. I do most solemnly believe, from what I have heard, the Vessell would have been Laid hold of by some of the Creditors, if the Sale had not taken Place, but by his selling her, the Honor of the State has not been Publickly exposed. Besides, the State Paid as much Money in Martinique, by

his selling the Vessell, as perhaps would have required the expenditure of 6 or 7000£ in Maryland, to produce it in that Island, without estimateing even a risk. And, if it is true that great Part of her Cargo would have been required for her outfit, and I believe it is the Creditors would certainly have objected to that appropriation, and in that case he could not have Proceeded, admitting no seizure was to happen. Another Circumstance, situated as he was, must have given him Good reason to believe he was taking steps that would be approved of by the Governor and Council; It is this, the Cap^t tells me in a Consultation between them, M^r Harrison asked him what was best to be done, he advised the selling, if a Thousand Pounds could be had, he thought the Vessell, considering what she must be supplied with before he could Proceed to sea, worth no more, and as he remember'd to have heard M^r Carroll propose in Council to sell the Vessell, which he thought are agreed to.⁶ As I before said, I again repeat, that I am in no shape Interested in this affair, but being called upon in the manner I have mentioned, being a Wellwisher to the Honor, Dignity & Success of the state of Maryland, and a relation of, & having a friendship for M^r Harrison, I have taken the Liberty to trouble your Excellency so far, and still must beg your Patience a little farther. I cannot doubt of the Governor & Council hearing with deliberation & Coolness and afterwards deciding Justly. If the representations of Cap^{ts} Conway and Deshon be true, the *Molly* could not be worth much on in the West Indias, unless she was fitted out at an enormous expence and if it be true that M^r Harrison has been a Prisoner for many Months, at discretion of his Creditors in Martinique, on Acc^t of the state of Maryland, it must be granted that, that Vessell could not be sent to sea on acc^t of the state; in the first place for want of Money, and in the next, the Agent having no longer Credit. If it be true that he has sold her for 1300£ in Martinique, and that her Condition was such as above related, it must be granted that M^r Harrison has render'd the state an essential Service, not only by getting a great Price for an old expensive Vessell, but also by Preventing the Credit and Honor of the State being exposed by a Publick Seizure, in consequence of his making a Private Sale. If it is true that Cap^t Deshon gave it as his opinion, when M^r Harrison consulted him what was best to be done with the Vessell, that a Sale, if a Thousand Pounds could be obtain'd, would be better than sending her out again on Acc^t of the State, even if he was suffered to do it; and that he verily believed the Governor and Council intended to give, but omitted such orders, it must be granted that M^r Harrison had good reason to suppose that, by selling the Vessell he was serving the State, directly agreeable to the Intentions of the Governor and Council, tho acting not by, nor Positively against their orders, but under necessity, and by advice. If I could suppose that M^r Harrison was Govern'd in the Sale of this Vessell by a dishonourable Combination, fraudulent intent, or intentional disrespect to Government, I could not appear in his behalf. But as I know necessity has forced him to the Measure, and amidst his Misfortunes and difficulties, it Clearly appears he has kept the Publick good in View, I must beg and intreat the Governor, and Council, to hear his complaints & consider the load of Difficulties he has had, & is still Labouring under, on the Publick acct; And that they will Contribute all in their Power to his relief, not only by letting the *Molly* remain in the quiet Possession of M^r Bingham, but also by falling immediately upon ways and means of sending him the Ballance of the Publick Debt.⁷ And whatever your determination may be, if you Excellency will do me the Honor of Letting me know it, by a letter ☉ next Post, it will very highly Oblige, S^r y^r Excellencies- most Ob^t Serv^t—

R Hooe

[Enclosure]

The *Molly* when I received her at Wachaprague was very much Worm eat in her bottom, which will now appear.

She wanted a new Mast & Boom—but the mast made to do by fishing it—

She wanted a new Jibb Stay.

She wanted a great deal of Runing Rigging—it being left in the hold of the Vessell & was rotten, lying in the Water in the Hold last Winter-except 2 or 3 Coils received from the state.

She wanted new Cables-

She wanted a square Sail, Foresail, Jibb flying Jibb & main sail.-

She wanted a New Boat-4 of her Guns was taken out at the Inlett, also the Medicine Chest.

She wanted a Supply of the following things & had them in the West Indias-vizt-

A New Jibb Stay & a good deal of Runing Rigging.

She had new Cables-

She had all the sails said to be wanted, except the foresail, & it was supplied out of the best of the old sails—

New Mast, Boat & Boom could not be had, but the Mast was fished, in the West Indias & the Boat Mended.

She had the whole of her Provisions for the voyage back supplied in the West Indias, except a Barrell of flour & about 3 Barrells Bread, having had a long Passage & detention at the Inlet after the 2^d Supply of Provisions came on board.

(Copy)-

(Sign'd) Dan Deshon-

The Cap^t says small Arms; Powder, Ball, Match, & a number of things that he cannot remember was supplied—.

[Enclosure]

Mem^o. of the State & Condition of the Sloop *Molly* when the Subscriber left her at Wachaprague Inlet.

About 6½ years since launched.

Her Hull wanted Sheathing.

She wanted new masts

She wanted a boom, the old one being too short.

She wanted a new Jibbstay.

She wanted some runing Riging.

She wanted new Cables.

She wanted a Square Sail in the Country & foresail & Jibb when she would get in the West Indias.

Alexandria August 10th 1778.

(Copy)

(Sign'd) Rob^t Conway

L, MdAA, Maryland State Papers, Red Books, vol. 9, no. 261, S989-14-59 (MdHR 4570-56). Docketed: "10 Aug^t 1778/Rob. T. Hooe & others/respecting the Sale of the/Sloop *Molley* & R^d Harrison."

1. That is Abraham Van Bibber, a Baltimore merchant. He was a business partner of Richard Harrison, who served as Maryland's commercial agent at Martinique.

2. Daniel Deshon, master of the Maryland State trading sloop *Molly*.

3. William Bingham, a merchant and the Continental Commercial agent in Martinique; John Sargent-ton, a merchant in Martinique.

4. Conway's appraisal follows Hooe's letter.

5. Deshon's memorandum follows Hooe's letter and Conway's appraisal.

6. Daniel Carroll. Hooe sent a letter to him concerning Harrison's situation also dated 10 Aug. Ibid., MdHR 4570-59.

7. At the behest of Hooe, Valentine Peers and Robert Conway sent letters on 11 Aug. attesting that Harrison faced daily importuning and even imprisonment because of debts contracted on behalf of Maryland. Ibid., MDHR 4560-70 and 4570-61.

August 11

DIARY OF SIMEON PERKINS

[Extract]

Tuesday, 11th Aug. [Liverpool, *Nova Scotia*]—Wind easterly. Capt. Hopkins, Capt. Dean, Herrington, and Atwood,¹ all Arrive from Halifax. Capt. Dean has bought a Topsail Schooner. I understand she is for the St. Johns Traid. Harrington has brought back his Schooner that was Seised by the *Nova Scotian*, and Carried to Halifax. She was given up without a Tryal, and the Captain Gained no Credit by taking her². . . . As to News, a French war is supposed to be Actually Declared, the French Fleet has been at Sandy Hook, New York. Lay there some days and sailed again. the Gentlemen at Halifax have expected a vessel from thence, but no account of them yet³. . . .

Perkins, *Diary*, pp. 210–11.

1. Probably Capt. John Hopkins, Capt. Ephraim Dean, Capt. Thomas Harrington, and Capt. Jesse Atwood, all of Liverpool.

2. On 22 July, the Nova Scotia Provincial armed schooner *Loyal Nova Scotian*, Capt. Edward Rowe, commander, seized Harrington's schooner. Ibid., p. 208–9. Perkins tried to intervene on behalf of Harrington but was told by Rowe that although he was "Sorry to take" Harrington's schooner, the *Loyal Nova Scotian's* other officers and "Some" of the crew "Insist upon it." Ibid., p. 209.

3. "The Gentlemen at Halifax" were presumably Gov. John Montagu, Maj. Gen. Eyre Massey, and Capt. Sir George Collier, the British civil and military leaders there.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

AT A MEETING OF THE GOVERNOR AND COUNCIL OF SAFETY AT LEBANON, TUESDAY,
11TH AUGUST, 1778.

Present: His Excellency the Governor.

Jz. Huntington,	William Williams,	} Esq ^{rs} .
Jos. Spencer,	Jed ^h Elderkin,	
	David Mumford,	

Resolved, That Maj^r Joshua Huntington have and receive upon his request half a ton of sheet lead belonging to this State in the care of Mr. Elliot at Boston, for the continental ship at Norwich,¹ in exchange for half a ton of bar lead belonging to the United States, at Norwich, and Mr. Elliot, agent, deliver the sheet lead accordingly. . . .²

Voted, That the following letter be sent to the gentlemen to whom underneath directed:

LEBANON, Aug^t 11th. 1778.

Gent^l: It being represented and complained to me, that sundry persons belonging to your or one of your armed boats commissioned to cruise in the Sound have, contrary to the tenor of your commission and bond, made descents upon the island of Long Island and plundered the inhabitants of their stock and effects, and that without dis-

tion, and in particular lately violently taken about six oxen from Colo. Phinehas Fanning, and brought over to this State— this conduct, you must be sensible, is unwarrantable and renders you liable on your bonds &c. I would, with the advice of my Council, advise you, or either of you, so far as you may be respectively concerned, to settle— compound the matter with Colo. Fanning, and restore him his property, least you be exposed to further consequences.

I am, your humble Servant, JONTH TRUMBULL.

To Capt. Peter Hallack,

Jonth Solomons, or their owners, as they may be respectively concerned.

Resolved, That his Excellency the Governor be desired to send the following to Capt. Jonathan Vail and Capt. Jeremiah Rogers, commanders of armed boats:

LEBANON, August 11th, 1778.

Whereas sundry and repeated complaints have been made that persons under authority of commissions given to armed boats to go on shore on Long Island to act against the enemy there, or under colour and pretext thereof, have unjustly and cruelly plundered many of the friendly inhabitants there, brought off their effects, and have not caused them to be libeled and condemned in course of law— You and each of you are hereby required to attend here on Tuesday the 18th instant, to account for your conduct in that respect— In the mean time you are forbidden to act offensively towards any person on Long Island, or to make any hostile descent upon the land in virtue of your commission.

To Capt. Jonth Vail and JONTH TRUMBULL, Gov^r.
Capt. Jeremiah Rogers, commander of boats.

Hoadly, ed., *Public Records of the State of Connecticut* 2: 109–10.

1. Continental Navy frigate later named *Confederacy*. Huntington was overseeing its construction.

2. Hoadly adds here the note: “Sept. 21st, 1778, the above order was returned unanswered, supplies being otherways obtained.”

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

[*crew ashore on island of Rhode Island*]

Tuesday 11

Mod with some rain Punished Ja^s. Foster with 6 lashes for Drunkenness. & Jn^o. Phillips with 12 lashes for neglect of Duty. & Drunk^s. Emp rep^g. batteries

D, UKLPR, Adm. 51/336.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[Mouillage dans la passe de L'E, *R.I.*]

Mardi 11.

Dans la matinée vent de NNE assés fort, de la brume le Capitaine a ordonné au brik le *Stanley*¹ de mettre sous Voile, et de Courir au large pour aller reconnaître L'Escadre français, à 7. h. il en rentré et a rendu Compte qu'il n'avait rien vu pendant la nuit, le vent a Souflé du NE avec violence accompagné d'une pluye continuelle; L'*Aimable*² a rompu ses Cables quoiqu'elle fut mouillé par 3 b. fonds de Vase et qu'il

n'y eut point de mer. Ce terrible coup de Vent n'a rien aucune diminution.

[Translation]

[August 1778.]

[Anchorage in the Eastern Passage, *R.I.*]

Tuesday 11.

In the morning wind from NNE, rather strong, some fog. The Captain ordered the brig *Stanley*¹ to get under sail and to cruise out at sea to reconnoiter the French squadron, at 7 o'clock it returned to report that it had seen nothing during the night, the wind blew from the NE with violence accompanied by continual rain; the *Aimable*² parted its cables although it was anchored in 3 fathoms with a mud bottom and there was no sea. This terrible gale has had no diminution.

D, FrPNA, Marine B¹, vol. 147, fol. 64.

1. The French squadron had captured H.M. armed brigantine *Stanley* and placed it under the command of officier auxiliaire Boulouvard de Barentin.

2. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, en mer*]

du Mardy 11

au jour Les vents du nord au NNE Bon frais Le Ciel Couvert nous avons aperçu Lennemy un peu sur Tribord qui fuyoit à toute voile il netoit plus au nombre que de 25 à La Distance de deux Lieue à deux lieue et demy nous avons chassé à toute voile à tous lavantage des vaisseau—nous nous trouvions alors Le troisieme vaisseau de lavant nous Les gaignerion Les vents augumentant toujours des grainds de temps à autre et de la Brume fort Epaisse par moment nous aprochions Lennemy il y avait douze vaisseau qui marchoit En Ligne et il y En avoit trois ou quatre autres hors de Le Ligne qui paroisoit plus que fregatte que nous jugions des vaisseau de 44 Canons En deux Batterie et au moins six Grand fregatte dont une marchands superieurement parcurroit frequemment sous ligne pour leur donner des ordres¹ nous jugeante quil vouloit Eviter Le Combat, ayant vûe La veille tous Leur Boite ou ils etoit mouillé ils avait jeté Leur Cable ou Coupé et jetois à La mer tous Cequi Les Embarrissoit Laisser neante aller des Bateau²

suite du mardy 11

Le vent augumentois tous au point que à midy nous avons de la peine de porter Les perroquet des grains de temps à autre et de la Brume La mer devenant mauvaïse Le *tonnant*³ dematé de son mat de perroquet de fougue Ce que Le fit Rester un peu de Larrier faisant Cependant toute la voile possible La meme fregatte faisoit des signaux frequemment Larrier gauche voulant serrer les perroquet Cette meme fregatte Leur fit signal avec des Coups de Canons de les Remettre a 3 heures de Lapres midy notre avant garde diminuer un peu de voile pour donner le temps au vaisseau qui etoit de Larrier de se Raprocher et de serrer : La Ligne autant que le temps Le permettois nous Etions alors à portée et demy de Canons de larrier Garde Angloise, avec superiorité de marche Le vent augumentant toujours La mer demeure[ante] des grains a ne pouvoir pas se servir la Batteries Basse nous avions Les voiles amertre tribord de deux quart et nous observions Lennemy deux quart sur le meme Bord voulant Les prendre sous Le vent Lintention du general⁴ etoit de Les

prolonger sous Le vent à Grande-porté jusqu'à Leur Centre et dans le moment Le signal de tenir les vents dans moins de dix minutte nous nous fussions trouvé prolongé à La Bonne porteté du Canons tous Cela fut evanoué avant quatre heures et demy par un vent forcé des Grains et de la pluye à ne pas vo[ir] Lennemy par moment à 6 h' La force du vent nous oblige à prendre Les amurs à Babord et Lennemy sur tribort de Cargeur promptement toutes voile et de mettre En Cap s[ur] Le petit foc La Grande voile detay et Le foc dartimon navant pas mettre notre mizaine ayant été La vergue ayant été traversé dun Boulet En sortant de 4 á 6 á 8 prés du Baupre dans la Crainte quel ne Cassat

suite du mardy 11

Les vents du nE à Lest augumentant toujours [*illeg.*] un violent Coup de vent et La mer tres grosses. à trois heures du matin ont Cest apercué que notre Baupre avoit tournitée au desin de Ces lieues on à Employé Les vergues de le fortifier à 4 h' ½ Le Baupré Casée le mats de mizaine de meme et au instant apres le Grand mats Le mats dartimont etoit déjà Casée, situation Bien different de la veille à tous Egard et estant pres d'une Escadre Lennemy

[Translation]

[August 1778, *Languedoc, at sea*]

Tuesday 11

at daylight the winds from the north to the NNE, fresh breeze, the sky overcast we perceived the enemy a little to the starboard, fleeing with all sail set he did not number more than 25 at the distance of from two leagues to two leagues and a half we chased with all sail set to all the advantage of the ships of the line—we found ourselves at that time the third ship of the van we gained on them The winds continually increasing, squalls from time to time and some very thick fog at times we approached the Enemy there were twelve ships of the line that sailed in line and there were three or four others outside the line that appeared to be more than frigates, which we judged to be ships of 44 guns of two decks and at least six large frigates, of which one, sailing exceptionally, frequently ran along the line to give them orders¹ we judging that they wanted to avoid battle, having seen the previous day all their chests where they had anchored they had thrown or cut their cables and thrown into the sea everything that encumbered them, leaving nothing to go from the boats²

Tuesday 11 continued

The wind increased still to the point that at noon we were at pains to carry the topgallant sails squalls from time to time and some fog the sea becoming bad the *Tonnant*³ lost its mizzen-topgallant mast, which caused it to fall a little behind, although making all sail possible the same frigate frequently made signals left rear wanting to take in the topgallant sails This same frigate signaled to them by canon shots for them to delay at 3 o'clock in the afternoon our advance guard shortened sail a little to give time to the ship of the line that was in the rear to catch up and to take in sail The line as much as the weather allowed us at that time to be within a canon shot and a half of the English rear guard, with superiority of sailing the wind still increasing, the sea remaining, squalls made it impossible for us to use the lower batteries we had sails dipping into the sea two fourths to the starboard and we observed the enemy two fourths on the same side wanting to take them from the leeward, the general's⁴ intention was to sail alongside them to the leeward at longshot to their center and at that moment give the signal to turn into the wind in less than ten minutes we were

alongside at good canon range all that was made to vanish before four-thirty o'clock by the wind forced by squalls and the rain that obscured the enemy for the time at 6 o'clock the force of the wind obliged us to tack to larboard and the enemy to starboard, to promptly clew up all the sails and to put to the cap the forestaysail, to trim the mainsail and not having set the mizzen staysail, our foresail having been, the yard have been cut through by a ball of from 4 to 6 to 8 near the bowsprit in the fear that it might break

Tuesday 11 continued

The winds from NE to East, continually increasing [*illeg.*] a violent gale and the sea very big. at three o'clock in the morning it was perceived that our bowsprit had turned in those places one had employed yards to strengthen it at 4:30 o'clock the bowsprit broke, the foremast did the same, and in the following instant the mainmast and the mizzenmast had already broken, a situation very different from the day before, and near an enemy squadron

D, FrPNA, Marine B¹, vol. 147, fols. 142–43.

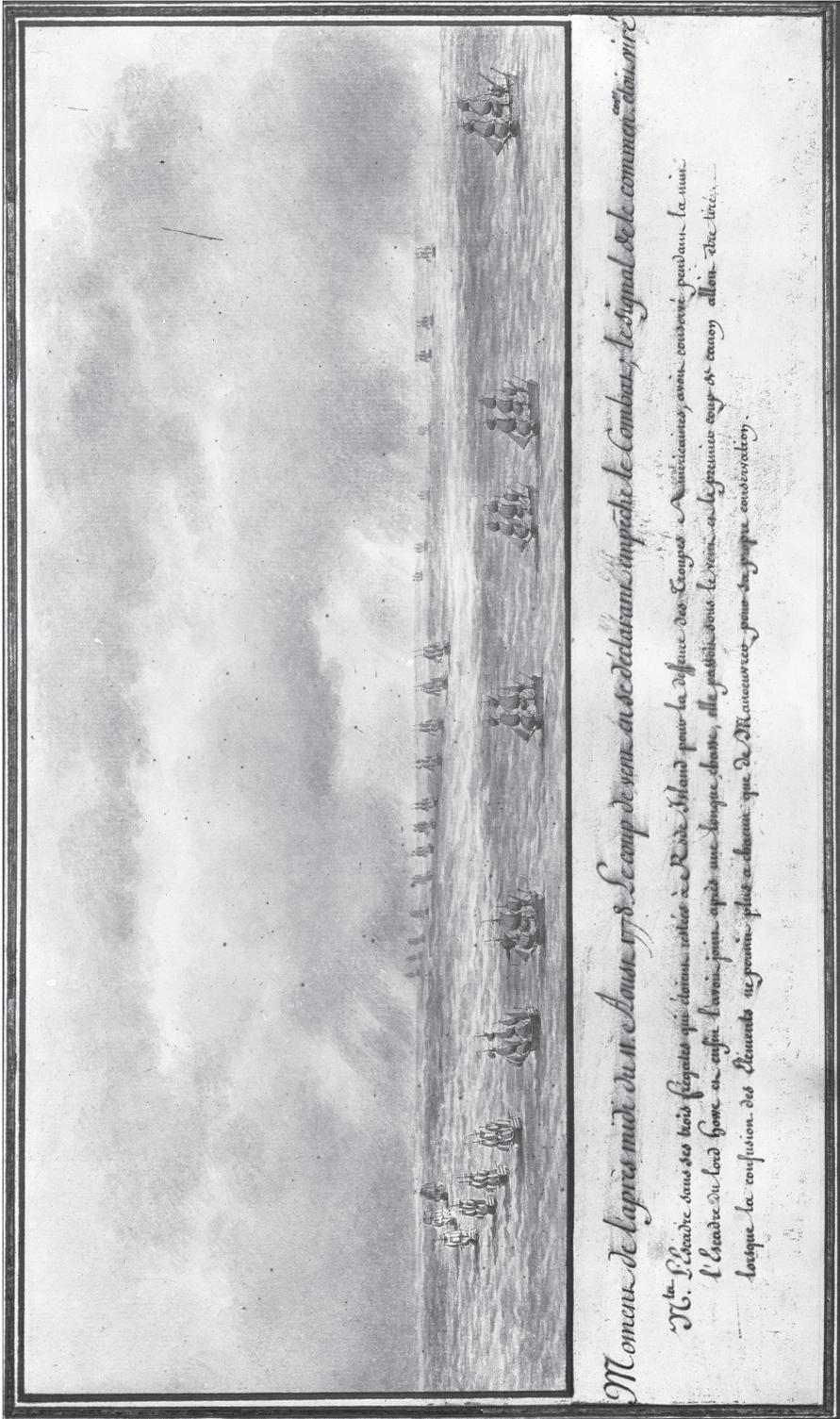
1. The large frigate "sailing exceptionally" was likely H.M. frigate *Apollo*; Vice Admiral Viscount Howe had shifted his flag from H.M.S. *Eagle* to *Apollo* "to be better situated for directing the subsequent Operations of the Squadrons." Howe to Philip Stephens, 17 Aug., UKLPR, Adm. 1/488, fols. 314–18.

For the composition of Howe's fleet, see List of Vice Adm. Viscount Howe's Fleet, 6 Aug., and Order of Sailing and Battle Formation of Viscount Howe's Fleet, 6 Aug., both above.

2. The British ships indeed cut their cables. See the Journal of Pilot Samuel Warren, 10 Aug., above.

3. French ship of the line *Tonnant*, Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalabre.

4. Vice-amiral comte d'Estaing.



The moment of the afternoon of 11 August when the gale, in arriving, put a stop to the battle; the signal to begin it had been hoisted.

Note: The squadron without its three frigates, which had remained at Rhode Island for the defense of the American troops, during the night kept with Lord Howe's squadron and at length had joined it after a long chase; it passed to the leeward and the first cannon shot had been fired when the confusion of the elements allowed to each only maneuvers for its own safety.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

[August 1778]

Tuesday 11thBlock Island N¹/₄W Dist^{cc}. 23 Leagues

At 5 AM saw the French Fleet bearing SBW standing after us ½ past the Adm^l made the Sign^l form on the Starb^d Line of Bearing made Sail At 7 In 1st reefs at 8 repeated the Adm^l Sign^l to alter the Course in succession 4 points to Starboard At 10 repeated the Sign^l to alter Course 4 points as before At Noon repeated it again

Block Island N33°E

Sandy Hook N^o81°W 27 1/3 Leagues

First part fresh gales and hazey Middle & latter very strong gales At 1 PM In 2^d reefs, At 2 saw a Sail to Westward, the Adm^l shifted his Flag on board the *Apollo*² ½ past 3 Adm^l made the Sign^l for the 2^d Division of the Fleet to keep in closer Order, At 4 made the Sign^l for the 3 Division to do the same At 5 he made the Sign^l to bring too on the Starboard Tack to be executed after the close of Day At 7 repeated the Sign & bro^t too At 11 a Ship to Leeward made the private Sign^l which we answ^d.

D, UKLPR, Adm. 51/720.

1. Vice Adm. Viscount Howe.
2. H.M. Frigate *Apollo*, Capt. Philemon Pownoll.

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

[August 1778]

Tuesday 11thDo. [Block Island] N:25°W74 M^s.

at ½ past 4 AM the *Experiment*¹ & *Venus*'s² Sig^{ls}. to bear up & sail large. the Sig^l to keep in more open order of Battle. Block Island NNW 5 Leagues the French Fleet NbE 3 Leagues at 6 the Sig^l to alter the course one point to Windw^d the French Fleet aStern. the English D^o. in order of Battle at 6 AM the Adm^{ls} Sig^l to alter the course 4 points to Starboard. the Vice Adm^l Shifted his Flag on board the *Apollo*.⁴ The English Fleet form'd to receive the French Fleet. who are maneuvering.

Sandy Hook W ½ S 14 Leagues.—

Fresh Gales and cloudy lost the Longboat and Cutter from a Stern by the Sea being so ruff and a 6 Inch Hawser the Longboat road by. at 4 PM the adm^l made the Sig^l for the Second deivision to keep in close order at 6 the French Adm^{l5} gave up the Weathergage and is forming to attack our Rear. the Van of the French Fleet about three miles off at ½ past 5 the Adm^l made the Sig^l to prepare to bring too on the Starboard Tack after dark, when the night Sign^l for that purpose shall be made

D, UKLPR, Adm. 51/828, fol. 25.

1. H.M.S. *Experiment*, Capt. Sir James Wallace
2. H.M. frigate *Venus*, Capt. William P. Williams.

3. Vice Adm. Viscount Howe.
4. H.M. Frigate *Apollo*, Capt. Philemon Pownoll.
5. Vice-amiral comte d'Estaing.

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

[Augst 1778]
Tuesday 11.

Block North N 27 Leagues
at 6 AM Rec^d. Orders from the Admiral¹ when He Tack'd & stood on his Larb^d Tacks (in Order to Engage) to keep our Wind on the Larb^d tack & gain the Wind of the Enemy.
Block Island N39E. 36 leagues. Sandy hook N71W 35 leagues.
Hard Gales & Squally with Rain. PM The French Fleet in sight. At 2 the Admiral Shifted his Flag on board the *Apollo*.² at 7 handed the Mainsail & haul'd up the Foresail. At 7 only 7 Sail in Sight. At 8 heard two guns fired [*illeg.*]^d up the Maintopsail & haul'd up the Lee Foretopsail Clewline, cut the cutter adrift, she having been sunk by towing.

D, UKLPR, Adm. 51/675, fol. 58-59.

1. Vice Adm. Viscount Howe.
2. H.M. Frigate *Apollo*, Capt. Philemon Pownoll.

JOURNAL OF H.M. FRIGATE *PHENIX*, CAPTAIN HYDE PARKER, JR.

[August 1778—]
Tuesday 11th

Block Island
N^o.13°W^t. Dist^t.
23 1/3 Leagues—
at 5 AM The French Fleet in sight standing after us. At 10 min: past 5 The *Appollo*¹ made The Signal for A Sail in the East. at 20 min: to Form on the Starb^d. Line of bearing. at 20 min: past 6 the *Sommerset*'s² Signal was made to keep her Station in the Line. at 16 past 7 the Admiral³ made the *Richmonds*⁴ Signals to come within hale of him. at 38' the *Ferrets*⁵ to speak with him. at 2' past 8 The Adm^l: made Signal to prepare to alter Course four Points to Starboard and at 9 for the *Appollo* to come within hale of him. at 55' past 9 for the Starb^d. Division to keep in his Wake at 10 OClock for the *Nonsuch*⁶ to make more Sail. at 5' past to prepare to alter Course 4. Points to Starb^d. at 11 for the *Appollo* to come within hale of him. at 40' past the Admiral shifted his Flag onboard the *Appollo* & made the *Vigilants*⁷ Signal to come within hale of him; at Noon Thick hazy weat^r with a Mod^c. Breeze. The French Fleet Consisting of Twelve Ships and Two Small Vessels standing after us endeavouring to form into a Line abreast. The nearest to the Van of our Fleet about 2 ½ Miles—
40° ..22' N^o. 00° ..22'W^t
a Fresh Gale and hazy (1/2 past 1 Shortened Sail and in 2^d Reef Tops^{ls}. At Noon the Admiral made the Signal to prepare to alter the Course 2 Points to Starb^d. At 15' Past Noon for the *Centurion*⁸ and *Cornwall*⁹ to interchange their places in the Line. At 30' Ran under the *Appollo*'s Stern when the Admiral acq^d. us we were to Engage the

Enemy from Windw^d to Starboard and received his Orders as follows. If you think you can make use of the Fire Ship you have in Tow, do it, if not, you are to take your Station in the Rear Division, to speak the *Vigilant* and tell her to stay by the *Nonsuch* on her Starb^d Quarter to assist her, and if we Cast off the *Strombolo*¹⁰ Fire Ship we had in Tow, to Order her to make Sail ahead; at 12' past 1 Commodore Hotham¹¹ made the Signal for a Ship of his Division to make more Sail—at 15' the Admiral hoisted a Blue White and Red Flag at his Ensign Staff at 20' past 1 he repeated it. at 10' past 2 he made the *Vigilants* signal to come within hale of him. At 45' we ran under the Admiral's Stern and Rec^d. his Orders, to keep the Fire Ship in Tow with the Rear Division and make use of her if possible, if the Weat^r should be more favourable to save the People and to Act according to my own judgment without any Signal from him At 10' past 3 he made the *Nonsuch* & *Cornwallis's* Signal to Close, at 55' for the Second Division to Close. at 4 a fresh Gale and hazy Weat^r the French Fleet out of sight. At 5' past 4 The Signal was made for the Larb^d. Division to Shorten Sail, at the same we made the Signal for a Sail to NE at 5 OClock the *Vigilant* made the signal for gaining soundings 30 Fa^{ms}. at 15' past 5 the Admiral made the Signal to Shorten Sail and lye by the Wind after the Close of Day. At 6 a fresh Gale with hard Rain. in 3^d Reef Topsails & handed Mizen Tops^l got down the Topg^t yards—Split the Main Tops^l & not being able to unbend it Cut it from the Yard. At 7 Cast off the *Strombolo* & Ordered her to keep near us. At 9 Bro^t too. Bent another Main Topsail.

D, UKLPR, Adm. 51/694.

1. H.M. Frigate *Apollo*, Capt. Philemon Pownoll
2. H.M.S. *Somerset*, Capt. George Ourry.
3. Vice Adm. Viscount Howe.
4. H.M. frigate *Richmond*, Capt. John Lewis Gidoin.
5. H. M. armed galley *Ferret*, Lt. John O'Bryen.
6. H.M.S. *Nonsuch*, Capt. Walter Griffith.
7. H.M. armed ship *Vigilant*, Comdr. Christian Brabazon.
8. H.M.S. *Centurion*, Capt. Richard Brathwaite.
9. H.M.S. *Cornwall*, Capt. Timothy Edwards.
10. H.M. fire ship *Strombolo*, Comdr. Peter Aplin.
11. Commo. William Hotham.

MARYLAND DELEGATE TO CONGRESS SAMUEL CHASE TO GOVERNOR THOMAS JOHNSON,
JR., OF MARYLAND

Dear Sir,

Philad^a. Augst. 11. 1778.

Your Letter to Congress was delivered and is referred to the Marine Committee.¹ It will be difficult & a Work of Time to procure the different Resolves of Congress relative to Captures. I have seen only one of the Marine Board, the only Instance he knows of is, that Cap^t Hawker says he struck to the united States.- As to the Jurisdictions, it unquestionably belongs to our Court of admiralty. I am almost sure the Effects are a prize to the Individuals.² there is a Resolve on this Subject, bound in a Pamphlet which is at my House. Jerry can give it to you. I will attend to the other Parts of your Letter.

For News I beg Leave to refer You to my Letter of yesday to Col^o. Lloyd.³

I much obliged by your kind & friendly Inquiry after my Health. I have been very unwell, but am now quite recovered. I wish you every Happiness & am Your Friend
S Chase

L, MdAA, Maryland State Papers, Red Books, vol. 10, no. 5, S989-15-68 (MdHR 4571-61). Addressed on separate sheet: "His Excellency/Thomas Johnson Esquire/Governor of Maryland/Annapolis/Maryland/from/S Chase." Docketed: "11 Aug^t 1778/Samuel Chase Esq^t" Franked: "free S Chase."

1. The letter, Johnson to Henry Laurens, President of the Continental Congress, 5 Aug., is above. It was referred to the Continental Marine Committee on 10 Aug., *JCC* 11: 768–69.

2. Capt. James Hawker was commander of H.M. frigate *Mermaid*. On the circumstances of its capture, see *Journal of French Navy Frigate Engageante*, 7 July, above. On the disposition of the *Mermaid*'s "Effects," see John Brown to Chase, 14 Aug., below.

3. Chase's letter of 10 Aug. to Col. Edward Lloyd with news of the Rhode Island campaign is printed in *Letters of Delegates* 10: 413.

CHALONER AND WHITE TO CONRAD-ALEXANDRE GÉRARD

Sir

Philadelphia August 11th 1778.

M Brown having communicated to us the desire of the marine Committee "to have laid before them a written account how far we have executed their orders respecting the french fleet.[]"¹

Agreable thereto we now inform you that the whole of the two first orders issued by the Committee were complied with and Shipped on board the fleet at Sandy hook and the frigate in the Delaware,² and we now have ready for exporting, two thousand Barrels of biscuit, containing about one hundred weight averdupoises, one thousand Barrels of pork lately examined, repacked and in good order containing upwards of two hundred weight averdupoises which will compleat the order for pork, hogs heads and feet they being packed together. The rice also is ready for exporting at Eggharbour.³

The Commissary general⁴ has been furnished with a copy of the order of the marine Committee, and we doubt not he will adopt measures for the Speedy execution of their order in conjunction with us. The articles of pease, beans, mustard Seed, Beef, vinegar and cheese, we despair of procuring any large quantity of untill the fall. We are now baking in this city upwards of 800. barrels bread p^r week; and we expect with the assistance of the bake houses employed in Wilmington to Supply the whole of that article Shortly. We have the hon^r &c.

Chaloner et White

Copy, FrPNA, Marine B¹, vol. 143, fol. 139. The recipient is not given, but the letter was in a collection of Gérard's papers and the contents indicate it was sent to the French ambassador.

1. See John Brown to John Chaloner, 10 Aug., above.

2. Vice-amiral comte d'Estaing's fleet was no longer at Sandy Hook, but had sailed to Rhode Island. The "frigate in the Delaware" was the French Navy frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

3. That is, Egg Harbor, New Jersey.

4. Col. Jeremiah Wadsworth was the Commissary General. As seen in a letter on 13 Aug. from him, below, and one from the Marine Committee to him of 14 Sept., he had had orders to obtain flour for the French fleet. Continental Marine Committee to Jeremiah Wadsworth, 14 Sept. 1778, in *Out-Letters of the Continental Marine Committee and Board of Admiralty, August, 1776—September 1780*, vol. II, ed. Charles Oscar Paullin (New York: Naval History Society, 1914), pp. 3–4.

August 12

DR. SAMUEL NYE TO CAPTAIN WILLIAM HACKETT

Dear Sir

Cape-Ann Harbour [Mass.] August 12th. 1778-

Thro' Inattention and a Variety of Business while at Home, I entirely forgot the empowering some Person with a Letter of Attorney to receive and dispose of my Part of any Prizes that we may send in—tho' y^e Necessity and Expediency of it is very evident—For should we send in a Prize y^e Articles of which should be of a perishing Nature, there ought certainly to be some Person to receive my Shares & to dispose of them to y^e best Advantage—If you will therefore—Sir, be so kind as to undertake y^e Business for me, I shall not only be much oblig'd to you, but will on my Return make you ample Satisfaction for your Trouble—The Agents for the Crew are Doct^r Newman & Capt: Joseph Noyes of Newbury Port—If we send in any Prize or Prizes I leave it entirely to your Discretion to sell my Part or store it, as you shall judge best—We have now a hundred Men on Board and only wait for a fair Wind to put to Sea—I have been very hearty and well ever since I left Salisbury, and find the living on Board more agreeable than I expected. I expect that our Cruise will not exceed four Months unless we should put in to France or Spain,¹ or be taken by y^e Enemy, or meet with some other Misfortunes, however that is a Matter that must be left to y^e Ordering of an infinitely wise Providence—I am Sir, [&c.]

Sam^l NyeP.S. Be so kind as to give my best Regards to M^{rs}. Hacket and all enquiring Friends—

LS, NjMoHP, Lloyd W. Smith Collection. Addressed after closing: "To Capt: W^m. Hackett- Salisbury—." Addressed on separate sheet: "To/Capt; Will^m. Hackett/Att/Salisbury—". William Hackett was a well-known designer and builder of sailing vessels; Samuel Nye was surgeon in the Massachusetts Privateer brig *Vengeance*, Capt. Wingate Newman.

1. *Vengeance* went to Spain on its cruise, not returning to Newburyport until 29 May 1779. Joshua A. Coffin, *A Sketch of the History of Newbury, Newburyport, and West Newbury, from 1635 to 1845* (Samuel G. Drake: Boston, 1845), p. 408, extracted from Samuel Nye's Journal.

JOHN BRADFORD TO CAPTAIN JOHN GREEN

Dear Sir,

Boston 6th August 1778

May this meet you at Philadelphia in the full & sweet Enjoyment of domestic Happiness, and may you may find your Interest less damaged than your Fears Suggested as I find they¹ left the City in a better Condition than was expected. A few Days after you left us I got her Majesty² into my Neighbourhood with all her Guns, Spars, & appurtenances & have got rid of all the Petit Maitres you left on Board. The Ship is now at no other Expence than Wharfage & the Expence of the Cap^t who was plac'd on Board before you went away, Our worthy Friend M^r Morris³ has order'd Me to sell the Salt I expected to have had a quick Sale for it but on offering it to the Commissaries for Victualling they inform me they have Orders to decline purchasing any more that Article from beeing so high in Demand has become a mere Drugg If I should be obliged to store it the expence would amount to half the Value of the Salt, Im treating with a Gentlemen who I hope will take it, shall esteem it a Favour you would be so kind enough a Drft on France for the Am^o of those Certificates & forward them by Post & to favour Me with any Command you may have here which shall be executed with

Pleasure pray make my Compliments to your Lady & believe Me to be yours &c

JB

Boston 12th August 1778

I was too late for last Post & am come to this Date, have sold the Cargo of Salt at 30/ p^r Bushell to be paid for it by the 1st Day January it was the best Term I could possibly obtain for since the Commissary's here are forbid by Congress to purchase any more Salt, it has become a mere Drug the french Stores & Ships supply at that Price by small Quantities— I could have obtain'd 39 for it a Month earlier—this is a Day of doubtful Expectation an Anxiety among us, as y^c Cream of our Youth with a great Number of Gentlemen, of Figure Influence & Fortune are gone on the Expedition⁴—your Favourite Samuel my Son is among the Independents We expect they have been in Action before now, pray God send good Tidings—yours &c JB—

LB, DLC, John Bradford Letter Books, vol. 2. Addressed before opening: "John Green Esqr."

1. By "they," Bradford refers to the British army, which evacuated Philadelphia on 18 June.
2. Green's former command, Continental Navy ship *Queen of France*.
3. Robert Morris.
4. The Franco-American Rhode Island campaign.

MAJOR GENERAL JOHN SULLIVAN TO JEREMIAH POWELL, PRESIDENT OF THE
MASSACHUSETTS COUNCIL

Head Quarters Portsmouth 12th Aug^t. 1778—

Sir

By Agreement the Count De-Estaing & myself were to have landed our Troops on the Island Yesterday but early on Sunday Morning I received Information that the Enemy had abandoned the North End of the Island entirely and withdrawn to their Line, near Newport—This Movement of theirs was caused by the Count's running up the River with his Fleet the day before and induced me to throw over all my Troops without Delay which I accordingly effected—Immediately after our Landing a Fleet under English Colours consisting of 31 Sail 8 or 10 of which appeared to be of Force were discovered Standing towards Newport—¹ As the Wind was Small & unfavourable the Count kept his Position but early Yesterday Morning got under Way with a fine Breeze and went in Chace of them—They fled before him with all the Sail they could croud but it appeared last Evening that the Count had overtaken them and was engaged and that they were Still endeavouring an Escape—They fired their Stern Chaces—

I cannot inform You when we shall make the Attack as it is uncertain when the Count will return and I think it best to wait his Arrival as the French Troops are with him— I am [&c]

Jn^o. Sullivan

L, M-Ar, Mass. Archives Coll., vol. 199 (Revolution Letters, 1778), p. 412. Addressed on separate sheet: "The Hon^{ble}./Jeremiah Powell Esq^t./President of the Council of the State of/Massachusetts Bay/Boston." Notations: "on public Service"; "M. G. Sullivan." Docketed: Letter from General Sullivan/12th Aug^t./1778."

1. Vice Adm. Viscount Howe's fleet arrived the evening of Aug. 9, which was the previous Sunday. The composition and sailing order of Howe's fleet is above, at List of Howe's Fleet, and Order of Sailing and Battle Formation of Howe's Fleet, both 6 Aug.

MAJOR GENERAL JOHN SULLIVAN TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

Head Q^s. Rhode Island Aug^t. 12th 78

Dear Sir,

I have the honor to acknowledge the Receipt of your Excellency's favor of the 11th. Instant conveying the Acc^t of Byrons Squadron, but previous to its coming to hand had receiv'd similar Information, from Gen^l Heth and the Council of Massachusetts.¹ The obligation I lay under to you is not the least diminished from this Circumstance, but receives additional weight from your kind Promise to facilitate by ever means in your Power the Expedition I have the honor to direct—

I shall with pleasure comply with your request, in giving your Excellency a detail of such Incidents as have been in their Consequences interesting to me, or may afford entertainment to you in the relation—

I had scarce made good my landing on the North-end of the this Island, with the indigested Body of Militia & regulars which composd my little Army, before a British Fleet under Lord Howe² hove in sight & for some time check'd the Progress of our Army. Agreeable to the Plan of operations concerted with Count Destiang, He was to have landed four thousand Men at the same time, on the opposite Side of the Island to co-operate with me in any measure that our Situati[on] or that of the Enemy might point out as expedient or necessary—But the unexpected Appearance of the British Fleet prevented the disembarkation of the French Troops, and fix'd the whole Attention of Count Destiang³—After ascertaining their Force & Number he on the 9th. Instant determin'd to engage them—on the 10th. he pass'd the Batteries on the side of the Town, returning their Fire (without shortning Sail,) with a Broadside—As soon as he had room for the purpose, he formd in line of Battle and bore down upon the Enemy, who did not think proper to wait for his Attack, but crowd'd every Sail to make good an irregular & precipitate Retreat, which all their expedition cou'd not effect, as the french Fleet were seen to overhaul and engage them, and we have reason to expect (the first fair Wind,) a favorable Account of them—My anxiety to advance, determines me to wait the Count's Return no longer, than I can be justify'd from my Numbers, to proceed without him. in consequence of this Resolution, I issued orders to the whole to march at six oClock this Morning but an unfortunate Storm prevented their being complyd with—& I now wait for a change of Weather—business will not admit me to be more circumstantial—I have the honor [&c.]

Jn^o Sullivan

L, R-Ar, Governor's In-Letters Vol. 12, 1778, fol. 125. Addressed at foot: "His Excellency/Governor Greene."

1. On 11 Aug., 1778, Greene informed Sullivan that the crew of a prize had seen Admiral Byron's fleet under sail off of the Western Islands. L, R-Ar, Letters from the Governor Vol. 3, 1778-1779, fol. 53.

2. Vice Admiral Viscount Howe.

3. Vice-amiral comte d'Estaing.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778]

[crew ashore on island of Rhode Island]

Wedned^y 12

In General strong Gales and Squally with rain sent the Master 8 Men & a boy onboard a sloop to go express to N. York $\text{\textcircled{P}}$ order Capⁿ Brisbane¹ a number of the Tents blew down by the Violence of the

Gale some shot fired from our batterys at the Rebels.

D, UKLPR, Adm. 51/336.

1. Capt. John Brisbane, R.N.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[Mouillage dans la passe de L'E, *R.I.*]

Mercredi 12.

Même temps, avec la difference que le vent de NE a passé au N. d'où il a Soufflé avec la même Violence, L'*Aimable*¹ [*achevalait?*] et nous tombait dessus, aussitôt nous avons filé notre grelin D'affourche et rappelé Sur notre ancre de poste, par ce moyen nous l'avons evitée après quoi nous avons mouillé une 3^e. Ancre. ce coupe de vent nous donna bien des Craintes Sur le Compte de L'Escadre.

[Translation]

[August 1778.] [Anchorage in the Eastern Passage, *R.I.*]

Wednesday 12.

Same weather, with the difference that the wind from the NE passed to the N, from which it has blown with the same violence, The *Aimable*¹ was astride and fell toward us, we immediately paid out our small bower anchor hawser and drew in on our post anchor, by this means we avoided it, after that we dropped a third anchor. This gale gave us great fears on the account of the squadron.

D, FrPNA, Marine B¹, vol. 147, fol. 64.

1. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, en mer*]

du mercredy 12

au jour nous Eumes connoissance de deux de nos vaisseau qui nous ne vieue pas Longtemps je Crois quil ne Leur-etoit Guere possible de nous Conserve le coups de vents estant des plus violents jusqu'à midy quil Commençat à diminuer nous prenions de Leau de tous Les Bords. par Les Roullés à deux-heures notre Baum de Gouvernaile á Rompir par Les secousse quil donnoit par La Grosse-mer à 5 heures du soir Vue un vaisseau au vents qui avoit tres peut de voile nous Lavons jugé Engloise ayant le mats de perroquet Recallé nous somme fort etonné quil ne veut pas nous Reconnoistre attendu notre triste situation allant au Guet des flots nous estions alors par La Latitude de Estimé de 39 = 26
et par La longitude de 74 = 22

Les pour Comble Malheur Le teste de notre Gouvernaile Cest ouverte En plusieurs morceau et Les deux ferrure d'En haut du Gourvernaile detaché par Le Grande secousse quil donnoit Le vents avoit Baucoup diminué dans La nuit mais tres peux La mer Le vaisseau Roulant toujours Bord sur Bord

[Translation]

[August 1778, *Languedoc, at sea*]

Wednesday 12

at daylight we had information of two of our ships of the line that we had not seen for a long time I believe it was hardly possible for them to stay with us, the gales being the most violent until noon, when it began to diminish we took on water from all sides. by the rolls for two hours our tiller broke from the jolts given it by the large sea at 5 o'clock in the evening saw a ship of the line to the wind that had very little sail set we judged it English, having the topgallant sails backed, we were very astonished that it did not want to reconnoiter us, considering our sad situation, going on the lookout of the waves we were then in

the estimated Latitude of

39 = 26

and in the Longitude of

74 = 22

To add to our misfortune, the head of our tiller is open in several pieces and the two iron bindings at the top of the tiller detached by the large shock the winds gave it, much diminished in the night but the sea very little the ship still rolling from side to side

D, FrPNA, Marine B¹, vol. 147, fol. 143.JOURNAL OF H.M. FRIGATE *PEARL*, CAPTAIN JOHN LINZEE

[August 1778]

Block Island N39E. 36 leagues.

Wednesday 12

Sandy hook N71W 35 leagues.

At 12 Fired a Gun & made the Signal for shoaling our water having but 14 f^m. At 3 AM shorten'd sail the *Volcano*¹ having parted the Hawser. At 5 Handed the Maintopsail Got down topgall^t Yards & lowerd the Mizenyards the Jeers being Stranded: At 7 Bro^t too under the Mizen Stay Sail made the Sig^l for the Fire Ship to lye too. At ½ past 10 set the mainsail & hauld down the Mizen Stay Sail. At Noon only the *Volcano* in sight.

Block Island N 26:50 E. dis. 50 Leagues

Sandy hook N 53:26 W 47 Leagues.

[*illeg.*] W^t with a Heavy Sea. PM Furl'd the Mainsail it being split & bro^t too under the Mizen Staysail. At 5 bore down to the *Volcano*. she having made the Sig^l of distress, found her leaky. Bent another Mainsail & reef'd it. At 11 lost sight of the *Volcano*.

D, UKLPR, Adm. 51/675, fol. 59.

1. Fire ship *Volcano*, Lt. William Henry King O'Hara, R.N.H.M. FRIGATE *PHENIX*, CAPTAIN HYDE PARKER, JR.

[August 1778—]

Wednesday 12th40° ..22' N° 00° ..22' W^t

At 12 saw the Admiral's Ship (the *Appollo*)¹ bearing NW & several of our Fleet in sight. At 4 The Admiral Fired a Gun and made The Signal & wore Ship. At Noon a Strong Gale and thick. The Admiral

& Seven Sail in Sight—

Block Island N^o. Dist^t. 29 Leagues

Strong Gale and Squally the Main Sail being Split unbent it and bent another. At ½ past Noon the Adm^l made the Signal of Distress but not in want of immediate assistance. At 2 saw the Main and Mizzen Topmasts's of the *Appollo* go over her side, about 3 saw the *Roebuck*² with her Mizzen Mast Carried away at the same time we bore down too the Adm^l At 8 Strong Gale with Rain 17 Sail of the Fleet in Sight

D, UKLPR, Adm. 51/694.

1. Vice Admiral Viscount Howe had transferred his flag to H.M. frigate *Apollo*, Capt. Philemon Pownoll.

2. H.M.S. *Roebuck*, Capt. Andrew Snape Hamond.

JOURNAL OF FIRE SHIP *VOLCANO*, LIEUTENANT WILLIAM HENRY KING O'HARA, R.N.

[1778 Augst] Sandy Hook N74W^t Dist^{cc}. 56 Lea^{ss}
Wednesday 12th at 3 AM broke adrift from the *Pearl*,¹ at 7 Hove too under the Mizⁿ. Stay Sail—

D^o [Sandy Hook] N 68 W^t Dist^{cc}. 54 Leag^s 2 Miles

First & Middle parts a heavy Gale & Great Sea, latter more Mod^{te} at 4 PM set the Main Sail. at 5 found that we took in a great Quantity of Water at the Fire ports, at 6 found a great Quantity of Water in the fore part of the Ship & both Pumps Choak'd D^o. fired a gun & made Sig^l of Distress to the *Pearl*, at 10 lost sight of her D^o Carried a stern light ½ past the *Pearl* bore down under our Lee & Cap^t Lindsey said he would send a boat to our assistance as soon as the Gale abated, at 11 Lost sight of her,

D, UKLPR Adm. 51/4385, fol. 4.

1. H.M. frigate *Pearl* Capt. John Linzee, commanding.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), WEDNESDAY, AUGUST 12, 1778

NEW-YORK AUGUST 12.

On Monday last arrived the schooner *Hammond*, Capt. Bridger Goodrich. He sailed from hence some time ago, in company with the *Jager*, Capt. Buchanan, for Bermuda, and on his passage took four prizes, burnt one of them, and carried the other three into that port, whither he presently after sent a long pilot boat from Virginia, laden with one hundred and two hogsheads of tobacco; he then took a schooner with flour and tobacco, and last Saturday and Sunday, on his passage to this port, saw eight privateers from Toms River in East-Jersey, three of which he took, and has brought them in; they are, the schooner *May Flower*, with four carriage, four swivel guns, and 18 men, from New-England, Andrew Geddrige master; the schooner *Scorpion*, William Gray master, one carriage, 16 swivel guns, and 17 men, from New-England;¹ the schooner *Sally*, Joshua Stutson master, six carriage, ten swivel guns, and 25 men, from New-Jersey.

The above mentioned vessel, named the *Jager*, took also two prizes after parting company.

1. According to a deposition given by the captain, William Grey, in the Admiralty Court of New York on 15 Aug., the schooner *Scorpion* was out of Salem, Massachusetts, had a crew of 37, carried two 2-pounders and 16 swivel guns, was owned a group headed by Elias Hasket Derby (whom Grey called “Elias Haskit Darvy”), and was captured near Egg Harbor, New Jersey. UkLPR, H.C.A. 32/450/13. The commission for *Scorpion* also listed Miles Greenwood as a co-owner. Allen, *Massachusetts Privateers of the Revolution*, p. 276.

CONTINENTAL MARINE COMMITTEE TO CONTINENTAL NAVY BOARD OF THE EASTERN
DEPARTMENT

Gentlemen

[Philadelphia] August 12th. 1778-

We are favoured with yours of the 29th Ult^o.¹ and now desire you will send to us an account of the value of the Provisions which you have spared to the Commissarys for the use of General Sullivans Army in order that the same may be duely settled.

We beg you will enquire for Mr. Galletheiu a french Gentleman lately gone from this place to Boston and inform him that it is our desire that you Accomodate him with a free Passage to france in the first Continental Vessel that may be going that way.²

The Treasurer has given us assurance that he will be able to pay the balance of the Warrant for the use of your department in A few days which shall be immediately sent forward.³

We have only to repeat our great desire to have the Continental Vessels at sea, which no doubt you are using your endeavours to accomplish. We are Gentlemen [&c.]

LB, DNA, PCC, Miscellaneous Papers, Marine Committee Letter Book, pp. 170–71 (M332, roll 6). Addressed before opening: “The Commissioners of the Navy Board/at Boston.”

1. The board’s letter has not been found.

2. William de Galatheau was the owner and captain of the ship *Foubonne*. His representation to Congress had been referred to the committee on 3 Aug., *JCC* 11: 744.

3. For more on this warrant, see the committee’s letter to the board of 5 Aug., above.

CONTINENTAL MARINE COMMITTEE TO JOHN BEATTY

Sir

[Philadelphia] August 12th. 1778

You are hereby directed forthwith to send into New York an equal Number of British Seamen Prisoners of war to the United States, to those of American seamen lately Sent out from thence by Admiral Gambier; or that may hereafter be sent out agreeably to the tenor of our proposition, which was to return an equal number of Prisoners of the same Rank and condition— making a distinction between men and Boys, Sick and well.¹

M^r Barney 2nd Lieutenant of the Continental frigate *Virginia* and Lieutenant Pownal of Marines of the Said Frigate having come from New York,² It is our desire that you send in Exchange for them the Second Lieutenant of the British frigate *Mermaid* and the first Lieutenant of Marines belonging to said frigate who are in captivity at this place.³

You will please to Observe that British seamen taken by the French and now Prisoners within these States are not to be exchanged by you. We are [&c.]

LB, DNA, PCC, Miscellaneous Papers, Marine Committee Letter Book, p. 170 (M332, roll 6). Addressed at opening: “John Beatty Esq^r/Com^y Gen^l of Prisoners.”

1. Beatty discussed the proposal of Adm. James Gambier in a letter to George Washington of 31

July. "In a Letter from the Marine Committe of Congress, I was Authorized to Inform Admiral Gambier that his proposition relative to the Exchange of Marine Prisoners was Acceded to by Congress—binding themselves to return a like number in our possession with as little delay as possible—I have wrote Admiral Gambier Yesterday acquainting him that I shall attend at Elizabeth-Town Tomorrow there to receive and give him Credit for whatever number of Prisoners he shall deliver over—Pledging the Public Faith of these States for an equal return." *G.W. Papers, Rev. War Series* 16:204–5.

2. That is, Lt. Joshua Barney and Marine Lt. Samuel Pownal.
3. That is, Lt. Thomas Dickinson and Marine Lt. Watkin Tench.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD

Sir

[Philadelphia] August 12th 1778.

We have received your favour of the 30th ultimo¹ advising the arrival of the Prize Brig *Nancy* with 2070 quintals of Fish taken by the Continental Brig^t *General Gates* which is a pleasing Account and we hope to hear Shortly of the other Prizes arriving from Captain Skimmer.² As the Continental portion of the above Cargo of Fish will be wanted for the use of the Army and the French Fleet, we desire it may not be sold but that you will deliver it to the Commissary General of Purchases or his order any quantity thereof he may require taking receipts for the Same.³ We are [&c.]

LB, PCC, Miscellaneous Papers, Marine Committee Letter Book, p. 170 (M332, roll 6). Addressed at opening: "John Bradford Esq^r"

1. John Bradford to Continental Marine Committee, 30 July, above.
2. Capt. John Skimmer. In a letter of 3 Sept., Bradford reported the arrival of two more prizes of *General Gates* and the death of Skimmer in an engagement with a third vessel; John Bradford to Continental Marine Committee, 3 Sept. 1778, DLC, Bradford Letterbooks 1776–1782, vol. 2.
3. On this same day, the committee wrote Jeremiah Wadsworth, the Commissary General of Purchases for the Continental Army, immediately below.

CONTINENTAL MARINE COMMITTEE TO JEREMIAH WADSWORTH

Sir

Marine Committee
Philad^a Aug^t 12 1778

A Prize Brig taken by A Continental Vessel having lately arrived at Boston with a Cargo of 2070 quintals of Fish-¹ we have directed the Continental Agent there John Bradford Esq^r to deliver to your order any part of the Continental portion (which is One half) of the said Cargo of Fish, that may be required for the use of our Army, or the French Fleet.² We are [&c.]

Richard Henry Lee Ch^m. M.C

L, CtHi, Jeremiah Wadsworth Papers. Addressed on a separate sheet: "Col^o J Wadsworth/Com: Gen: of Purchases/Philad^a." Docketed: "The Honb^e. Rich^d H. Lee/Esq. Chairman Marine Com^t/Letter Aug^t 12th. 1778."

1. Brig *Nancy* which was captured by the Continental Navy brig *General Gates*, Capt. John Skimmer, commander.
2. On the same day, the committee wrote Bradford conveying the same information to him; see above, this date.

RICHARD HENRY LEE, CHAIRMAN OF THE CONTINENTAL MARINE COMMITTEE, TO
VICE-AMIRAL COMTE D'ESTAING

Sir

[Philadelphia] August 12th 1778

The Marine Committee of Congress have heard with concern that the Squadron under your Excellency's command was on the 4th instant supplied with no more than 20 days provisions, but you may be assured Sir, that accident and concurrence of Circumstances, not a want of Zeal and Industry to supply you has hitherto delayed the arrival of Provisions.¹ The enclosed papers will shew your excellency what orders have been issued from the Marine Committee on this subject, with the Measures taken and taking to comply with these orders.² The movement of the Squadron and the Number of the enemies Cruizers, between this place, the great resources of Provisions especially of the Bread kind, rendering a long Land carriage necessary have chiefly produced this delay. In future we hope you will receive a more regular supply, except it be of Salt provisions which the want of Salt, the great consumption of the army, and the Season of the year, renders scarce and difficult to be obtained. To your wisdom must be left the propriety of Spareing the salted provisions as much as possible, and using fresh whilst you remain in a Country capable of furnishing the latter in abundance, but for the reasons above given not well provided with the former at present. A considerable quantity of bread, flour, live Stock vegetables and water have been put on board the frigate *Chimere*³ and the Transports with her, but these I apprehend have not reached the Squadron. The Commissary General has fixed directions to supply your Excellency from time to time with Such quantities of Provisions as you shall call for.⁴ I have the honor to be [&c.]

Richard Henry Lee Chⁿ
of the Marine Committee

LB, PCC, Miscellaneous Papers, Marine Committee Letter Book, pp. 171–72. Addressed at opening: “His Excellency the Count D’Estaing.”

1. Despite the assurances given here, as seen at Marine Committee to John Chaloner, 10 Aug., above, the committee had initiated an investigation to make sure there was no “want of Zeal and Industry.”

2. The “papers” have not been found.

3. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.

4. Jeremiah Wadsworth was the Commissary General. See Continental Marine Committee to Vice-amiral comte d’Estaing, 12 July, above.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA NAVY BOARD

Gent—

Philadelphia 12th August 1778.

About six months since Council instructed you to suffer such of the barges, called Guard Boats, belonging to this state to be fitted out by private Adventurers at their cost & Charges to enterprize in the river Delaware against the Enemy for a time specified,¹ these adventurers giving Security for the Boats, & taking all they could get. But the preference was to be given to the officers & men of our fleet, on the same terms that others offer to take them, which were to find Victuals, ammunition & Mariners.

Something it seems has been done in pursuance of the above Instructions, for a prize is just arrived taken by one or more of these Barges. This circumstance leads to an enquiry into the time of Cruise which had been specified in this Case, for we had no idea of permitting the use of them till this time: Especially as the Enemy being

gone out of Delaware, the first ground on which the scheme was founded, was entirely gone.— However, there is no design to controvert the right of the Captors to their prizes in this Instance. It is to ask whether the officers & men of our Navy have stepped forth on this occasion on the footing stated; Vid, to find men, & victuals, & fit them out. This includes in it, a renunciation of all pay, rations & other advantages accruing to them as officers & privates of our fleet for the time, as otherwise, they are not on the same footing that others offered to take the Barges.—

Council would be glad to learn how far their offer to the people in the pay of this state has been complied with, as they have reason to suspect, that some unreasonable men who acted under it have claimed to receive Wages & rations, as if they had been in service during the time. Your attention to & observations on this subject are desired.²

Df, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Heading: "Council to Navy Board 1778." Addressed at foot: "To the Navy Board of/Pennsylvania—."

1. The offer was made in Jan. 1778.

2. The board's reply has not been found.

CONRAD ALEXANDRE GÉRARD TO VICE-AMIRAL COMTE D'ESTAING

N^o 13.

a Philadelphie le 12 Aout 1778.

Monsieur

J'ai eu l'honneur de vous rendre compte des démarches que j'ai faites pour faire rassembler les vivres nécessaires pour l'Escadre d'après la notte que M^e Le Chev^{er}. De Borda¹ m'avoit remis. J'ai pris la liberté de vous demander vos ordres plus positif sur cet objet, toutes les instructions que j'avoit recues n'étant q'éventuelles et préparatoires sans designation de lieu ni de tems. vos deux lettres du 18 Juillet sont les seules qui me soient parvenues de votre part et elles ne font point mention de cet objet, depuis ce tems je n'ai su de vos nouvelles que par des voyes indirectes, le Comité de la Marine vient de me faire part d'une lettre du G^l Sullivan² qui mande que 235. 159. 285. 340. 367. 346. 531. 228. 113. 320. 378. 300. 471. 208. 423.³ Les mesures qui avoient été prises sans perte de tems mettent en état d'y pourvoir. Vous Verréz, Monsieur par la notte cy-jointe⁴ le resultat de ses mesures, j'ai demandé qu'on forcât tous les moyens pour vous faire passer sur le champ des biscuits de la farine des salaisons pour la consommation de 20 Jours conformément à la notte de M^e Le Chev^{er}. De Borda. Le convoi sera adressé au Général Washington qui dirigera sa marche ulterieure soit d'après les connoissances qu'il aura de vos mouvemens, soit d'après les demandes que vous lui adresserez. Je crois en même tems devoir vous rendre compte de mes arrangements par un expres que J'adresse a M^e Choin;⁵ vous aurez sans doute la bonté de m'en[voyer] par son retour vos instructions detaillées sur les objets que je dois suivre ulterieurement. J'ai préparé eventuellement l'exécution de toutes celles que vous m'a confiées et mon zele n'attend que'un mot de votre part pour rendre definitives et positives les mesures dont vous m'aviez chargé. Je fais des vaux ardens pour que le succès de votre expedition sur Newport vous mette en [*illeg.*] de me répondre sur tous les points.

J'ai cru, Monsieur dans l'incertitude ce votre mouvement ulterieure devoir demander qu'on préparât un seconde semblable a celui qui va partir, afin de la faire passer promptement a sandy hook, si les circonstances vous ram[illeg.] a votre station. En

tous cas il sera tous pret à le faire passer ou vous indiquerez.
 On ne s'occupe point ici de vivres frais par ce que le [*illeg.*] ou vous êtes doit en abonder. On m'assure que le pa[*illeg.*] les salaisons sont les seules choses qui y manquent. Je suis avec un respect infini [&c.]

Gerard

P.S on veut, Monsieur, de m'assurer [?] que d'après l'assurances donnés par ces Commissaires qu'on trouvera des salaisons à Rhodisland ou Ce Come [?] à vous envoyes d'ici du pain et des farines sur les chariots.⁶

[Translation]

N° 13.

Philadelphia 12 August 1778.

Sir

I have had the honor of reporting to you some steps that I have taken to have collected the provisions necessary for the squadron in accordance with the note that M. the Chevalier de Borda¹ sent me. I have taken the liberty of asking of you your most positive orders on this object, all the instructions that I have received being only contingent and preparatory, without designation of the place or the time. Your two letters of 18 July are the only ones that have reached me on your part and they make no mention of this object, since that time I have learned news of you only by indirect means, the Marine Committee has just informed me of a letter from Gen. Sullivan² that as that 235. 159. 285. 340. 367. 346. 531. 228. 113. 320. 378. 300. 471. 208. 423.³ The measures that have been taken without loss of time put one in a state of being able to do it. You will see, Sir, by the attached note⁴ the result of these measures. I have asked that all measures be pressed in order to have sent to you immediately biscuits of wheat and salt provisions for the consumption of 20 days, conforming to the note of M. le Chevalier de Borda. The convoy will be addressed to General Washington who will direct his subsequent march either according to the knowledge that he will have of your movements, or according to the requests that you will address to him. I believe at the same time I ought to inform you of my arrangements by an express which I sent to M. Choin;⁵ you will have without doubt the goodness of sending me by his return your detailed instructions on the objects that I should subsequently follow. I have prepared provisionally the execution of all those things that you have confided to me and my zeal waits only for a word on your part to render definite and positive the measures with which you will entrust me. So that I may work ardently for the success of your expedition at Newport, respond to me on every point.

I believed, Sir, in the uncertainty of your latest movements, I should ask that a second [supply], similar to that which is going to depart, be prepared; in order to send it promptly to Sandy Hook, if the circumstances return you to your station. In any case, it will be all ready to send where you may indicate.

One is not at all concerned here about fresh provisions because they are plentiful. They assure me that the supplies of salt provisions are the only things lacking here. I am with an infinite respect [&c.]

Gerard

P.S. They want, Sir, to assure me that, in accordance with the assurance given by the Commissioners, salt provisions will be found at Rhode Island where this committee has sent you from here some bread and wheat by wagon.⁶

L, FrPNA, Marine B¹, vol. 143, fols. 140–41. Addressed at foot of first page: "Monsieur le Comte d'Estaing."

The signature and the postscript are in Gérard's handwriting, the letter in that of a clerk.

1. Lieutenant de vaisseau Jean-Charles, chevalier de Borda.
2. Maj. Gen. John Sullivan, Continental Army.
3. The key to this cypher is unknown.
4. Chaloner and White to Conrad Alexandre Gerard, 11 Aug., above.
5. Major André-Michel-Victor, marquis de Choin, d'Estaing's aide-de-camp.
6. See Richard Henry Lee, Chairman of the Continental Marine Committee, to Vice-amiral comte d'Estaing, this date, above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Wednesday the 12th day of August 1778.

Present.

Mr Whiting, Mr Travis and Mr Innis.-¹

Ordered that Mr Thomas deliver to Mr Thomas Smith or order two coil of Rope, such as he may have occasion for, for the use of the Trade.-²

Ordered that Mr Holt deliver L^t Jones one barrel of tar for the use of the *Lewis Galley*.-³

Ordered that a warrant issue to Lieutenant Jones for ten pounds on accmpt for the purpose of furnishing necessaries for the use of the *Lewis Galley*.-

Ordered that a Warrant issue to Mr William Holt for one thousand two hundred pounds on acco^t for the purpose of furnishing necessaries for the use of the Navy.-

Ordered that John Griggs repair immediately on Board the Brigantine *Northampton*.-⁴

D, Vi, Navy Board Journal, pp. 446–47.

1. Col. James Innes.
2. Thomas Smith oversaw Virginia's state trading vessels.
3. Lt. Lewis Jones commanded the Virginia Navy galley *Lewis*.
4. Griggs, a sailing master in the Virginia Navy, had formerly served with the Virginia Navy galley *Safeguard*. Stewart, *History of Virginia's Navy*, 194.

ANDREW ANDERSON TO REAR ADMIRAL SAMUEL BARRINGTON

English Harbour [*Antigua*]. 12th August 1778.

Sir!

Not having had the Honour of seeing you since your arrival on this Station, I thought it a duty incumbent on me to inform You of some Circumstances, relating to this Harbour and Yard, with a Copy of the Establishment of the Artificers and others of the Yard, and a List of the Masts, Bowsprits and Yards. This Harbour extends from South East to North West, about three Quarters of a Mile, and though it's Breadths are unequal, the greatest is not above one half of that: The Entrance is from the Southward, One hundred fathoms Broad, between two Forts; that on the Starboard Side is Called the Horse Shoe Battery, level with the Waters edge. On the Larboard

side, about Thirty feet above the Surface of the Sea, is Berkley Fort: The Ships, for the most part, Sail, both out and in. The Bar lies across, between the two Forts, and I remember in the Year 1763, when Admiral Swanton, in the *Vanguard* had taken on board the Naval Stores from Martinique, I happened to be on board of Her, when She Warped into this Harbour, drawing at that time 23 feet Water; Opposite the entrance is a place, though apart of the Harbour, Called Freemans Bay; here Ships may ride securely, except in the Hurricane Months, in the bottom of that Bay, among the Bushes, is a tier of Guns, which is Called the Mask-Battery. From thence, in going up the Harbour, about North West, the Yard and Old Careening Wharf opens to view; the last lies upon the Starboard side, and the Yard upon the Larboard. They are about 40 fathoms asunder; there are few Storehouses on the Careening Wharf. The House is a strong Building, Erected since the Hurricane; it has three Capstans, and good apartments for the Officers, with Cellars below for the Boatswains & Carpenters Stores; above the Capstans there is a Sail Loft reaching from one end to the other, except an Apartment in the North end taken off for the Captains. It's Dimensions are 131 feet long, and 36 Wide. The Yard is a Peninsula, projecting from the West into the Harbour; its greatest extent, from West to East, is about 400 feet, and something more than half that, where broadest; there is a Stone Wall Ten feet high, which reaches from Sea to Sea, and the Gate is on the North West side. Upon the North Side of the East point of the Yard, there is a very good Careening Wharf; the House is placed over two Capstans, and is 91 feet long, 30 wide. There is 20 feet of Water at each Careening Wharf. All the Store, Boat and Mast Houses &c^a, are in good Repair and capable of receiving a great many more Stores.

Since Admiral Young Sailed,¹ the Artificers have been Employ'd (except in the necessary Repairs of His Majesty's Ships coming into Harbour) in Repairing the Launches and Harbour Boats; Making some New, and repairing the old Floating Stages; Building and Repairing Artificers' Cabins, &c^a.

You will please to observe, in the List of Masts, &c^a, that there are none in Store fit to make a Frigate's Main Mast, or any other Class of Ships upwards, and indeed, what is here cannot be depended upon; for notwithstanding all the usual methods have been tried to ascertain the soundness and sufficiency of a Mast, most of them have been found rotten in the Heart in Working.

I should be happy to be favoured with your Orders, which shall always be punctually complied with; having the honour to be with the greatest respect. [&c.]

And: Anderson
Master Shipwright

L, CtY, Beinecke Rare Book and Manuscript Library, Barrington Papers. Addressed at the foot: "Admiral Barrington." Addressed at foot: "Honorable Admiral Barrington." Immediately following the place date line is a notation: "rec^d. 16." Anderson died on 24 October 1778; Barrington appointed Jesse Ansley, the carpenter of the *Prince of Wales*, to act in his place. *Barrington Papers*, 2: 37n.

1. Barrington replaced Vice Adm. James Young as commander of the Leeward Islands station.

August 13

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

New London Aug^t 13th 1778

On receiving your Excellencys Favour of yesterday, I advised with Cap^t Deshon¹

concerning the expediency of sending Water to the Fleet & it was our opinion that as your orders were peremptorily that I should without delay send of[*f*] as many Vessells as it was possible to get Water Cask for—which I fear will be but two or three Vessells.—² But at the same time supposed at the first arrival of the Fleet at Point-Judath that it was difficult for them to procure Water, but now they are in possession of Connanicut & the Ferries &^c that Water can be easily procured from thence, and from a free passage up to Providence with their Tenders, and the numerous Privateers with Water for their respective Cruises on board, shall after despatching what Water I can on board the fleet wait for further Instructions from the Count De Estaing—

M^r N Shaw³ has been on board the Fleet & heard no complaint of that nature—they wanted Cyder, Roots, Greens Onions &c. and on his return here recomended for traders to go down with these things, several has gone & going. M^r Shaw sat of[*f*] again last Friday for the Fleet—they have Landed on Connanicut the few Sick of the Fleet, in general they are healthy—have nothing new from that way, then what you must have[.] I am [&c.]

Tho^s Shaw

L, Ct, Jonathan Trumbull Papers, vol. 8, p. 173a. Addressed at foot of page: "To His Excellency."

1. John Deshon, member of the Continental Navy Board of Eastern Department.

2. See Gen. Washington to Trumbull, 8 Aug. 1778, above.

3. Nathaniel Shaw Jr., Continental Agent for Connecticut.

MAJOR GENERAL JOHN SULLIVAN TO GENERAL GEORGE WASHINGTON

Headquarters on Rhode Island
Aug^t 13th 1778

Dear General,

In my last I had the Honor to Inform your Excellency of my being in possession of the Enemy's works on the north part of Rhode Island, & of the arrival of the British Fleet the moment we had Landed, as also of the Sailing of Count D'estaing in quest of them—¹As this unfortunate Circumstance deprived us of the assistance we promised ourselves from the French Troops, I waited on the Ground till the 10th at night, when finding my own troops numbers had increased sufficiently to warrant my advancing to the Town without waiting the return of the Fleet; I issued orders for the Army to march the 11th at six in the morning. But Fortune still determined to sport longer with us, brought on a storm so violent, that it last night blew down tore, and almost ruined all the tents I have. The arms of course were rendered useless, and almost the whole of our ammunition ruined. The much greater part of the army have no kind of covering; nor wou'd tents if they had them prove a sufficient security against the severity of the storm. My men are mostly lying under the fences half covered with water, without ammunition and with arms rendered uselss. The Communication between us and the main cut off by the violence of the wind which will scarcely permit a whale boat to pass. Should the Enemy come out to attack us our dependance must be upon the superiority of our numbers, and the point of the bayonet. How o[*u*]r Militia may behave on such an occasion, I am unable to determine—to retreat is impossible, therefore we must conquer or perish. Perhaps under these circumstances an attack upon us might be of great advantage. Several men have perished with the severity of the weather, and I expect more will; as I see no probability of the storm's Ceasing—all our hopes of

assistance from the French Fleet are at an end, as this storm must have driven them far [off from] this post and I am very apprehensive quite off the coast—to combat all these misfortunes & to surmount all those difficulties requires a degree of temper & persevering fortitude which I could never boast of, and which few possess in so ample a manner as your excellency. I will however endeavour by imitating the example, to rise superior to the malevolence of fortune & My present lamentable situation as quick as possible; and if heaven will cease to frown endeavor to gratify your excellency's desires—I am sorry your excellency's letter respecting the Enemy's burning their shipping did not arrive till they had burned and sunk the whole of their vessels of war, and sunk almost all the other vessels to block up the channel—²The Letter of your Excellency, inclosing that to the Count D'Estaing, did not arrive till after he had sailed.³ The intelligence from the Council of Massachusetts informing that admiral Byron, with thirteen large ships of the Line, was spoke with off the western Islands also arrived the day after he sailed.⁴ This Account Says that Byron was spoke with the 24th of June—The Fleet which arrived here, and the count was in pursuit of, was Lord Howe's fleet among which was only five sail of the Line, the rest smaller vessels of war, and Transports. They landed no men here—I was apprehensive that some such event as this might happen, to deprive me of the Count's assistance. This induced me to call for more men than I should otherwise have done. The number of the Enemy are nearly thus—

2 Hessian Reg ^{ts} 600 Each ⁵	12,00
2 Anspachs d ^o 500 each ⁶	1000
Brown & Fanning 600 ⁷	600
22 ^d , 38 th , 43 ^d , & 54 th British regts 400 each ⁸	1600
2 Hessian Reg ^{ts} 500 each	1000
Whitmans Regiment ⁹	<u>100</u>
	5500
To these we may add a Thousand Seamen ¹⁰	<u>1000</u>
	6500 ¹²

My Numbers on the Island are about nine thousand rank & file. Deserters come out in great numbers. I have the Honor to be [&c.]

Jn^o Sullivan

Copy, MHI, Heath Letter Book. Addressed at close: "His Excellency Gen^l Washington."

1. Sullivan to Washington, 10 Aug., above.
2. For the letter, see Washington to Sullivan, 4 Aug., above; and for the British destruction of their ships, see Diary of Captain Frederick Mackenzie, 5 Aug. and 8 Aug., above.
3. Washington to d'Estaing, 8 Aug., above.
4. Likely the information received from Richard Derby that the Council forwarded; see Richard Derby to Jeremiah Powell, President of the Massachusetts Council, 6 Aug., above. Sullivan received similar information from Governor William Greene of Rhode Island on 11 Aug.; see Sullivan to Greene, 12 Aug., above, n1.
5. Besides the 2 regiments of Anspach at Newport, there were four other German units: Regiment von Bünau, Col. Rudolph von Bünau; Fusilier Regiment von Ditfurth, Col. Max von Westerhagen; Regiment von Huyn, Lt. Col. L. Franz Kurtz; and Musketeer Regiment Langraf, Maj. Ludwig August von Hanstein. McBurney, *R.I. Campaign*, pp. 242–43.
6. Col. F. A. V. Voit von Salzburg's 1st Anspach-Bayreuth Regiment, Col. F. J. H. W. Christian von Seybothern's 2nd Anspach-Bayreuth Regiment
7. Brig. Gen. Montfort Brown's Prince of Wales American Regiment and Col. Edmund Fanning's King's American Regiment.
8. 22nd Regiment of Foot, Lt. Col. John Campbell; 38th Regiment of Foot, Lt. Col. William Butler;

43rd Regiment of Foot, Lt. Col. James Marsh; and 54th Regiment of Foot, Lt. Col. Andrew Bruce.

9. Lt. Col. George Wightman's Loyal New England Regiment.

10. The crews from the lost British ships formed their own corps and served batteries ashore. See Diary of Captain Frederick Mackenzie, 6 Aug., above.

11. For a discussion of British troop strength, see Sullivan to Washington, 1 Aug., above, esp. note 6.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778] [crew ashore on island of Rhode Island]
Thursd^y 13

First part D^o. W^r. [In General strong Gales and Squally rain] latter more Mod. and hazey with rain Emp^d erecting our Tents that was blown down our Batterys fired at the Rebels break^g ground

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]
[Newport, Rhode Island]
13th Aug^t [1778]

. . . We are under great apprehensions for the safety of Lord Howe's fleet. Some think they have been able to run into Sandy hook; others imagine they must have gone off to Sea, and must have suffered greatly, particularly the Gallies, which the Officers of the Navy say must have thrown their Guns overboard, or sunk.¹ There is however a satisfaction in reflecting that the Enemy's fleet are likely to have suffered in the same or rather a greater proportion, their ships being more unwieldy, and their Seamen less expert, than ours. . . .

Mackenzie, *Diary* 2: 351. Omitted eleven paragraphs regarding the weather, fortifications, and disposition of British ground troops.

1. As seen at Howe to Philip Stephens, 17 Aug. (UKLPR, Adm. 1/488, fols. 314–18), Howe sent the armed gallies to New York before the storm arrived under the escort of H.M. frigate *Sphynx*, Capt. Alexander Graeme.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.] [Mouillage dans la passe de L'E, *R.I.*]
Jeudi 13.

Le Vent a perdu un peu de Sa Violence; mais la pluye a continué avec la même Violence.

[Translation]
[August 1778.] [Anchorage in the Eastern Passage, *R.I.*]
Thursday 13.

The wind lost a little of its violence, but the rain continued with the same violence.

D, FrPNA, Marine B⁴, vol. 147, fol. 64.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, en mer*]

du jeudy 13

au jour le veux de vent variable du NNE au NO La mer toujours houleuseSSnous nous sommes occupée à que grayer de Lavant un petit matereaux prou et au mats dartemon pour pouvoir Etablir quelque petite voile Le vaisseau Roulant trop pour sexposer à Etablir des mats de hunier pour Bas mat Comme ont En avoit Les projets à midy,

Latitude Estimé

38 = 57

Longitude arivé

74 = 22

nous avons etablés de Lavant un peroquet et un peroquet volant dessus et un foc pour artimon à 2 heures de Lapres midy petit vent Ciel sombre et Couvert nous vime au vents à nous un vaisseau qui faisoit portee sur nous¹ Comme toute nos Batteries estoit tres saisie et nos Gaillard sont Embarassée de debris de notre dematement, des Bouts de hauban et autre chose ayant perdu tous les de grayement nous nous passame à Lexception du Gaillaird davant qui Restat Encombre nous avons jestté tous Bastingage à la mer qui etoit des Balle de Coston que nous avons pris sur une prise et meme six Canons de six que nous avons sur nos passavant Les passant d'un Bord tous les six² il etoit Bien difficile douvrir La Batterie Basse attendü Les Roulés, il vint nous passer à La voix sous les hunier chacun etoit à son poste ont le helat ont Entendit pas sa Reponse nous-meme notre pavilon il hissa pavillon Englois à la vue de son pavillon ont lui tirats La second Batterie de Larrier du Grand mat et Les Canons du Gaillard darrier etant dépassé il ouvret quelque sabord de sa premiere Batterie et nous tiret quelques Coup de Canons de sa second sans nous faire de mal il Continue sa Route $\frac{3}{4}$ de lieue à une Lieue de larrier dans nos Eau pendant Cette intervale nous Etablisse six Canons de Re[traite] et quatre du chasse il virats de Bord et vire nous passer au vents à Babord à Grande porté de Canons

suite du jeudy 13

nous Cruire quil alloit nous prendre de Lavant il arrive Lof pour Lof et vint nous passer a poupe ou il nous donnais toute sa volé haute et Bat et Gaillard et mousqueteires à la porté du fusil nos Canon de Retraite fusse Bien servú et quelque Canons tribord et Basbord de Larrier il semis sous notre Bouteille de tribord ou il nous donnat une seconde volé nos Canons de Retraite loblige à fuir et arriva dans nos Eaux ou il Recue deux volee de nos Canons de Retraite nous Entendions Le fracas que nos Boulets faisoit à Bord Le soleil etoit couchee dans Ce temps il continué sa Bordé dans nos Eaux nous profitames de la moment pour changer un de nos Canons de Retraite qui avoit été demonté et Comme nous nous trouvions par Les 35 Brasse deau Le General³ se decida à profiter de la moment pour mouiller et passer une Embasse pour mouillame—à neuf heure nous Le vue nous passer à Bord à La faveur de Ces faneaux et je Croit quil ne nous vit pas ayant caher nos feux et ne setant pas apercue de notre mouillage il ne Reparat pas de toute La nuit Les vent etoit à Lest petit frais La mer toujours houleuse

[Translation]

[August 1778, *Languedoc, at sea*]

Thursday 13

at day light the little wind variable from the NNE to the NW the sea still swelling we occupied ourselves with rigging forward and the mizzenmast to be able to establish some small sails the ship rolling too much to hazard setting up topsail masts as lower masts as we had in mind at noon

Latitude estimated 38 = 57

Longitude arrived 74 = 22

we set up forward a topgallant sail and a flying topgallant sail above and a staysail for mizzen at 2 o'clock in the afternoon little wind, the sky somber and overcast we saw to the windward of us a ship that came into range of us¹ as all our batteries were strongly lashed and forecastle and quarterdeck were cluttered with debris from our dismasting, the ends of the shrouds and other things, having lost all of the rigging we made shift with the exception of the forecastle which remained encumbered, we had thrown all the bulwarks into the sea, which were bales of cotton we had taken from a prize, and even six cannon, six pounders, that we had on our gangway, throwing all six overboard² it was very difficult to open the lower battery with the rolling, the ship came to pass us within range of the voice each one at his post we hailed it we did not hear the response ourselves our flag he hoisted an English flag at the sight of his flag we fired the second battery aft of the mainmast and the guns on the quarterdeck being passed he opened several gun ports of his first battery and fired several shots at us from Cannon of his second without doing us injury he continued his route $\frac{3}{4}$ leagues to one league behind us in our track during this interval we set up six guns of retreat and four of chase he put about and tacked to pass us to the windward on the larboard at long shot

Thursday 13 continued

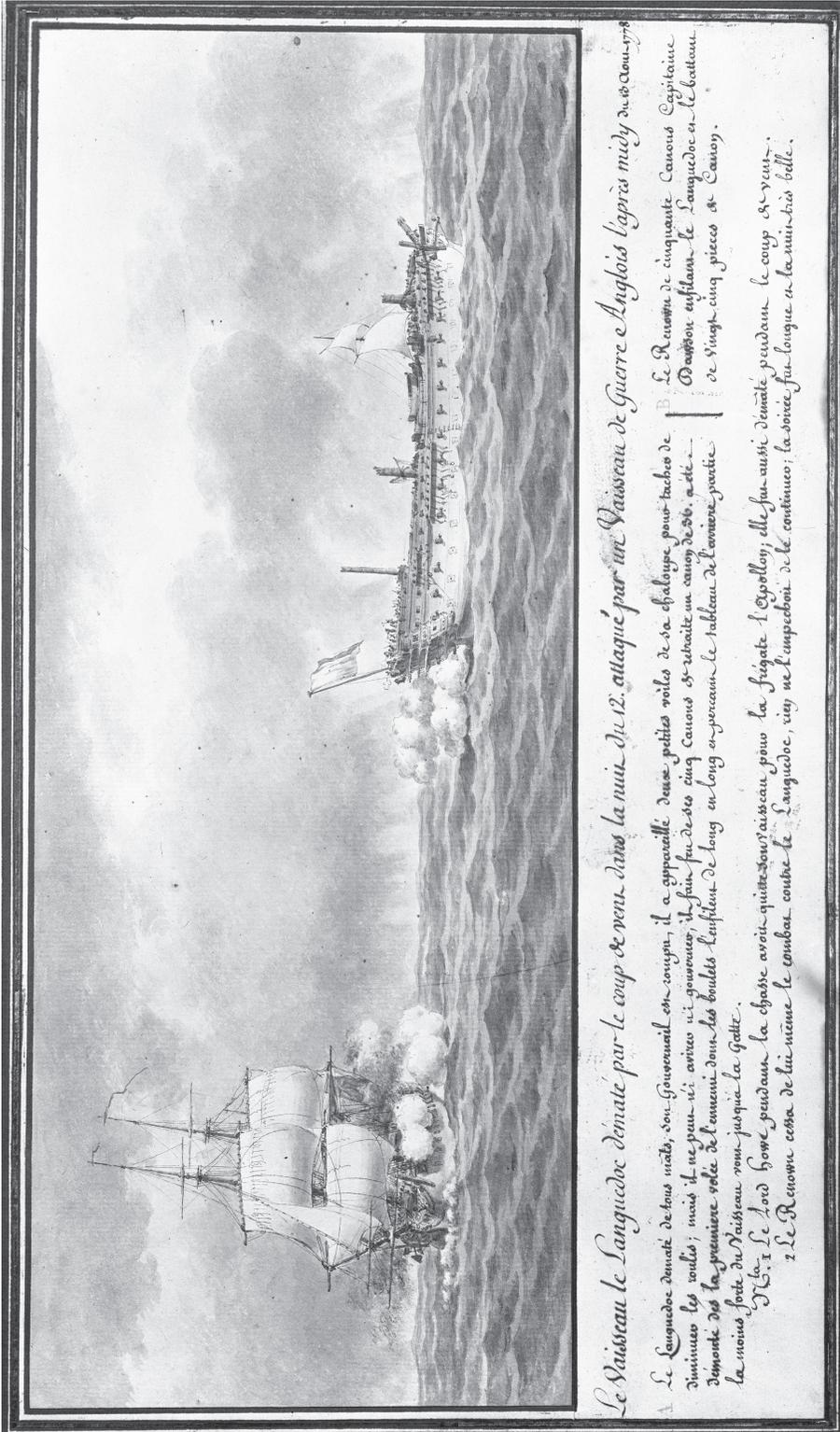
We believed that he was going to take us from foreward he arrived luff by luff and came to pass our stern where he gave us his full volley, upper and lower, and castles, and musketeers at musket shot our cannon of retreat were well served and some starboard and larboard guns from aft he placed himself under our starboard head where he gave us a second volley our cannon of retreat obliged him to flee and he arrived in our wake where he received two volleys from our cannon of retreat we heard the din that our balls made on board the sun had set by this time he continued his watch in our wake we took advantage of the moment to change one of our cannon of retreat that had been dismounted and as we were in 35 fathoms of water the general³ decided to use the moment to anchor and to pass a shoulder of a trunnion for mooring—at nine o'clock we saw him pass alongside us by favor of the lanterns and I believe that he did not see us, having extinguished our fires and not having observed our anchoring he did not reappear all night the wind was to the east, light the sea still swelling

D, FrPNA, Marine B¹, vol. 147, fols. 143–44.

1. H.M. frigate *Renown*, Capt. George Dawson. For this encounter, see Journal of H.M. frigate *Renown*, this date, below.

2. Pilot Samuel Warren, aboard *César*, also described how a “bag of cotton and many other things” floated around *Languedoc*, which “had three stumps of masts standing [*and*] no Bowsprit.” Samuel Warren Journal, FrPNA, Marine B¹, vol. 286, fol. 111.

3. Vice-amiral comte d'Estaing.



Le Vaisseau le Languedoc demate par le coup de vent dans la nuit du 12. attaque par un Vaisseau de Guerre Anglois l'après midy du 13. 1778

Le Languedoc demate de tous mats, son Gouvernail est rompu, il a appareillé deux petites voiles de sa chaloupe pour faire de
 diminuer les voiles; mais il ne peut ni arriver ni gouverner; il fait feu de six ou cinq Canons et retire un canon de ses
 demontés par la première volée de l'ennemi dont les boulets lui firent de long en long en perçant le tableau de l'arrière par
 la même sorte du Vaisseau non jusqu'à la quille.
 N^o. 1. Le Lord Howe pendant la chasse avait quinze ou vingt vaisseaux pour la Frigate l'Exgillon; elle fut aussi demate pendant le coup de vent.
 2. Le Renown vint de lui-même le combat contre le Languedoc, vint se l'insubmer de le continuer; la soirée fut longue et la nuit très belle.

The ship of the line the Languedoc dismasted by the gale in the night of the 12th, attacked by an English warship the afternoon of the 13th of August 1778.

A. *The Languedoc* dismasted of all masts, its helm broken, it had hoisted two small sails from its launch to try to lessen the rolling, but it could neither turn nor steer; it fired from its six after guns, a 36-pounder had been dismounted since the first volley, the balls of which raked its length and pierced its frame from abaft, the weakest part, to the manger.

B. *The Renown* of fifty guns, Captain Dawson, raking the *Languedoc* and the ship of 25 guns.

Note. 1. *Lord Howe* during the chase had left his ship for the frigate *Apollo*; it was also dismasted during the gale.

2. *The Renown* itself stopped the combat with the *Languedoc* on its own, nothing hindering it from continuing it; the evening was long and the night very fine.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

August 1778
Thursday 13th.

Block Island N $\frac{1}{4}$ E
29 Leag^s. Sandy Hook
N66:00W 34 Leag^s.

At 2 lost sight of her At 8 none of the Fleet in Sight wore Ship & stood to the SW^ward At 10 set the Courses At 11 set the Fore top sail

Block Island N $\frac{1}{4}$ E
56 Leagues
Sandy Hook N $\frac{1}{4}$ W 49 Leagues—

First part fresh gales with rain Mid: & latter Var^{ble}. At 3 Pm set close reef Topsails, & got up, Topgal^t masts & Yards At 4 heard the report of 4 Guns to the W^tward At 6 saw a Sail to the SE and soon after perceived her to be a large French ship with her Bowsprit and Foremast gone,¹ also her Main Top mast Mizzen topm^t & Mizzen Yard struck [at] $\frac{1}{2}$ past 6 saw a Sail to the W^tward made the private Sign^l which she answered d^o. made the Signal that the other Ship was an Enemy, At 8 the Enemy haild us and immediately fired when an Action commenced wh^{ch}. lasted till $\frac{1}{4}$ before 9 when we was at too great a distance to fire with effect At 9 Wore Ship and lost sight of the Enemy, had 2 Men wounded likewise the Fore Yard, Fore top gal^t mast & some of our standing and running rigging shatterd $\frac{1}{4}$ past 10 saw the Enemy. & stood after her emp^d fishing the Fore Yard;

D, UklPR, Adm. 51/720.

1. The 74-gun *Marseillais*, Capitaine de vaisseau La Poype de Vertrieux. Vice Admiral Viscount Howe, in his report to the Lords Admiralty, stated that H.M.S. *Preston* had engaged the 74-gun *Tonnant*, but Vice-amiral comte d'Estaing's report makes clear the ship involved was *Marseillais*. See Howe to Stephens, 17 Aug. 1778, UklPR, Adm. 1/488, fols. 314–18; and Vice-Amiral comte d'Estaing's report to the Secretary of State of the Marine, 5 Nov. 1778, in Doniol, *Histoire de la Participation de la France* 3:456.

MATE'S LOG OF H.M.S. PRESTON, CAPTAIN SAMUEL UPPLEBY

H	K	F	C	W ^d		
					Thursday 13 th August 1778	
1	}				The <i>Renown</i> ¹ bore WbN about 2 Miles	
2					Lost Sight the <i>Renown</i>	
3						
4					up NNE off NEbE	Haul'd down the Forestays ²
5						Pumpt 2 Feet
6						D ^o . W [Strong Gales and Squally with Rain]
7						Pumpt 2 Feet
8		Sett fore sail				
		more moderate				
9	}				Sett miz ⁿ . stays ^l .	
10					up WSW off SW	Sett fore & main Courses
11	2	"	SW½W	NWbW	Sett main Topsails	
					Thick hazey W ^r . with hard rain	
					Water Exp ^d 1 1/3 Tons	
12	3	4			Remains — 122 2/3 Tons	
					Fresh Gales with rain sett FTS & up TGM up TGY ^d and sett mizen TS	
					Heard the report of 4 Guns to the westward	
1	2	2	SW½W	WNW	Brown sand with small stones Pumpt 2 Feet at 6	
2	3	2	SWbS	WbE	saw a sail in the SE Q ^r Steer'd for her soon perceiv ^d her to be A Large french Ship ³ without a bowsprit Foremast or any T Mast ¼ past saw a sail to the West ^d made her the private sig ^l w ^{ch} she repeated made her the sig ^l that the chace was an enemy a ½ past 7 Came up with the Chace she hail'd & on our not answering Fired at us which we returned with a whole broadside continued the engagement untill when being past her Left off firing & stood to the Southward being very Light airs & a great swell the ship missed Stays wore and stood to the Northw ^d on which point we last saw the enemy the night being very dark Lost sight of her. In the action we had but 2 Men wounded one of which mortally Fore yard Shott near half through The FTGal ^t mast and cap shot away one of the fore shrouds cut through and several other slightly wounded a great many ropes shot through WQ at 1/4 past 10 saw the chace bearing EbN Put after her at ½ Mile distance in order to engage at Day light	
3	2	2				
4	2	4	SSW	WbS		
5	4					
6	4		SbW	WbS		
7	3	4	SE			
8	4					
9	1	4	South	WSW		
	1					
10	2					
11	2		East			
12	2			Employ ^d fish ^s the fore yard &c &c		

D, UKLPR, Adm. 52/1920.

1. H.M. frigate *Renown*, Capt. George Dawson.

2. Written in the margin at this point is the following:

{ DC S° 20 E^l 34 miles
 Lat^d 39° 49' N
 Long ——— 28 W
 Block Island N° 14 E^l 29 Leag

3. The 74-gun *Marseillais*, Capitaine de vaisseau La Poype de Vertrieux. Vice Admiral Viscount Howe, in his report to the Lords Admiralty, stated that H.M.S. *Preston* had engaged the 74-gun *Tonnant*, but Vice-amiral Comte d'Estaing's report makes clear the ship involved was *Marseillais*. See Howe to Stephens, 17 Aug. 1778, UKLPR, Adm. 1/488, fols. 314–18; and Vice-Amiral comte d'Estaing's report to the Secretary of State of the Marine, 5 Nov. 1778, in Doniol, *Histoire de la Participation de la France* 3:456.

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

[August]

Thursday 13th.

[D° [Sandy Hook] WbN 16 Leagues]

AM set main Topsail, no Ships in Sight

New York N29°6W 36 Leagues.

Fresh Breezes at 5 PM Spoke the *Nautilus's* Tender at 5 AM saw a Sail upon the Starboard Q^r made the private Sig^l which She answered at ½ past 5 saw a large Ship at anchor dismasted, hawled towards her. soon after the Ship hoisted French Colours and fired 4 Guns, quick, soon afterwards saw 7 Sail of large Ships to Windw^d. coming down, made the private Sig^l which was not answered, they showed French Colours. at 7 wore Ship & made Sail, made the Private Sig^l t the Ship in the S:E Q^r which was answered, proves to be the *Delaware*,¹ made the Sign^l for eight Sail of French Ships in the S° which she answered, the *Delaware* watching the French Ships standing to the S°w^d.

D, UKLPR, Adm. 51/828, fol. 26.

1. H.M. armed ship *Delaware*, Capt. Christopher Mason.

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

[August 1778]

Thursday 13

Block Island N 26:50 E dis. 50 Leagues

Sandy Hook N 53:26W 47 leagues.

AM Join'd the *Volcano*¹ & made Sail. At ½ past 11 bro^t too a French schooner call'd the *Zemire* from S^t Domingo, bound to Nantucket.²

Block Island N47E. 59 Leagues.

The first part strong gales, the middle & Latter light breezes with small rain. PM Sent [1] officer & 5 Men on board the Schooner & took the Prisoners out.³ Lay too & sent a pump on board the *Volcano*. At 4 Got up topgall^t Masts & Yards, & loosed the Topsails At 7 Wore Ship & took the *Volcano* in tow.

D, UKLPR, Adm. 51/675, fol. 59.

1. H.M. fire ship *Volcano*, commanded by Lt. William Henry King O'Hara, R.N.

2. The French schooner *Zemire*, Master J. B. Gaspar, owned by LaCroix & Co., was bound for Nantucket with a cargo of "Sugar, Coffee &c." Rivington's New-York *Royal Gazette* reported that the vessel had been bound for Connecticut from Hispaniola carrying sugar, coffee, indigo, and cotton. Howe's Prize List, 25 October 1777 to 28 September 1778, D, UKLPR Adm. 1/488, fol. 488, and *Royal Gazette* (New York), 19 Aug. 1778.

3. The prisoners were Jean Baptist Gaspar, Josepte Remmane, Plienne Lalast, Y: Toguree, Jean

Bashich, Thomas Whyly, John Hudson, John Cross, and Joseph Rigger. After capture, the prize vessel was sent to New York, arriving there on 18 Aug. "A List of Supernumeraries borne at 2/3 Allowance being Rebel Prisoners," UKLPR Adm. 36/7839 c8258; and *New-York Gazette*, 19 Aug. 1778.

JOURNAL OF H.M. FRIGATE *RENOWN*, CAPTAIN GEORGE DAWSON

[August 1778.] [Block Island N 19° 25' E distance 42 Leagues¹]
 Thursday 13th at 2 AM Cutt away the Longb^t she being in danger of damaging the Ship, at 9 reef^d the Mains^l: at 10 saw the wreck of a Ships Masts to windw^d. Sound^d several times and had from 20 to 26 f^m. At Noon Set the Main Topsail.—

First and Middle parts fresh gales and Cloudy wth. rain, Latter light airs and Hazy, set the Fore and Mizⁿ. Tops^{ls}. at 3 PM Saw a large Ship dismasted in the SW, Clear^d Ship for Action, she proved to be a French Man of War of 90 Guns,² Hoisted our Colours and began to engage her, At 5 Tk^d. at 6 Wore and gave her the Larboard broadside, ½ p^t 7 wore. Found she had shott away 2 fore and Main shrouds, 2 Topm^t Backstay's and Sundry running rigging. at 8 she bore NbE ¼ Mile, at 11 Bro^t too Sound^d from 26 to 22 f^m. brown sand

D, UKLPR, Adm. 51/776/7, fol. 5.

1. The noon reading is taken from the Log and Journal of H.M. Frigate *Renown*, UKLPR, Adm. 52/1953, fols. 273–274.

2. Vice-amiral comte d'Estaing's flagship *Languedoc*. For a French account of this encounter, see Journal of Lieutenant de vaisseau Jean-Julien Chevalier Le Mauff, French Navy, this date, above.

JOURNAL OF FIRE SHIP *VOLCANO*, LIEUTENANT WILLIAM HENRY KING O'HARA, R.N.

[Augst 1778] D^o [Sandy Hook] N 68 W^t Dist^{cc}. 54 Lea^{gs} 2 miles
 Thursday 13th at 5 AM saw the *Pearl*^l bearing down towards us D^o hauld the Main Sail up & set the Mizⁿ Stay Sail at 6 the Whale boat was wash^d from off the Quarter D^o Found the Pumps useless at 8 the *Pearl* made the Sig^l to Ware D^o Wore & bro^t too under the Mizⁿ Stays.¹½ past 10 the *Pearl* made Sig^l for a Sail in the SW, D^o made Sail & gave Chace, at 11 set the Main Sail & Fore & Main T. Sails ½ past the *Pearl* came up with the Chace which prov^d to be a french Schooner,² up Cours-es down F & M T.M^tStayS^l D^o the *Pearl* hoisted out a boat & made prize of her, Emp^d. Pumping & Bailing Carpenters chinsing the Fire Ports.

The Land in Sight from West to NW

Dist^{cc}. 3 Lea^{gs}

Sandy Hook N68W^t

Dist^{cc}. 30 Lea^{gs} & 2 Miles

First part fresh gales & Squally, middle. Mod^{te}. & Cloudy, latter Light breeze with rain ½ past 1 PM the *Pearl* bore down to us & sent a boat on board of us with an Officer to enquire into the Situation of the Ship. at 3 rec^d. from the *Pearl* a Pump Basketts, Nails &c^a. D^o rigg^d it in the Fore hatchway and face^d the Ship D^o got up T.G^tY^{ds}. ½

past 6 the *Pearl* took us in Tow—Loos'd the Top Sails & set them; at 7 Wore & made Sail, at 11 set the Main Sail,

D, UKLPR Adm. 51/4385, fols. 4–5.

1. H.M. frigate *Pearl*, Capt. John Linzee.

2. The French schooner *Zemire*, Master J. B. Gaspar. See Journal of H.M. frigate *Pearl*, this day, above, for details of its capture.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 13 AUGUST

To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the Court-house in Trenton, on Friday the 28th day of August instant, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bills of Benjamin Pratt,¹ (who as well, &c.) against the ship or vessel called the *Love and Unity*,² lately commanded by Captain Glovers—And of Daniel Hendrickson, (who as well, &c.) against the schooner or vessel called the *Indian Delaware*; with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of the said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their cargoes should not be condemned according to the prayer of the said bills.

August 13, 1778

By order of the judge,
BOWES REED, Pro. Reg.³

The New-Jersey Gazette (Trenton), 19 August 1778.

1. Possibly Benjamin Pratt, commander of Connecticut privateer sloop *Princess Mary*, carrying 7 guns and a crew of 26, commissioned on 18 June 1778. DNA, PCC, item 196, vol. 12, p. 19.

2. Ship *Love and Unity*, 180 tons, William Glover, master, from Bristol, England, to Philadelphia. *Lloyd's Register of Ships, 1777–1778*.

3. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

JEREMIAH WADSWORTH TO MAJOR GENERAL JOHN SULLIVAN

Philadelphia August 13th 1778

Dear General

The Chairman of the Marine Committee¹ is very anxious to have the French Admiral² furnished with the very best provisions of every kind but our magazines of Flower are so very old that we can not find a sufficient quantity of choice flower. I wish the Admiral may be made acquainted with this circumstance as well as that I am but lately in office and had no expectations of haveing so large a Fleet to feed. as soon as the new Crops are to be obtained every thing of the best kind shall be procured for him, the inclosed resolution of the Marine Committee shall be complied with as soon as possible³ I am

Jere^h Wadsworth Com Gen^l P^s

L, NN, Thomas Addis Emmet Collection, EM.637. Addressed below close: "Hon Maj Gen Sullivan."

1. Richard Henry Lee.

2. Vice-amiral comte d'Estaing.

3. Not found.

COURT-MARTIAL OF LIEUTENANT SAMUEL FORD, PENNSYLVANIA NAVY

At a Court Martial held at Philadelphia, the 13th of August, 1778.

Cap^t Nathan Boys, President.

Cap^{ts} Montgomery,
Garland,
Roach,
M^cFatrick,
Potts,
Harrison,
Watkin,

Cap^{ts} Martin,
Greenway,
Erwin,
Lieu^{ts} Berry,
Simmonds,
Fitz Simmons,
Myers.

PRISONER BEFORE THE COURT.

Samuel Ford, 2^d Lieu^t of the *Effingham* Galley, Charged by Cap^t Hugh Montgomery, of s^d Galley, for deserting to the Enemy during the Siege of Fort Mifflin.¹

The Prisoner acknowledges he deserted from the s^d Galley. That W^m Kilpatrick, (the 1st Lieu^t of s^d Galley) told him to go into the Boat. That he did not know where he was going. That he asked where they were going. That they told him to see their Wives. That they said they could not leave him behind, for fear he should discover the Plot. That a Scotch Guard lay at the place where they landed, and took them. That they was sent to Philadelphia before Lord Cornwallis. That he had his liberty to go about the City, sold Liquor, and used to go down the River as far as Tenicum Island,² to buy Provisions for his family while the Enemy were in Philadelphia. That before the Enemy left the City, an English Officer call'd upon him to know if he would go with them. That he answered No. That the s^d Officer then took him up and put him in the Provo. That he then Apply'd to s^d Officer by Letter, and inform'd him that he would go with them. That he went with the Enemy to Monmouth Court House, and on the day of Action there,³ left them, Bought a Horse, and came to Head Quarters at Brunswick. That he there received orders to go to General Arnold,⁴ at Philadelphia, which he did, and there got a Certificate from s^d General to go to Lewis Nicola, Town Major, and deliver himself up, which he did, and had a Certificate from s^d Nicola, who told him to go to the Commodore,⁵ or his Captain, and deliver himself up.

EVIDENCE.

Cap^t William Watkin, (of the Guard Boat *Brimstone*) declareth on Oath, That there was two Galleys and two Arm'd Boats ordered upon Guard to look out behind Hog Island. That Cap^t Montgomery asked him to come on board, which he did. That they eat Supper and he went to Bed with Cap^t Montgomery betwixt 9 and 10 o'Clock. That the Prisoner had the 1st Watch upon Deck. That when the Watch was call'd at 12 o'Clock, s^d Watkin came upon Deck, and at the same time Mr. Kilpatrick, the 1st Lieu^t, came upon Deck. That the Prisoner and s^d Kilpatrick were together on Deck. That the Prisoner and s^d Kilpatrick went into the Cabbin. That s^d Watkin went into the Cabbin and saw one of them have a handkerchief in their hand with something in it, which they put under the Ladder going into the Cabbin, as s^d Watkin went down. That s^d Kilpatrick said, Cap^t Watkin had better turn into his birth. That s^d Watkin answered and said that Mr. Ford had been upon Deck four hours, and that he had better take a Nap. That Kilpatrick said Mr. Ford did not want to turn in, and Mr. Ford said he was not sleepy. That s^d Watkin then turn'd in and went to sleep. That in the morning at day light, one of the People came and call'd Cap^t Montgomery, and acquainted him that there was no Officers nor Men upon Deck, that they were all gone. That Cap^t

Montgomery put his hand behind him to feel for s^d Watkin, and said, "Watkin, are you gone too?" (having miss'd him). That s^d Watkin said, "Not yet, Mess Mate."

The Court refer'd their Opinion to the next day.

At a Court Martial held at Philadelphia the 14th of August, 1778.

Cap^t Nathan Boys, President.

Cap^{ts} Montgomery,
Garland,
Roach,
McFatricks,
Potts,
Harrison,
Martin,
Greenway,

Cap^t Erwin.
Lieu^{ts} Berry,
Fell,
Simmonds,
Cassen,
Fitz Simmons,
Bremen.

PRISONER

Samuel Ford, 2^d Lieu^t of the *Effingham* Galley, being brought on Trial the day before, Was brought before the Court and asked several Questions, also if had had any Evidences to bring, or any thing more to say in his defence.

Prisoner answer'd, not any.

OPINION

The Court Seriously considered the Charge alledged against the Prisoner, having heard his defence, and the Evidence. The Court are of Opinion that the Prisoner, Samuel Ford, is Guilty of Death, and Therefore the Court do

Sentence the s^d Prisoner, Samuel Ford, to suffer Death by being Shott.⁶

NATHAN BOYS, President.

JOHN THORNTON, Cl'k.

Pennsylvania Archives, Series 1, vol. 6: 697–99.

1. The siege of Fort Mifflin took place from early Oct. to 10 Nov. 1777.

2. That is, Tinicum I., Pennsylvania.

3. That is, 28 June 1778.

4. Maj. Gen. Benedict Arnold, the Continental Officer in command at Philadelphia.

5. Commo. John Hazelwood, Pennsylvania Navy.

6. On 1 Sept. the findings of the courts-martial of Ford, Lt. Samuel Lyons, and Gunner John Lawrence of the *Dickinson* galley, and Lt. Joseph Wilson, all of whom had been sentenced to death, were referred to the Supreme Executive Council of Pennsylvania. The Council reprieved Lawrence and Wilson but confirmed the sentences of death of Ford and Lyons, who were executed by a firing squad aboard a Pennsylvania Navy guard boat on 2 Sept. PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 566; Jackson, *Pennsylvania Navy*, p. 301.

CAPTAIN JOHN GORDON, MARYLAND NAVY, TO COMMODORE THOMAS GRASON, MARYLAND NAVY

D^r Sir

Fells Point August 13th. 1778-

To conclude our misfortune this morn^g heaving down, the Gammoning bolte broke which carried away our pend^{ts}. & that surge unfortunately carried away our Mast in the partners¹—Have sent the boat with an officer to know what is best to be done whether to continue to git a new Mast here, which can be got with less expence than else where. or whether I am to return to Annapolis & weight the determination of his Ex^{ly}: & H: Councel²—The misfortune is out of dispute, as every precaution to the contrary was exerted in my power and Judgement, which can be attested.— Without giting at the main leak which is in the garboard Streak fore & aft,³ is doing nothing,

& wiling to persevere have met with more delay & misfortunes than I could have expected—The extraordinary expence as yet, is no great deal, therefore in my opinion think we had better go on & expedite the business as soon as possible without further trouble—My Boatswain & another hand has Run, & three in the Hospital which makes my Compliment but fiew. Shuld be glad to be assisted—For further particulars Refer you to M^r: Farguson who is the officer on duty—⁴ I am with Respect [&c.]

John Gordon

From Violent cold have been very unwell and allmost blind these ten days past—

JG

L, MdAA, Maryland State Papers, Series A, S 1004-13-1220 (MdHR 6636-12-17). The recipient is not given but the Maryland Archives catalogue gives it as Commo. Thomas Grason, which is consistent with internal evidence in the document. Gordon commanded the Maryland Navy galley *Conqueror*.

1. *Gammoning* secured the bowsprit in place; a *pendant* was a rope or chain attached to a yard-arm, sail, masthead, etc., to which at the free end a block was secured. The *partners* were the support pieces fitted where a mast passed through the deck of a vessel. *Encyclopedia of Nautical Knowledge*, pp. 194, 390, and 386.

2. Gov. Thomas Johnson Jr., and the Maryland Executive Council.

3. *Garboard* was plank laid next to the keel; a line of planking thus placed constituted the garboard strake. *Ibid.*, p. 195.

4. David Ferguson, second lieutenant of Marines in *Conqueror*.

COLONEL WILLIAM AYLETT TO FRANCIS LEWIS, CHAIRMAN OF THE CONTINENTAL COMMERCE
COMMITTEE

Sir

Williamsburg [Va.] Augst. 13. 1778-

I take the liberty of laying before you as president of the Committee of Commerce an affair in which the Interest of the United Sates are concernd, the matter in itself may be too inconsiderable to require the interposition of Congress, but in its consequences may deserve their notice.

In February last the Executive of this State¹ granted me two Armd Vessels a Brigantine and a Galley to carry prov^s. to the head of Elk,² and I chartered a Sloop of a M^r Holt to accompany them,³ the Galley carrying but 30 barrels was intended merely as a Convoy to the others, and in consequence of haveing a convoy I engag'd to Insure the Sloop up the Bay at a thousand pounds, they all left york together, but from the Villainy of the Skipper, a thick fog, or the Sloop springing a leak which is suggested, she separated from them at the mouth of the River, & went into a harbour in Mackjack Bay⁴ where she fell into the hands of the Enemy; and as it appears to me to have proceeded from the conduct of M^r Holts Skipper, I have refus'd to pay the Insurance, In June, M^r Holt & self were inform'd that the Sloop was recover'd from the Enemy, being carryed into Annamassick River⁵ on the Eastern shore of Maryland by a parcel of people who had determin'd to quit the Enemies Service, and she was taken possession of by Smith & John Horsey two of the Inhabitants of that Country, M^r Holt & self immediately employ'd a Captain John Gwin who knew the Vessel to go over and demand her, but the Horseys refus'd to deliver her, altho we authoris'd Cap^t Gwin to pay all charges & engag'd to pay any salvage that those who recover'd her might be entitled to receive, they inform'd Cap^t Gwin that they had libeld her in the Admiralty Court of Maryland, and that the Court had orderd her to be sold at vendue at the Town of Salsbury⁶ the 20th last month, we again sent Captain Gwin over to repeat our demand of the Vessel, M^r Holt & self haveing agreed to submit the matter of insurance to arbitration, and in the interim each to endeavour to lighten the loss of doing what we could

to recover the Vessel, and to take no advantage of each other from any step we might take, the expence of which to be equal betwixt us, to be settled ultimately according to Arbitration, I wrote letters to the Judge of the Admiralty stating our Claim, & gave Captain Gwin a thousand & Eighty pounds to purchase the Vessel directing him to get her as Cheap as he could, but to go as far as a thousand pounds, or further if he thought proper as we were Confident she would sell for fifteen hundred pounds here, he appeared at the Sale and again demanded the Vessel and made known our orders to him to Employ Counsel to prosecute our Claim, and of our intention of Appealing to Congress, if the Court gave Judgment against us, however he again failed in his application, and a person who acted for the Martial who did not attend, put her up, and altho he had nothing else to do sold her in manner contain'd in Captain Gwins deposition Copy of which is here inclos'd,⁷ he then went with our letter to the Judge of the Admiralty at Baltimore, and apply'd to a Lawyer who requir'd thirty dollars for his advice in the first instance, which was paid him, and who demanded a hundred pounds for prosecuting our Claim, fifty of which to be paid first in hand, so that from the iniquitous Sale, and the exorbitant fees, if we gain the Cause & pay a moiety for Salvage it will bring us in debt for the Vessel sold only for five hundred some pounds Maryland money. In these infant States Sir if these exactions are allow'd to be practis'd with impunity & such impositions tollerated I forsee that the most alarming consequences will follow, What man of Sentiment or property will settle amongst us, when ruin is to attend an appeal to our Laws, laws that cannot fail to invite thousands to settle amongst us if they can receive the protection of them, upon reasonable terms, what man can be safe in his property, or even liberty, if such actings and doings as is set forth in these proceedings are not prevented, a man would rather submit to the hand of violence than to engage in ruin in seeking redress. exactions and abuses in our Jurisprudence have heretofore exacted great commotions & even blood shed in a neighbouring state, and may not the same causes produce the Effects, Government being in the hands of the people, abuses of this sort will not wait long for punishment, after the grand object is accomplish'd of our Independance, peoples minds are raisd with the happy Ideas that are the never failing effects of perfect liberty, and which will purge off all abuses, altho it may be attended at first wth excessive commotions & difficulties, if not timeously prevented by the Wisdom of Congress.

The Liberty you gave me Sir to correspond with you has embolden'd me to express my Sentiments more freely than I should have done, under the Idea with which I set out, and also to request the favour of your advice, as well respecting the matter of insurance, as respecting the Sale of the vessel & other proceedings therein. I suppose if M^r Holt can prove that his Vessel sprung a leak & that she was obliged to leave the Convoy he will secure his Insurance, otherwise I imagine he will not, I send you depositions taken on the occasion.⁸ The iniquitous sale of the Vessel certainly cannot be valid, but I am really at a loss how to proceed.⁹

I have sent on the greatest part of the provisions haveing them first thoroughly overhald but I am much concerned to hear that they lie in enormous quantities at Elk expos'd to Sun rain & thieves, the consequences I fear will be injurious & may be imputed to me, but be assured Sir, that my fulest exertions have been us'd in haveing the business transacted in the most effectual & expeditious manner. what provisions are on hand will be immediately sent on, when I shall do myself the honour to wait on Congress to settle my acc^{ts} & then Hope to have the pleasure of paying my personal respects to you, and am with much esteem {&c.

William Aylett.

MdAA, Maryland State Papers, Red Books, vol. 21, no. 128, S989-32 (MdHR 4588-74). Aylett was a Deputy Commissary of Purchases for the Continental Army.

1. Governor Patrick Henry of Virginia.
2. Virginia Navy brigantine *Northampton*, Capt. John Lurty, commander, and armed galley *Safeguard*, Capt. George Elliott, commander.
3. Sloop *Francis*.
4. That is, the York River and Mobjack Bay. Aylett enclosed depositions from Sailing Master John Griggs and Midshipman Thomas Chandler of *Northampton* and Pilot James Crane and Midshipman John Hewlitt of *Safeguard* discussing the events surrounding the decision of the master of *Francis* to leave the convoy. MdAA, Maryland State Papers, Red Books, S989 (MdHR 4585-23, 24, and 24A).
5. That is, either the Big Annessex River or the Little Annessex River.
6. That is Salisbury, Maryland.
7. In his deposition, dated 12 Aug., Gwin contended that it was arbitrarily decided that only fifteen minutes was to be allowed for the auction. He further contends that one bidder, the only one who could see the pocket watch being held by an attendant, waited literally until the last second then put in a bid that was a few shillings higher than Gwin's. Although Gwin immediately raised his bid by 60£, it was declared to have been after the close of the auction and the other bidder was declared to be the new owner. MdAA, Maryland State Papers, Red Books, S989 (MdHR 4585-22).
8. The depositions are listed in note 4.
9. On 8 Sept., Lewis forwarded Aylett's letter to Gov. Thomas Johnson Jr., of Maryland with the comment: "If the Allegations therein set forth are true I hope your Excellency will devise such steps to be taken in the premises so that justice may be done to the parties." MdAA, Maryland State Papers, Red Books, S989 (MdHR 4568-17).

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Thursday the 13th day of August 1778.-

Present

Mr. Whiting. Mr. Travis and Mr. Innis.⁻¹

Ordered that Mr Goodson deliver Lieutenant Richard Parker four coils of cordage and three Coils of Ratline for the use of the *Diligence* Galley.⁻²

Ordered that the keeper of the public store deliver to Lieut: Parker seventy yards of Bunting & three yards of Linen for the use of the *Diligence* Galley.-

Ordered that the keeper of the public store deliver to Captain Undrill three yards of Linen for the use of the *Accomack* Galley.⁻³

Ordered that Dr. M^cClurg furnish Mr Jn^o. Pitt with such medicine as he may think necessary for the use of the *Accomack* Galley.⁻⁴

Ordered that the keeper of the public store, deliver Mr Richard Henley one hhd of spirits for the use of the Chickahominy shipyard.⁻⁵

Ordered that Dr. M^cClurg deliver to Captain Markham sixty vomits and sixty purges for the use of the *Page* Galley.⁻⁶

Ordered that the keeper of the public store, deliver to Cap^t James Markham three yds

linen and a lanthorn for the use of the *Page* Galley.- And then the Board adjourned 'till tomorrow morning 10 OClock—

D, Vi, Navy Board Journal, pp. 448–49.

1. Col. James Innes.

2. Parker commanded the Virginia Navy galley *Diligence*.

3. Capt. William Underhill commanded the Virginia Navy galley *Accomac*.

4. Dr. James McClurg was director of the Virginia General Hospital; John Pitt was the surgeon with the *Accomac*.

5. Richardson Henley was the clerk and paymaster for the Chickahominy Shipyard.

6. Virginia Navy armed galley *Page*, commanded by Capt. James Markham.

August 14

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778] [crew ashore on island of Rhode Island]

Friday 14

More Mod & hazey Wth Continuing at times firing at the Rebels to prevent them working.

D, UKLPR, Adm. 51/336.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Extract]

14th Aug^t [1778]

Fine weather after 9 this morning. Clear and warm. Wind S.E....

Five dead bodies, and part of a Wheel and Tiller rope, supposed to belong to one of the French ships, were found yesterday on the shore of Brenton's neck.

The French frigates and the Brig,¹ remain in the Seconnet passage. Since the departure of the French fleet, very few of the Rebel boats or small craft have appeared on the W. Side of the Island.

Mackenzie, *Diary* 2:353. Nine paragraphs relating to ground troops omitted.

1. The French frigates *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie; *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo; and *Engageante*, Capitaine de vaisseau Charles-Rene, Chevalier de Gras-Preville. The brig was the former H.M. armed brigantine *Stanley*, commanded by officier auxiliaire Boulouvard de Barentin.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]

[Mouillage dans la passe de L'E, R.I.]

vendredi 14.

à la p^{te} du jour le vent a cessé absolument, pendant la journée il a Soufflé au N E. petit frais. J'ai envoyé le *Stanley*¹ à la decouverte qui nous a rendu compte qu'il n'avait rien vu.

[Translation]

[August 1778.] [Anchorage in the Eastern Passage, *R.I.*]

Friday 14.

at daybreak the wind ceased absolutely, during the day it blew to the NE, a light breeze. I have sent the *Stanley*¹ to discover it, which he reported to us that he had seen nothing.

D, FrPNA, Marine B¹, vol. 147, fols. 64–65.

1. The French squadron had captured H.M. armed brigantine *Stanley* and placed it under the command of officier auxiliaire Boulouvard de Barentin.

CHEF D'ESCADRE COMTE DE BREUGNON TO VICE-AMIRAL COMTE D'ESTAING

A Bord du v^{au}. Le *Tonnant* Le 14 aout 1778.
A Sept heures Du Matin.

Monsieur Le Comte

Personne ne peut être plus touché Du malheur arrivé au vaisseau Le *Languedoc*,¹ et plus que moy partagéz tres sincerement tous les Evenemens tristes que vous En Envisagéz et En assuré.

Je me Rallie et ay Lhonneur de vous Rejoindre avec toute la satisfaction D'un vray patriote et D'un veritable et zelé serviteur Du Roy qui vous est Bien attaché.

Messieurs De Barras,² De Mouviers,³ De Bougainville,⁴ D'Apchon,⁵ De Chabert,⁶ Le C^{deur} De Suffren,⁷ De Champorun,⁸ Le C^{hev.} D'albert de Rions,⁹ un vaisseau demasté qui est au vent Dans le S.O ¼ S. que nous croyons Des nôtres par sa manoeuvre et que M. De Suffren est chargé De Reconnoître,¹⁰ deux autres Dans le S.E. ¼ S dont un nous aparri Dematté, et que M. D'Albert de Rions cherche à Reconnoître; Voyla Monsieur Le Comte huit de vos vaisseaux bien Connûs, et le *Tonnant* fait neuf, Les Deux autres qui sont avûe,¹¹ En jugeant par leur triste etat De leur Demattement, et à la manoeuvre D'arriver sur nous Doivent Remplir votre Desir et le mien de voir vôtre Escadre assemblée, Malgré les Evenemens D'un Coup De vent qui ne m'a pas permis De Remplir Cet objet plutôt après un Coup De vent De 36. A 48. heures.

En sortant Du port De Newport Dans le nombre Du plusieurs coups De Canons que le v^{au}. Le *Tonnant* a Reçú le plus mauvais est un Boulet De 18 ou 22 qui a Donné Dans le grand mat D'hune, huit pieds au Dessous des B[arres?]D'hune, qui a Emporte un tiers Du Diametre Lequel coup Exige absolument que je Le Change. Si vous jugéz apropôs de me Le permettre Dans Ce moment.

Je suis tres Mortifié, Monsieur le Comte que Des hemmoroïdes violentes me prevent Devoir Monsieur D'aller vous Rendre Compte moy même, et vous temoigner tous les sentiments que M'inspirent Les occurrences presentes. J'ay l'honneur D'être,
Breugnon

[Translation]

Monsieur Count

No one can be more touched by the evil done to the ship of the line the *Languedoc*,¹ and share very sincerely more than I all the sad events that you envisage in it and are assured in it.

I rally myself and have the honor to rejoin you with all the satisfaction of a true patriot and of a veritable and zealous servant of the King who is well attached to you.

Monsieurs De Barras,² De Mouviere,³ De Bougainville,⁴ D'Apchon,⁵ De Chalbert,⁶ the Commanders De Suffren,⁷ De Champorun,⁸ the Chevalier D'albert De Rions,⁹ a dismasted ship of the line that is to the windward in the SW ¼ S that we believe ours by its maneuver and which M. De Suffren is charged with reconnoitering,¹⁰ two others in the SE ¼ S of which one appears to us dismasted, and which M. D'Albert de Rions is attempting to reconnoiter, there are Monsieur Count eight of our ships of the line well recognized and the *Tonnant* makes nine, the two others that are in sight,¹¹ in judging by their sad state of their being dismasted, and by the maneuver to arrive among us ought to fulfill your desire and mine of seeing your squadron assembled, despite the events of a gale that has not permitted me to fulfill this object sooner after a gale of from 36 to 48 hours.

In going out of the port of Newport in the number of several cannon shots that the ship of the line *Tonnant* received, the worst is a ball of 18 or 22 that struck in the main topmast, eight feet outside the cross bars [?] of the top, which carried away a third of the diameter, which blow absolutely requires that I change it, if you judge it appropriate to permit me to do it now.

I am very mortified, Monsieur Count, that some violent hemorrhoids prevent me from the duty of going myself to report to you and witness to the sentiments that the present occurrences inspire in me. I have the honor to be [&c]

[Breugnon]

L, FrPNA, Marine B¹, vol. 144, fol. 224. Notation below the signature: “[illeg.]”

1. *Languedoc*, Capitaine de vaisseau Henri-Louis, comte de Boulainvilliers dit de Croy, had been dismasted by the storm and had then engaged by H.M. frigate *Renown*, Capt. George Dawson on 13 Aug. See Journal of H.M. frigate *Renown*, above.

2. Capitaine de vaisseau Jacques-Melchior, comte de Barras de Saint Laurent, commanding *Zélé*.

3. Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet, commanding *Hector*.

4. Capitaine de vaisseau Louis-Antoine, comte de Bougainville, commanding *Guerrier*.

5. Capitaine de vaisseau Etienne-Joseph de Saint-Germain, chevalier d'Apchon, commanding *Protecteur*.

6. Capitaine de vaisseau Paul-Jacques-Louis-Gabriel, comte de Bruyères-Chalbre, commanding *Tonnant*.

7. Capitaine de vaisseau Pierre-André bailli de Suffren de Saint-Tropez, commanding *Fantastique*.

8. Capitaine de vaisseau Victor-Louis Desmichels de Champorcine, commanding *Provence*.

9. Capitaine de vaisseau François-Hector, comte d'Albert de Rions, commanding *Sagittaire*.

10. Likely French ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux, later taken under tow by *Sagittaire*.

11. *Marseillais* and ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin. The final French ship of the line, *César*, under the command of Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis, remained isolated from the French fleet and rejoined it only later in Boston. Rapport du Comte d'Estaing au Secrétaire d'État de la Marine,” Doniol, *Histoire de la Participation de la France* 3: 456–57.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc*, en mer]

du vendredy 14

au levée du soleil le vent à l'Est nous avons vue sous le vent à nous environnent trois lieues un vaisseau que nous avons jugé le même qui n'avait pas eut connaissance de notre mouillage¹ et si nous n'avions pas mouillé nous nous fussions trouvé au jour à le point et un autre que nous restait au vue à qui nous donnait de l'inquietude dans le crainte qu'il ne soit aussi Anglois Le vaisseau avec lequel nous nous sommes battre

avoit du 22 du 12 et du 6 sur Ces Gaillard il ne nous a tué qu'un homme et Cinq Blessé quand il nous En Eut tue [*illeg.*] je nen Eut pas etonné nous ayant Enfilé de deux volée

suite du vendredy 14

a 7 heure du matin notre inquietude augumentat nous Eumes Connoissance d'une Escadre de neuf Gros vaisseau au vent qui faisoit Routte sur nous etoit il Englois ou francois La situation etoit Critique d'autant plus que nous estime certain que Les deux autre etoit Englois à 9 h^r ½ nous Les avons Reconnus pour aitre nos vaisseau il manquait Le *cesar*² et Le *vaillant*³ ils ont mouillés au pres de nous et Les deux autre vaisseau ont faits à toute voile aussitots quil se sont aperçü que cestoit nos vaisseau; nous avons travaillé tout de suite à nous Etablir de mats de hune pour bate mats et Baupret et Grayer des mats de perroquet dessus nous nous Estimions par Les 39 degree de Latitude et par Les 74^d 4^{met} de Longitude ont à aussi travaillé pour Etablir un Gouvernaile volant et flottant . . . aussitots que nos vaisseau ont Eté mouille nous avons vüe trois vaisseau sous le vent Le General⁴ Cest décidé a Les faire chassée et les meme Embarqué sur *Lector*⁵ et ont apareillé quatre vaisseau Le soir nous avons Entendre tirer quelque Coup de Canons Le *marsaielois*⁶ etoit aussi dematté et navoit Conservé que son Grand mats et mats dartimon il vint au mouillage Remoqué par Le *sagitair*⁷ il nous apret quil avoit aussi été attaqué Le veile par un vaisseau à deux Batterie et quil Lavoit obligée à Labandonner sans quil ait perdue Beaucoup de monde⁸

[Translation]

[August 1778, *Languedoc, at sea*]

Friday 14

at sunrise the winds to the east we saw to the leeward of us about three leagues away a ship that we judged to be the same one that had been unaware of our anchoring¹ and if we had not anchored we would have been at daybreak at that point and at that of another that kept us in view, giving us disquiet in the fear that it might also be English the ship with which we had fought had 22 [*guns*] of 12 and 6 [*pounds*] on its forecastle and quarterdeck it had killed not a man of ours and wounded five, if it had killed many of us, I would not have been astonished at it, we having been raked by two volleys

Friday 14 continued

at 7 o'clock in the morning our disquiet grew we were aware of a squadron of nine large ships to the windward that sailed toward us whether they were English or French, the situation was critical, all the more in that we judged it certain that the two others were English at 9:30 o'clock we recognized them as our ships the *César*² and the *Vaillant*³ were missing they anchored near us and the two other ships made all sail as soon as it appeared that these were our ships; we worked immediately to set up some topmasts as lower masts and bowsprit and rig topgallant masts above we calculated that we were at 39 degrees of latitude and at 74 degrees 4 minutes of Longitude we also worked to set up a flying and floating rudder . . . as soon as our ships had anchored, we saw three ships to the leeward The General⁴ decided to have them chased and embarked himself in the *Hector*⁵ and four ships set sail In the evening we heard some canon shots the *Marseillois*⁶ was also dismasted and had retained only its main mast and mizzen mast it came to the anchorage towed by the *Sagitair*⁷ it informed us that it had also been attacked the day before by a ship armed on two decks

and had been obliged to abandon it, without which it would have lost many men⁸

D, FrPNA, Marine B¹, vol. 147, fols. 144–45. The ellipses mark where a lengthy section on the technical details of repairing *Languedoc*'s rudder has been omitted.

1. For Capt. George Dawson's account of H.M. frigate *Renown*'s attack on *Languedoc*, see Log and Journal of H.M. frigate *Renown*, 13 Aug., above.

2. Ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.

3. Ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

4. Vice-amiral comte d'Estaing.

5. Ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Morié du Castellet. Vice-amiral comte d'Estaing spent 48 hours in *Hector* owing to the damage that *Languedoc* had suffered. "Rapport du Comte d'Estaing au Secrétaire d'État de la Marine," Doniol, *Histoire de la Participation de la France* 3: 455.

6. Ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de La Poype Vertrieux.

7. Ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

8. On 13 Aug., Captain Samuel Uppleby and H.M.S. *Preston* had engaged *Marseillais*, with the engagement breaking off at around 9 P.M. See Journal of H.M.S. *Preston*, 13 Aug., above.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

11th [August].—At 3 a.m. saw the French fleet steering after us. They consisted of twelve two-decked ships; two 90-, six 74-, three 64-, and one 50-gun ships. Course, SE by S; wind, E by N; fresh breezes and thick hazy weather. At 8 a.m. altered course to South; half-past ten, to SW by W; at half-past eleven, to West; half-past one, to NW. By these different changes of course, which were performed in succession from the van, our fleet made a considerable circle; and the French continuing to steer for our rear, they got so far to leeward that by four o'clock the greater part of our fleet, had they tacked, could have weathered the French fleet; but by this time the wind had increased to a gale, with a great sea, so that we should now been deprived of the use of the fireships; nor indeed would it [have] been prudent to have brought two fleets to action in such weather and so late in the day, when nothing decisive could possibly be done. A little before dark the French bore away SW by W, and soon after we brought to on the starboard tack. During this night, between the 11th and 12th, it blew very hard, with a great sea. At daylight in the morning of the 12th, only seventeen sail of our fleet were in sight. Saw nothing of the French fleet. At 1 p.m. the *Apollo*¹ lost her main and mizen topmasts; at mid-night lost sight of the *Apollo*.

On the morning of the 14th the gale abated. Commodore Elliot² hoisted his pennant on board the *Eagle*,³ and bore up for Sandy Hook with the *Trident*,⁴ *Cornwall*,⁵ *Somerset*,⁶ *Nonsuch*,⁷ and three other ships. Anchored outside the Hook the evening of the 17th.

"Journals of Henry Duncan," p. 161–2.

1. H.M. Frigate *Apollo*, Capt. Philemon Pownoll.

2. Commo. John Elliot.

3. H.M.S. *Eagle*, Capt. Sir Roger Curtis.

4. H.M.S. *Trident*, Capt. Anthony James Pye Molloy.

5. H.M.S. *Cornwall*, Capt. Timothy Edwards.

6. H.M.S. *Somerset*, Capt. George Ourry.

7. H.M.S. *Nonsuch*, Capt. Walter Griffith.

JOURNAL OF H.M.S. EXPERIMENT, CAPTAIN SIR JAMES WALLACE

[Aug^t 1778]
Friday 14th.

Sanday Hook WbN $\frac{1}{2}$ N^o. 104 Miles
AM at 4— 6 Sail in Sight, Set the Close Reefed Topsails at 6— 11 Sail in Sight at 10 the Comm^r made our Sign^l to Come within hail^l at 11 our Sign^l to make more Sail D^o. made Sail at Noon 11 sail in sight one of which Appears to be a frigate with her Topmasts gone and another Sail Tending her.² They are both to Windw^d. to the Eastw^d.— First part fresh Breezes and Cloudy latter fair W^r: found that the Comm^r had Moved his broad Pendant from the Commodore onb^d. the *Eagle*.³ PM $\frac{1}{2}$ p 2 Rec^d. Orders from the Comm^r to haul our Wind & look out for the Rest of our fleet at 4 the Commodore nwbw, 4 or 5 Miles

D, UKLPR, Adm. 51/331, fols. 137–38.

1. Commo. John Elliot, then flying his flag in H.M.S *Trident*, Capt. Anthony James Pye Molloy. In the aftermath of the great storm of 11–12 August, the scattered British fleet had regrouped into two groups, one led by Adm. Howe and the other by Elliot.

2. This was probably HM frigate *Apollo*, Capt. Philemon Pownoll, which had lost its main and mizzen topmasts in the storm. Vice Adm. Viscount Howe, who had transferred his flag to *Apollo* in anticipation of the battle with the French fleet, now transferred it to H.M. frigate *Phoenix*, Capt. Hyde Parker Jr. The ship that *Experiment* saw in company with the damaged *Apollo* was H.M.S *Roebuck*, Capt. Andrew Snape Hamond. Journal of H.M.S. *Roebuck*, this day, UKLPR, Adm. 51/52.

3. On 14 Aug., Comm. Elliot shifted his pennant from H.M.S. *Trident*, Capt. Anthony James Pye Molloy, onto H.M.S *Eagle*, Capt. Sir Roger Curtis. Captain's Log of H.M.S. *Eagle*, this day, ADM 51/293 Part 4.

JOURNAL OF H.M.S. PRESTON, CAPTAIN SAMUEL UPPLEBY

[August 1778]
Friday 14th.

Block Island N $\frac{1}{4}$ E
56 Leagues
Sandy Hook N $\frac{1}{4}$ bW 49 Leagues—
Morn^s prepared for Action when we saw the French Fleet bear^s NW. 7 or 8 Miles Dist^{ce}. and another Ship in the NE At 8 lost sight of the Enemy soon after saw one of em which appear'd to be in Chase
Block Island
N13:00East
57 Leagues—
Moderate Breezes and Cloudy Wea^r At 3 PM Rob^t Williams Marine died of His wounds At 5 sounded 120 fath coarse grey sand saw a Sail in the NW Quarter At 6 saw 2 large Ships NW & another NNE of us got down the Fore top gal^l mast and Fore topmast Cap which were both wounded $\frac{1}{2}$ past 7 hauld our Wind to the S^oward & made Sail At 11 Squally Wea^r. In 1st reefs

D, UKLPR, Adm. 51/720.

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

August [1778]
Friday 14th.

New York N29°6W 36 Leagues.

at 5 AM saw a Sail upon the Starboard Q^r made the private Sig^l which she answered at ½ past 5 saw a large Ship at Anchor dismasted. hawled towards her.¹ Soon after the Ship hoisted French Colours and fired 4 Guns, quick, soon afterwards Saw 7 Sail of large Ships to Windw^d. coming down, made the private Sig^l which was not answered, they showed French Colours. at 7 wore Ship & made Sail, made the Private Sig^l to the Ship in the S:E. Q^r which was answered. proves to be the *Delaware*,² made the Sign^l for eight Sail of French Ships in the S^o which she answered. the *Delaware* watching the French Ships standing to the S^{ow}^d.

The High Land of Neversunk NWbW 5 Leagues.³
Fresh Breezes and hazy a Ship upon our Larboard Q^r standing as we do. a one Mast Sloop Standing by the Wind off Shore.

D, UKLPR, Adm. 51/828, fol. 26.

1. Likely French ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de la Poype Vertrieux. French flagship *Languedoc*—also dismasted in the storm and further damaged by a British ship—had rejoined the concentration of the French squadron by the 14 Aug. As seen at Chevalier de Bruyères-Chalabre to Vice-Amiral comte d'Estaing, this date, above, at the start of the 14 Aug. *Marseillais* remained isolated, but other French ships had been tasked to investigate and bring her back to the fleet.

2. H.M. armed ship *Delaware*, Captain Christopher Mason.

3. Navesink, New Jersey.

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

[August 1778]

Friday 14.

Block Island N47E. 59 Leagues

At 10 AM Suddenly shoald our water from 14 to 4 ½ & 3 f^m. Haul'd up to the N^oward & soon after saw the land from NW to NbE. Saw 3 strange Sail in the NE Quarter.

Block Island N43E dis^t. 54 leagues

Mostly fresh Gales & cloudy. at 4 PM Spoke His Maj^s Ship's *Sphynx*¹ & *Carcass* bomb.² At 8 left them out of sight with the Schooner *Zemire*.³

D, UKLPR, Adm. 51/675, fol. 59.

1. H.M. frigate *Sphynx*, Capt. Alexander Graeme.

2. H.M. bomb *Carcass*, Lt. Edward Edwards.

3. The French schooner *Zemire*, Master J. B. Gaspar. See Journal of H.M. frigate *Pearl*, 13 Aug., above, for details of its capture.

LOG AND JOURNAL OF H.M. FRIGATE *RENOWN*, CAPTAIN GEORGE DAWSON

August. 78

Fridy 14

Block Island N32° ..44'E^t D^{is}. 50 Lgs

at 3 am Fil'd y^c main top sail at 4 d^o saw y^c. french ships¹ bearing ESE 4 or 5 miles at 6 D^o saw a sail in y^c. NE q^r she made y^c. Private sig^l, which we answer'd out Reefs and made sail up top G^t. y^d. The French ship at anchor 9 sail in sight 7 of which were bearing down to y^c. French ship Punish^d. Jn^o. Tuffing and Thomas White seamen the former wth 12 Lashes the Later with 24 d^o. for drunkenness and

neglect of Duty at 9 D^o. 7 sail of y^c. French fleet about 3 Leagues from us. 3 of which give Chace to us set steer^g sails at Noon 3. sail standing after us.

Ditt^o. [Block Island] N43°..54' E Dist. 39 Lg's
Light Breezes and cloudy 3 sail in Sight sounded from 21 f^m. to 13 f^{ms}. at 4 made y^c. Private sig^l. to a ship to y^c. East^d. which she answerd spoke his M^s. ship *Venus*² 7 sail in sight made sail y^c. *Venus* Chacing to y^c. SW after a schooner³ Lost sight of y^c. ship, heard a gun in the SW saw 7 sail in y^c. SE. and one in NE. made y^c. Private sig^l which she answer'd D^o. saw y^c. Land in the NW Q^r. at 4 Lg's Dist^c. at 9 join'd Comp^y with his M^s. Ship *Eagle*⁴ Comm^r. Elliott *Somerset*,⁵ *Trident*,⁶ *Cornwall*,⁷ *Nonsuch*,⁸ and 2 fire ships,⁹ The Comm^r. made our sig^l to speak us

D, UklPR, Adm. 52/1953, fol. 274.

1. The *Languedoc*, Vice-amiral comte d'Estaing's flagship, and others which had come to her aid. See the Log and Journal of H.M.S. *Renown*, 13 Aug., above.

2. H.M. frigate *Venus*, Capt. William P. Williams.

3. Most likely the sloop *Retaliation*, a Massachusetts privateer commanded by John Cary; see journal of H.M.S. *Experiment*, 15 Aug., below, for a discussion of its capture.

4. H.M.S. *Eagle*, Capt. Sir Roger Curtis.

5. H.M.S. *Somerset*, Capt. George Ourry.

6. H.M.S. *Trident* Capt. Anthony James Pye Molloy.

7. H.M.S. *Cornwall*, Capt. Timothy Edwards.

8. H.M.S. *Nonsuch*, Capt. Walter Griffith.

9. H.M. fire ship *Strombolo*, Comdr. Peter Aplin, and H.M. fire ship *Sulphur*, Lt. James Watt.

JOURNAL OF THE CONTINENTAL CONGRESS

[*Philadelphia*] Friday, August 14, 1778

Resolved, That the vice president and supreme executive council of this State,¹ be requested to station one of their gallies, under command of a vigilant officer, near the mouth of the Cape May channel, with orders to search all vessels that may be outward bound, either through Cape May channel or the Delaware; and if any such shall be found exporting provisions contrary to the embargo, that they be brought before government, to answer for such, their misconduct.²

Resolved, That the governor of New Jersey³ be requested to take the most effectual measures to enforce the due observance of the embargo, as Congress consider it of the first importance to continue the distress prevailing in the enemy's fleet and army at New York for provisions; and because there is reason to apprehend that the coast trade with provisions may be productive of supply to the enemy, either through the vigilance of the cruisers, or by ill designing avaritious men.

JCC 10: 788.

1. Vice President George Bryan and the Supreme Executive Council of Pennsylvania.

2. On 19 Aug., the state complied with this request. See Minutes of the Pennsylvania Supreme Executive Council, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 341–42.

3. William Livingston.

SECRETARY JOHN BROWN OF THE CONTINENTAL MARINE COMMITTEE TO MARYLAND DELEGATE
TO CONGRESS SAMUEL CHASE

Sir

[*Philadelphia*]

The Marine Committee have directed the Navy Board at this place¹ to send all the stores from Saved the British Frigate *Mermaid* to the Continental Agents in Virginia, except the Anchors, Guns, Provisions & Spirits which are to be brought up here—in both cases they are to be conveyed in the safest way mixing as much Water with land carriage as possible—It is not in my power to give you a Copy of the orders to the Navy Board have given the officer sent down to execute this business² I am sir [&c.]

John Brown
14 Aug^t

MdAA, Maryland State Papers, Red Books, S989-15-70 (MdHR 4571-63A-B). Addressed below close: “S Chase Esq.” Chase enclosed this letter in his to Governor Thomas Johnson, Jr., of Maryland, 14 August. In it, Chase wrote: “I have not been able to get further Information respecting *Mermaid* than the inclosed will give you. I in[tend] to mention the Matter to Congress, but believe it would be adviseable for [you] to maintain the Jurisdiction of our court of Admiralty.” *Letters of Delegates* 10: 443.

1. Continental Navy Board of the Middle Department.

2. The French fleet had forced H.M. frigate *Mermaid*, Capt. James Hawker, ashore in July. The board’s instructions to Capt. Thomas Bell reflecting what Brown wrote in this letter and dated 1 August is in MdAA, Maryland State Papers, Red Books, S989 (MdHR 4588-73). On the dispute with Maryland authorities that these instructions engendered, see Joseph Dashiell to Thomas Johnson Jr., 9 Aug., above.

MAJOR GENERAL BENEDICT ARNOLD TO VICE-AMIRAL COMTE D’ESTAING

Philad^a. Aug^t. 14th. 1778—

Sir

On the 12 July¹ I did myself the honor of introducing to your Excellency’s particular notice M^r. Seagrove [*a*] Gentleman of my Acquaintance, of whom I have the highest opinion, both as a Gentleman of Honor, and one firmly attached to this Country, which he has evinced on many occasions—

To my great surprize I was yesterday told that from Information given to the Marine Committe by some Scoundrill out of private pique to M^r. Seagrove, the Committe inadvertently wrote Mons^r. Gerard that M^r. Seagrove was a Person of suspicious Character, which Information I am told Mons^r. Gerard has transmitted to your Excellency² and as it may operate to the prejudice of a Worthy, Honest Man, I have now taken the liberty of setting your Excellency right in the matter, and of assuring you I will answer for the Conduct of M^r. Seagrove with my Life & Fortune—

I have the honor to be [&c.]

B Arnold

L, FrPNA, Marine B¹, vol. 146, fol. 42. Addressed at foot: “His Excellecy/Count D’Estaing}.”

1. In his letter of 12 July, from Philadelphia, Arnold wrote to d’Estaing for the purpose of “of paying you my congratulatory Compliments on your safe Arrival in America, and of recommending to your particular Notice, the Bearer Major Franks, my Aid de Camp and M^r. Seagrove, a young Gentleman of this Place, who are ambitious of the honor of serving under The Count D’Estaing, and of being Eyewitnesses of your Conquest over our mutual Enemies.” FrPNA, Marine B¹, vol. 146, fols., 38–39. Seagrove worked with William Constable of New York to supply the Continental Army.

2. Conrad-Alexandre Gérard, French minister plenipotentiary, in Philadelphia. Gerard enclosed in a letter on 12 Aug. 1778 the following information to d’Estaing:

“James Seagrove merchant was Partner in Trade with Charles M^rEvers a known and avowed enemy to

these states, He continued in New York in 1776 when the enemy took possession of it, and was under their protection at New York and Philadelphia until the enemy left Philadelphia in June last, when he remained in Philadelphia, having sent a vessel with part of his property with the fleet bound to New York which was taken and brought into Egg Harbour, since which he hath gone on board the French Admiral.

He may be justly suspected of designs inimical to these States, and the Fleet on board which he is intertained." FrPNA, Marine B⁴, vol. 143, fols. 146–47.

Others raised doubts regarding Seagrove's loyalty to the Continental cause at various points; in 1780, Philadelphia issued a warrant for the arrest of Seagrove and his business partner William Constable, believing them to be "enemies to the American cause." Despite this wartime record, Seagrove went on to serve as an American collector of customs and inspector at St. Mary's, Georgia, and an Indian agent to the Creeks. See *Hamilton Papers* XV: 400n2; *Hamilton Papers* XVII: 324n2; *Letters of Delegates* 16: 147 and 163; *Minutes of the Supreme Executive Council of Pennsylvania, from Its Organization to the Termination of the Revolution*, vol. XII (Harrisburg, PA: Theo. Fenn & Co., 1853), p. 495; and *Morris Papers* 5: 250n6.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Philadelphia, Friday, August 14, 1778.

Present. hon^{ble}., George Bryan, Esq^r: Vice President. [John] Mackay, Esq^r Smith, Esq^r: Jon^a. Hoge, Esq^r., James Edgar, Esq^r & Jacob Arndt, Esq^r:

The Council having considered the enquiries of the Hon^{ble}., House of Assembly, concerning the State Navy,¹ propose, That the Commodore & Supernumerary Officers of the State Navy be all discharged.— That the Galleys, except two or three, be all disarmed, & the Vessels laid up or Sold.— That the Guard boats, except two or three be all Sold— That the Brig^c: *Convention* now ready for Sea, be sent out on a Cruize for Six Weeks, manned by Volunteers on the Terms of a Privateer—That the Navy board having failed on getting out the said Brig. in Seven Weeks, elapsed since the departure of the Enemy be dismissed; & that Capt. Blewer, or other proper person, be employed to dispatch said Brig immediately; or else that the said Brig be Sold without loss of time—The Cannon, Ammunition, Fire Arms, and other Weapons be secured in the State Stores— . . .²

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 337.

1. A General Assembly resolution of 11 Aug., stated: "this house is desirous of Conferring with them on the subject of the State Fleet and the Defence of the River; and that the Council would appoint a Time for such Conference." *Pennsylvania Archives*, 1st ser., 6: 694.

2. The General Assembly responded to these proposals the next day. See Resolve of the Pennsylvania General Assembly Concerning the Pennsylvania Navy, 15 Aug., below.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Extract]

[Williamsburg] Friday the 14th day of August 1778.-

Present.

Mr Whiting. Mr Travis, and Mr Innis.—¹

Ordered that a warrant issue to Mr Foster Webb junior for two thousand pounds on accompt for the purpose of paying the Officers and sailors in the Navy of this State.-²

D, Vi, Navy Board Journal, p. 449.

1. Col. James Innes.

2. Foster Webb Jr., was paymaster and muster master for the Virginia Navy.

August 15

MAJOR GENERAL WILLIAM HEATH TO MAJOR GENERAL JOHN SULLIVAN

Head Quarters Boston 14th Aug^t 1778

Dear Sir

I have sent to the Navy Board respecting the Flour, and am informed that they have rec^d. about 300 Barrels which is not more than their present demand for the Shipping.¹

Captain Tracey² has been to Salem in order to purchase the wet provisions lately arrived there in a prise, which I mentioned in a former Letter;³ the owners have set the most exorbitant price on the Provisions, nearly one quarter more than the market price. To purchase them at this rate is attended w^h. double disadvantage to the public, first in giving more than the common price & secondly, enhancing the price of Provisions in general. If you are not under a pressing necessity for salt provisions, prudence & policy dictate that we should discover some indifference in the purchase of this Cargo 'till they fall to a more reasonable price, and as the greatest part of the provisions which were at Westborough will be turned your way perhaps you will have a tollerable supply of salted meat, of this I wish to be informed as soon as may be and will endeavour to do all in my power for you.—

15th. Yours of the 13th. from Major Lyman⁴ came to hand this morning. In consequence of a Letter received from Governor Greene on yesterday I sent on addressed to him or his order 38,000 Musket Cartridges & ten Barrels of Musket Powder—hope it will arrive in season.⁵

Hoping soon to hear of the signal success of the Army under your Command. I have the honor to be [&c]

W. Heath

L, NhHi, John Sullivan Papers. Addressed after close: "M Gen^l Sullivan." Docketed: "Gen^l Heath's/Letter."

1. Not found.

2. Capt. Jared Tracy, a Connecticut merchant, who had served as a commissary for Heath and the Convention Army. Matilda O. Abbey, *Genealogy of the Family of Lt. Thomas Tracy, of Norwich, Conn.* (Milwaukee: D.S. Harkness & Co., 1888), 106.

3. Not found.

4. Aide-de-camp Daniel Lyman, who wrote to Maj. Gen. Heath on Aug. 13, at the direction of Maj. Gen. Sullivan, regarding the storm that swept down the tents of the Continental soldiers. Lyman to Heath, 13 Aug., in "Heath Papers," *Collections of the Massachusetts Historical Society*, Seventh Series, Vol. 4 (Boston: Massachusetts Historical Society, 1904), p. 251.

5. Governor William Greene of Rhode Island wrote to Maj. Gen. Heath requesting additional cartridges for Maj. Gen. Sullivan, as the storm had gotten most of them wet. William Greene to William Heath, 13 Aug., in "Heath Papers," p. 250.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Aout 1778.]
Samedi 15.

[Mouillage dans la passe de L'E, R.I.]

Aujourd'hui le vent a regné au SE. Frais. Beaucoup de brume. Je n'ai Sçu aucune nouvelle de notre Escadre.

[Translation]

[August 1778.] [Anchorage in the Eastern Passage, *R.I.*]

Saturday 15.

Today the wind prevailed to the SE. Brisk. Much fog. I have learned nothing new of our squadron.

D, FrPNA, Marine B⁴, vol. 147, fol. 65.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO MAJOR GENERAL
JOHN SULLIVAN

a Bord de la fregatte *lengageante*
ce 15 aoust 1778

pour vous prouver Monsieur le désir que jai de concourir à vos operations je donnent des ordres pour que les troupes embarquer sur les fregattes *laimable*¹ est *Lagmenè*² composer de detachment du regiment d'enos est de foyx est de La marine comander par des officiers attacher à ces troupes de décendre à terre sur les trois heures aller joindre la division que comandent mr. le marquis de La fayette executer ces ordres. mes troups par ordre de mr. le comte d'estaing sont debarquer reportit sur les Vaux le *guerrier*³ est le *vaillant*.⁴ ce qui ait conte que les troupes que jenvis à terre seront en petits nombres. jai l'honneur de vous observer que mon general ma fais fournir trente matelots en remplacement de mes troupes, que les fregattes que jai sous mes ordres ne peuvent avoir ce avantages. L'escadre étant sous voilles, en Surplus les troupes que je puis fournit compris les officiers soldats ne vont pas d'cent hommes qui cependant diminice beaucoup les forces des fregattes après ce detail vray cy vous juger mes troupes necessaires à La minutes helle Seront debarquer au lieue indiquer. jattant à ce sujet une de vos lettre.

je vous prait ma L'hunnette. c'est un sacrifice que je vous fais avec plaisir. mes vous devois juger qu'un pareille meuble est absolument necessaire a un officier qui commandent une fregatte ca position loblige Sans cessant à observer des Signaux les Batiements qu'on decouvrant qu'on ait obliger de chasser. Sans ces mortifes. je vous aurais prier de la garder toujours, comme une marque de mon estime. jai L'honneur d'eitre
[&c.]

le cher de preville

[Translation]

On board the frigate *Engageante*
This 15 August 1778

To prove to you, Sir, the desire that I have to assist your operations, I gave orders for the troops embarked aboard the frigates *Aimable*¹ and *Alcmène*,² composed of a detachment of the regiment of Hainault and of Foix and of the navy commanded by officers attached to these troops, to land at three o'clock to go join the division that M. Marquis de Lafayette commands, to execute these orders. My troops, by order of M. the Count d'Estaing, were debarked to report on the ships of the line *Guerrier*³ and *Vaillant*.⁴ On this account, the troops that I land will be in small numbers. I have the

honor of observing to you that my general furnished me with thirty sailors in replacement of my troops that the frigates that I have under my orders are deprived of. The squadron being under sail, besides, the troops that I can furnish, including officers and soldiers, will not be one hundred men, which however diminishes much the forces of the frigates. If after this true account you judge that my troops are immediately necessary, they will land at the place indicated. I await a letter from you on this subject. I am lending you my spyglass. It is a sacrifice I make with pleasure. But you should understand that such a glass is absolutely necessary to an officer who commands a frigate; his position obliges him without cease to observe signals and vessels that are discovered and that one must pursue. Were it not for these reasons, I would ask you to keep it always as a mark of my respect. I have the honor to be [&c.]

The Chevalier de Preville

L, NHHI, Gen. John Sullivan Papers.

1. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelneau de Saint-Cosme-Sainte-Eulalie.

2. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

3. French ship of the line *Guerrier*, commanded by Capitaine de vaisseau Louis-Antoine, comte de Bougainville.

4. French ship of the line *Vaillant*, commanded by Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin.

CAPITAINE DE VAISSEAU CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE TO MAJOR GENERAL
JOHN SULLIVAN

a Bord de *Lengageante* ce 15 aoust 1778

Monsieur

Mon premier mouvement à était de me praiter à ce qui peut vous aitre agreable en vous disant que je vous enverrais les troupes¹ qui sont sur les fregattes *laimable*² est L'*alcmene*.³ en même tems jai eut l'honneur de vous faire des observations sur le quelle Jinsiste doutant plus que mrs les captés des deux fregattes me représente qui sont entierement désormer par un secour tres mediocre leur étant impossible de fournit plus de quartre vingt hommes. d'allieur monsieur, par mes instructions celle que mrs les captés qui sont sous mes ordres ont recus avant que je les eut joint, il mest ordonner de me concerté avec vous pour contribuer avec nos fregattes au plus grand succès de vos operations. je vous prie d'observer que je perdrois de vue cette objet cy je me dégernisser. *laimable* est L'*alcmene* du tieres à peu près de Leur esquipages dans un moment ou il me semble plus necessaire de les conserver dans son entier que cy l'es-cadre était en vue.

je crois aussy devoir vous observer que mr. le comte d'estaing m'avais assurer que je trouverais protection en cas devenement sous des Batteries que les circomstances de vos operations vous ont obliger de degornir—par consequant je ne dois comter que sur mes propres forces jai L'honneur daitre [&c.]

le cher de gras preville

[Translation]

On board the *Engageante* this 15 August 1778

Sir

My first impulse was to lend myself to that which could be agreeable to you in telling you that I would send you the troops¹ that are in the frigates *Aimable*² and *Alcmène*.³ At the same time, I have the honor of making some observations to you and on which I insist all the more, as Messrs. the captains of the two frigates represent to me, that they are from now capable of only a very mediocre assistance, being unable to furnish more than eighty men. Besides, Sir, by my instructions, which Messrs. the captains who are under my orders received before I joined them, I am ordered to consult with you to contribute with our frigates to the greatest success of your operations. I beg you to observe that I would lose sight of this goal if I should strip the *Aimable* and the *Alcmène* of nearly a third of their crews at a moment in which it seems to me more necessary to keep them in their entirety than if the squadron were in sight. I believe, also, that I should point out to you that M. the Count d'Estaing assured me that I would find protection in case of action under some batteries which the circumstances of your operations have obliged you to dismantle—in consequence I must rely solely on my own forces. I have the honor to be

The Chevalier de Gras Preville

L, NHHI, Gen. John Sullivan Papers. Docketed: "Preville's Letter."

1. See Preville to Sullivan, this date, immediately above.

2. French frigate *Aimable*, commanded by Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.

3. French frigate *Alcmène*, commanded by Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *FALCON*, COMMANDER HARRY HARMOOD

[August 1778] [crew ashore on island of Rhode Island]
 Saturd^y 15

D^o. W^t. [More Mod & hazey] sent a party from the Brigades to fall trees to compleat the Abaties in front of the lines

D, UKLPR, Adm. 51/336.

JOURNAL OF LIEUTENANT DE VAISSEAU JEAN-JULIEN CHEVALIER LE MAUFF, FRENCH NAVY

[Aoust 1778, *Languedoc, en mer*]

du samedy 15

les vents a Lest petit frais nous avons Continué à Etablir nos nos mats de hunne et à travailler à notre Gouvernaille et Le *marseillois*¹ de meme au jour vüe un vaisseau au vent qui nous à parüe à deux Batterie Le *sagitaire*² à appareillé pour Lui donner Le Chasse à 6 heures nous avons vüe sous Le vent nos quatre vaisseau qui donnoit chasse à un petit Batiment à trois mats *Lector*³ Lui tiroit quelque Coup de Canons de chasse à 8 h^r nous Le vimes à marner à 8 h^r nous vimes un Cinquante vaisseau Réjoindre Les quatre autres qui remorquet un petit Batiment qui navoit qu'un mat de mizaine,⁴ observée à midy 38=55^m Longitude arrivé 74=8^m

[Translation]

[August 1778, *Languedoc, at sea*]

Saturday 15

the winds to the east, a little fresh we continued to set up our topmasts and to work at our helm and the *Marseillois*¹ did the same at daylight we saw a ship to the windward that appeared to us to be a two-decker The *Sagittaire*² weighed to give it chase at 6 o'clock we saw to the leeward our four ships that had given chase to a small ship of three masts The *Hector*³ fired several chase guns at it at 8 o'clock we saw it anchor at 8 o'clock we saw a fifth ship join the four others which towed a small ship that had only a foremast,⁴ observed at noon 38 degrees 55 minutes, Longitude arrived at 74 degrees 8 minutes

D, FrPNA, Marine B¹, vol. 147, fol. 145.

1. Ship of the line *Marseillais*, Capitaine de vaisseau Louis-Armand de La Poype Vertrieux.

2. Ship of the line *Sagittaire*, Capitaine de vaisseau François-Hector, comte d'Albert de Rions.

3. Ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Moriés du Castellet. The "small ship of three masts" was H.M. ship-rigged sloop-of-war *Senegal*, Capt. John Inglis, taken by *Hector* this day. See Journal of John Lawrence, below.

4. H.M. bomb *Thunder*, Comdr. James Gambier [2], had been taken the day before by French ship of the line *Vaillant*, Capitaine de vaisseau Joseph-Bernard, marquis de Chabert Cogolin. During the storm two days earlier, *Thunder* had lost her main and mizzen masts. Gambier had rigged a jury mizzen mast before capture by the French. D'Estaing's "Liste des Prises," FrPNA, Marine B¹, vol. 151, fol. 132 and UKLPR, Adm. 1/5310 fols. 469–70.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

[Aug^t 1778]

Saturday 15th

[Sanduy Hook WbN½N^o: 104 Miles]

AM at 5 Saw 7 Sail in the WSW Q^r: bore away for them & heard a Great Number of Guns fired¹ at 6 found the Above Ships to be the french fleet, 6 of them at Anchor 2 of the largest of which are Dismasted, one of them all her three masts gone the other her foremast Bowsprit & Maintopmasts gone² the Rest of the squadron under Sail Consisting in all 11 Ships Sounded 28 fms Browns and Black Specks the 2 Dismasted Ships NW 2¼ Miles at 7 hauld our Wind being Chaced by one of the french fleet at 8 the french ships at Anchor bore NbE½E about 9 miles the Ship in Chace of us Appears to be a 74 Guns Ship the french ship still in Chace of us bearing N½E about 3 Miles—at 11 the french Ship about 2 Miles astern she hoisted her Colours & fired a shot at us she left off Chace and hauld her Wind & Steerd to the NE: D^o: we Shortned Sail at Noon the french Ship EsE 6 Miles Distant— Moderate and fair the first part Middle and latter thick Hazy W^r: PM ½ p^t: 1 Saw 2 sail in the SW: Sounded from 17 to 10 fms Brown Sand & Black Specks—½ p^t: 2 made sail and hauld our Wind, at 4 Saw a sloop Steering to the Westward at 3 lost sight of the 2 Sail find that their is a ship to Windw^d: of the Sloop also Spoke the Sloop being a Reble Privateer of 10 [guns] & 37 Men out 14 Days from Boston took 35 Men out of her & Sent a petty officer & 7 Men onb^d: her she is Called the *Retalliation*³ at 8 the Ship prove'd to be the *Venus* in Chace of the Above Sloop.⁴ The *Venus* & our Prize in Company—at 10 lost sight of our Prize.

D, UKLPR, Adm. 51/331, fols. 137–38.

1. Likely the engagement between H.M. ship-rigged sloop-of-war *Senegal*, Capt. John Ingliss, and the French ship of the line *Hector*, Capitaine de vaisseau Pierre de Cheylan, comte de Morières du Castellet. Ingliss later reported that during the chase he had fired at the French rigging and had also been “struck...several times” before his capture. UKLPR, Adm. 1/5310, fol. 466

2. For the state of the French fleet, see Chevalier de Bruyères-Chalabre to Vice-amiral comte d’Estaing, 14 Aug., above. The entirely dismasted ship was likely French Navy ship of the line *Languedoc*, the other French Navy ship of the line *Marseillais*.

3. According to testimony of two of its officers, First Lt. Samuel McClintock and Second Lt. Samuel Tidcome, *Retaliation* was a Massachusetts privateer sloop of 70 to 75 tons, commanded by John Cary of Boston. It carried 10 carriage guns, 8 swivel guns, and a complement of 37 men, most of whom were from the Casco Bay region of present-day Maine. It was owned by a group headed by Philip Moore and Nathaniel Tracy, both of Boston. UKLPR, H.C.A. 32/440/15, no. 2 and no. 3.

4. H.M. frigate *Venus*, Capt. William P. Williams.

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

[August 1778]

Saturday 15.

Block Island N43E dis^t 54 leagues
at ½ past 10 AM heard 9 or 10 Guns from a Ship bearing NEbN with
a Sloop, or Schooner in company.

Block Island N56E. 34 leagues.
Mod^{te} breezes & hazey. At 2 PM Saw 2 strange Sail on our larb^d bow,
on their not answering our Sig^{ls}. clear’d Ship for Action.

D, UKLPR, Adm. 51/675, fol. 59

JOURNAL OF H.M. FRIGATE *PHENIX*, CAPTAIN HYDE PARKER, JR.

August 1778—

Saturday 15th

Block Isl^d No. 2 E^t. Dist^t 36 Leagues—
at 12 S^d. 34 f^m. at 4 am Light Winds & Clear. S^d. 35 f^m. Brown Sand
and Shells. at 5 Wore Ship and made the *Centurions*¹ Signal to Chace
to W:W^d. Heard the report of Several Guns to Leeward. At 6 made
the *Vigilant*²’s Signal to Chace to NW and the *Centurion* and *Ardents*³
Signal’s to Come under our Stern Bro^t too and hoisted a Boat out.
Lord Howe struck his Flag and proceeded onboard the *Centurion*. at
8 S^d. 35 f^m. at 9 Tack’d Ship. At Noon Mod^t. Breezes & hazy in the
Horizon—

Mod^t. Breezes and hazy. ½ past Noon the Adm^l fired 2 Guns & made
a Signal at the Mizen Topm^t Head. what it was we could not distin-
guish. At 3 the Adm^l made a Signal at the Fore Topg^t mast Head, soon
after lost sight of him. At 4 Mod^t. Breezes and hazy with Rain. ½ past 5
Tack’d Ship, Mod^t and hazy, at 6 saw the *Centurion* and *Ardent* Bore
down to them and went under the Admiral’s Stern—Shorten’d Sail
& laid Main Topsail to the Mast at 7 Lord Howe Ret^d. onb^d. and
hoisted his Flag. at 8 Mod^t. Breezes and hazy; made Sail in Company
the *Centurion* & *Ardent*.

D, UKLPR, Adm. 51/694.

1. H.M.S. *Centurion*, Capt. Richard Brathwaite.

2. H.M. armed ship *Vigilant*, Comdr. Christian Brabazon.

3. H.M.S. *Ardent*, Capt. George Keppel.

JOURNAL OF H.M. FRIGATE *RENOWN*, CAPTAIN GEORGE DAWSON

August 1778

Saturday 15th

at 3 AM 8 sail in Sight, at 7 m^d. the Private Sign^l which they answer'd, Saw y^e land bear^s NW ab^t 3 Leagues, at 8 Joined C^o: Comm^{dore}: Elliott in H.M: Ship *Eagle*¹ with the *Somerset*,² *Trident*,³ *Cornwall*,⁴ *Nonsuch*⁵ and 2 Fire Ships,⁶ The Comm^{dore}: made y^e: Signal to speak us, At Noon the Comm^{dore}: and 10 Sail in Sight.

At Single Anchor off Sandy Hook

Mod^{te}: breeze^s and Hazy with drizzling rain In 1st. reef Tops^{ls}. at 4 PM Saw a Ship in distress at Anchor Close under the high land of Neversunk, The Comm^{dore}: made our Sign^l to go to her assistance m^{de}: sail, ½ past 4 he made our Sign^l to join the fleet, D^o: shortned sail at ½ past 6 Got down Topgall^t: Yards, The Commodore made the Signal to Anchor, ½ past 7 Anchord wth. the B^t: B^f: in 10 f^{ms}. Sandy bottom & Vear'd to a Cable, D^o: Anchor'd the fleet. Light House bore NWbW. Bent the sheat Cable & got y^e Anchor over the side.

D, UKLPR, Adm. 51/776/7, fol. 6.

1. H.M.S. *Eagle*, Capt. Sir Roger Curtis; at this point, Commo. John Elliot was flying his flag from her.
2. H.M.S. *Somerset*, Capt. George Ourry.
3. H.M.S. *Trident*, Capt. Anthony James Pye Molloy.
4. H.M.S. *Cornwall*, Capt. Timothy Edwards.
5. H.M.S. *Nonsuch*, Capt. Walter Griffith.
6. H.M. fire ship *Strombolo*, Comdr. Peter Aplin, and H.M. fire ship *Sulphur*, Lt. James Watt.

JOURNAL OF H.M. FRIGATE *RICHMOND*, CAPTAIN JOHN LEWIS GIDOIN

[August 1778]

Saturday 15

Neversunk¹ WBN. 12 or 14 Leagues.

at 6 AM Saw 2 Sail to y^e South^d. made sail & gave Chace, at 8 Fired several shot & bro^t them too, one of them Proved to be a Privateer belonging to Boston, the Other a Privateer from New York, sent a M^r:mte & 10 Men into the former²

Neversunk WBS 6 or 8 Miles

D^o: W^r: [Fresh Breezey & Hazy] Prize in C^o: eight Sail in Sight to the SW, at 1 Comm^r: m^d: our Sign^l to join the Fleet, & at 4 the Sign^l: f^t: all Frigates to come under his stern, Com^r: Elliot³ shifted his Pend^t: into the *Eagle*,⁴ joind Com^r: Elliott with P^t: of the Fleet. Com^r: Orderd us ahead to make the Lighthouse at 7 he m^d: the Sig^l: & anch^d. in 9 f^{ms}. Neversunk WBS 6 or 8 miles, Found here the *Roebuck*⁵ & *Apollo*⁶

D, UKLPR, Adm. 51/784, part 2, fol. 75.

1. Navesink, New Jersey.
2. The privateer the sloop *Hammond*, Capt. Bridger Goodrich, of 16 guns and a 100-man crew had captured the Massachusetts privateer brigantine *Black Prince* out of Boston, commanded by William Steward and owned by T. Adams. It carried 14 guns and 70 men. Several days later *Hammond* arrived at New York with *Black Prince*. Allen, *Massachusetts Privateers of the Revolution*, p. 84; UKLPR, C.O. 5/1109, fol. 109; "List of Captures and Recaptures made by Private Armed Ships and Vessels...", *London Gazette* 23 Feb. 1779; and *New-York Gazette*, 19 Aug. 1778.

3. Commo. John Elliot.
4. H.M.S. Eagle, Capt. Henry Duncan.
5. H.M.S. *Roebuck*, Capt. Andrew Snape Hamond.
6. H.M. Frigate *Apollo*, Capt. Philemon Pownoll.

RESOLVE OF THE PENNSYLVANIA GENERAL ASSEMBLY CONCERNING THE PENNSYLVANIA NAVY

Resolve of Assembly 1778

In General Assembly of Pennsylvania

Saturday Aug^t 15. 1778. P.M.

The House resumed the Consideration of the Message from Council respecting the Disposal of the State-Fleet,¹ and thereupon agreed to the following Resolves, Viz.

Resolve 1st. That the House Recommend to the Honorable the Vice President² and Council to discharge on or before the Twentieth day of this Instant August, from and out of the Pay of this State, the Commadore and all other the Officers and Men belonging to the Fleet or Navy of this Common Wealth, except such as they shall deem necessary to Officer and Man a Number of Gallies not exceeding three, and a Number of Guard-Boats not exceeding three, without paying any Regard to Rank or Seniority

Resolve 2^d.

That it be recommended to the Honorable the Vice-President & Council to sell such and so many of the Guard Boats as they may think proper

Resolve 3^d. That it be recommended to the Honorable the Vice-President & Council to Appoint Capt. Thomas Houston be captain of the Brig *Convention* And Col^o Robert Knox and Captain Joseph Blewer to fit out, Man and send the said Brig upon a Cruize against the Enemies of the United States, upon such Terms as Privateers are usually Sent.

And whereas the State Navy will in pursuance of the foregoing Resolve be so far reduced, as not to need the Superintendance of any Board constituted or continued for that particular purpose, therefore the House agree to,

Resolve 3^d. That it be recommended to the Honorable the Vice-President & Council to dismiss the Navy Board of this Common Wealth.

Resolve 4th. That the Gallies, Guard Boats not sold, Cannon, Ammunition, Weapons, and Implements of War, Rigging, Tackle and Furniture be properly secured and preserved.

Resolve 5th. That the Thanks of the House be given to the Members of the State Navy-Board, and to the Officers and Men of the Navy, for their Services to the public Cause.

On Motion

Resolved that it be recommended to the honorable the Vice-President and Council to take proper Measures for preserving and securing as much Of the Wrecks, Cargoes, Furniture & Apparel of the Vessels sunk or left in the different parts of the River Delaware, as may be possible.

Extracts from the Minutes

John Morris Jun^r
Clk of the Gen^l Ass.

1. The message from the Pennsylvania Executive Council is in the minutes of their meeting of 14 Aug., above.
2. Vice-President George Bryan.

LIBEL OF COL. SAMUEL HANDY, MAJ. JOHN PURNELL ROBINS, ETC., AGAINST H.M.S.
FRIGATE *MERMAID*

[15th day of August 1778]¹

State of Maryland }
Baltimore County } To the Honourable Benjamin Nicholson Esquire Judge of
to wit } the Court of Admiralty of the State of Maryland.

The Libel of Col^o. Samuel Handy,² Major John Purnell Robins, John Fassitt[,] James Buchanan, James Rownd Morris, Zadok Purnell, Nathaniel Ratcliff, Gilliss Polk and others concerned viz- whose Names are mentioⁿd in the List hereto annexed Sheweth that the Frigate *Mermaid* a Vessell of War belonging to the King of Great Britain, employed in the present cruel & unjust war against the United States, being on the High Seas to wit at Baltimore County within the State of Maryland aforesaid did on the Eighth Day of July one thousand seven hundred & Seventy eight together with her Guns, Stores, Tackle, Apparel & Furniture fall into the Hands of and was taken by the Said Libellants then and now being Inhabitants of & resident within the Said State of Maryland one of the United States.—

And the Said Libellants further shew that the said Frigate *Mermaid* being on the high Seas was on the said Eighth day of July one thousand seven hundred & seventy eight at Baltimore County aforesaid within the said State of Maryland employed in carrying Provisions & other Necessaries to the British Army & Navy then within some one of the united States. And the said Frigate so being employed did on the day & year last aforesaid at Baltimore county aforesaid together with her Guns, Stores, Tackle, Apparel & Furniture fall into the Hands of & was captured by the said Libellants.—

And the said Libellants further shew that the said Vessel of War *Mermaid* belonging to the Inhabitants of Great Britain with her Guns, Stores, Tackle Apparel & Furniture was on the said eighth Day of July one thousand seven hundred & seventy eight on the high Seas and near the Shores of the State of Maryland captured by the said Libellants being People of the Country of the said State Wherefore the said Libellants pray that the said Frigate together with her Guns, Stores, Tackle Apparel & Furniture may be condemned & Sold According to the Revolutions of the honourable Congress to & for the Use and Benefit of the said Libellants & all others concerned.—

Isaac Taylor	Tho ^s O Sturges	Sacker Parker
Nathaniel Ennis	Moses Driden	Jonathan Johnson
John Marshall	Isaac Hammond	William Bishop
Isaac Marshall	Caleb Tingle	Major Mumford
William Purnell	Jesse Ennis	Charles Mumford
Elijah Bowen	Robert Schoolfield	William Christie
Edw ^d Hammond	John Spence	Cornelius Ennis
Shadrack Ruark	Levi Crapper	Levi Merrill
William Bowen	John Dennis	John Cook
William Jackson	John Kirby	John Orr
Jethro Bowen	James Smaskey	Elisha Taylor

Brittingham Smock	Richard Hall	Frederick Conner
William Campbell	John Bowen	John Richardson
Japhthah Bowen	Littleton Robins	William Selbey
Peaty Truitt	Tho ^s Lamberson	Vincent Crapper
William Franklin	John Knockle	John Goro
W ^m Anderson Parker	Walter Smith	W ^m Purnell of Elisha
Charles Rackliffe Jun^r	William Liske	Tho ^s Purnell of Tho ^s
Isaac Williams	Levin Davis	Josiah Mitchell
Elias Pennewell	John Rackliffe	Joshua Mitchell
William Gault	John Morris	William Franklin
Henry White	Ezekiel Nox	George Taylor
Luke Hopkins	Peter Loyal	Jesse Jones
Reubin Crapper	John Franklin	Thomas Poynter
Charles Ratcliffe Jun ^r	Edward Franklin	Mekimme Hudson
John Prodig	Jesse Crapper Sen ^r	Edward Pettitt
Parker Selby	Charles Marchment	Dennis Hudson
Ebenezer Crapper	John Richie	William Townsend
[Tho ^s] Duncan	John White	William Frick Sen ^r
William Richardson	Nehemiah Davis	Justice Morris
John Turner	Lemael Franklin	Henry Franklin
Edmund Crapper	Stephen Smock	John Taylor
John Porter	Josiah Collins	Elisha Purnell
George Spence	Levin Riely	William Morris
Kendel Taylor	Stephen Hill	Joseph Ennis
Samuel Gunn	William Stevenson	Isaac Mitchell
Isaac Marshall	Benjamin Mills	Jonathan Johnson
Tho ^s Purnell Sen ^r	John Purnell Marshall	Tho ^s Johnson
Levin Hopkins	James Givan	James Purnell
Daniel Burch	William McClemmey	
Christian	John Selby Purnell	
Christopher Burch		
Joshua Taylor		
Cornelius Ennis		
Arthur Duckett		

D, MdAA, Admiralty Court, Court Papers, S116-19 (MdHR 7871-1-19). Docketed on separate sheet: "Colo Sam^l Handy &/others.—/Libel/vs/The Frigate/*Mermaid*/ Mr Clabon filer/[*illeg.*]/filed the 15th day of/ August 1778/Monition iss'd Same day." With the petition is an interrogatory of Thomas Ross, doctor's mate of *Mermaid* attesting that *Mermaid* was a ship of the British Navy, that Col. Handy took possession of it after it was stranded, and that *Mermaid* was stranded on 8 July 1778. The French fleet had forced H.M. frigate *Mermaid*, Capt. James Hawker, ashore.

1. The date is taken from the docketing.

2. Handy was an officer in the Maryland Militia. The other signatories were presumably men in his command.

NOTICE OF PUBLIC SALE OF UNFINISHED MARYLAND NAVY GALLEY

To be sold at public Vendue at the House of M^r Grant¹ in Baltimore Town on Saturday the 29th. instant a Vessel on the Stocks at Fells Point intended for a Galley but may be

altered so as to make an exceeding good Trading Vessel²
 Augt 15th. 1778

D, MdAA, Maryland State Papers, Red Books, S989 (MdHR 4570-64). Docketed on separate sheet: "15 Aug^t 1778./Advertisement Galley/on Stocks in Balt^o."

1. This may have been John Grant, a carpenter in the Maryland Navy.

2. This notice appeared in *Dunlap's Maryland Gazette; or, the Baltimore General Advertiser* of 18 Aug.

REAR ADMIRAL SAMUEL BARRINGTON TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

N^o. 13.
 Sir,

Prince of Wales in Carlisle Bay.
 Barbadoes, 15. August 1778.

By the *Ariadne*, which sailed hence with the *Ceres* the 23^d. of last month to convoy the homeward-bound Trade from this Island to S^t Christopher's to join the General Convoy ordered by Admiral Young to proceed from thence the 1st. instant under the protection of the *Dealcastle* and *Beaver*, I forwarded to you an Account of my proceedings to the 20th. (N^o. 12.).¹

You will now be pleased to acquaint my Lords Commissioners of the Admiralty, that the *Snake* Sloop arrived here the 29th. past, with a Letter from Admiral Young informing me of his intention to proceed immediately to England,² leaving under my command His Majesty's Ships and Vessels named in the Margin;³ several of which their Lordships will see by the enclosed Disposition of the Squadron have not yet joined me.⁴

The 30th. I dispatched the *Boyne*⁵ to Dominica to complete her wood, there being only seven days firing on board her and no supply to be procured at this place, and the *Snake* to English Harbour to get new Awnings and Cables in lieu of those onboard her, which, upon being surveyed, were found totally unfit for Service; And I was rejoined by the former the 12th. instant and by the *Snake* yesterday, which latter I purpose sending to Tobago to replace the *Aurora* for the present.

Yesterday also I was joined by the *Favorite*; and the 10th. instant three Treasury Victuallers (called the *British King*, the *General Conway*, and the *Swan*) arrived here with Provisions for the use of His Majesty's Troops in the Leeward Islands.⁶

Having agreed for the purchase of a Brig of 130 Tons⁷ and twelve Carriage Guns four Ponders, I have commissioned her, in consequence of their Lordships order of the 4th. of June,⁸ to be employed as a Sloop in His Majesty's Service by the name of the *Barbadoes*, with a Complement of ninety Men, and appointed Lieutenant Sir George Home of the *Prince of Wales*⁹ to be the master and Commander of her; And as she was built at Bermudas, is in very good repair, and so well fitted and furnished with Stores that there is no immediate necessity for her being supplied with any thing material except Provisions, I flatter myself their Lordships will not think her dear at £2250, which was the lowest price I could possibly get her for, the owners having at first demanded £2700, and I shall value the Commissioners of the Navy for her Amount and transmit to them the particulars of her Furniture and Stores as soon as the Surveys are completed. She is getting ready for the Sea with all possible dispatch, and, as there is no absolute occasion for her going to Antigua at present, I intend discharging into her from the *Prince of Wales* as many Men as with her Officers will make up fifty, and sending her to Tobago to assist in the protection of that Island; hoping that the Merchants and Proprietors will, in consideration of their request having been so soon complied

with, use their influence to complete her Complement.¹⁰

An Account of the State and Condition of His Majesty's Ships and Vessels now with me is also herewith enclosed for their Lordships information.¹¹ I am Sir, [&c.]

Sam^l Barrington

L, UKLPR, Adm. 1/310. Addressed at bottom: "Philip Stephens Esq^r, Secretary of the Admiralty." Note below place date line: "Rd 30 Nov/Ans^d 3 Dec^r." Notation: "2^d. Dec^r/Orders to the Navy/Board to pay his Flag-Pay/& Table Money-/acn rec' & acq him."

1. Barrington's letter, 20 Jul., is above. Capt. William Parker commanded H.M.S. *Deal Castle* and Comdr. Robert Boyle Nicholas commanded H.M. ship-rigged sloop-of-war *Beaver*.

2. Barrington replaced Vice Admiral James Young who as commander of the Leeward Islands station.

3. In the margin is the following list: "*Boreas/Aurora/Ariadne/Favorite/Ceres/Snake/Antigua/Pelican*."

H.M. frigate *Boreas* was commanded by Capt. Charles Thompson; H.M.S. *Aurora* by Capt. James Cumming; H.M. frigate *Ariadne* by Capt. Thomas Pringle; H.M. ship-rigged sloop-of-war *Favorite* by Comdr. William Fooks; H.M. ship-rigged sloop-of-war *Ceres* by Comdr. James Richard Dacres; H.M. ship-rigged sloop-of-war *Snake* by Comdr. William Young; H.M. armed brigantine *Antigua* by Lt. Billy Douglas; and H.M. armed brig *Pelican* by Lt. John P. Ardesoif.

4. The disposition has not been found.

5. H.M.S. *Boyne* was commanded by Capt. Herbert Sawyer.

6. In his personal journal, Barrington noted on 11 Aug. that the victuallers had been consigned into his care "in the absence of the General commanding the Troops" and that he had named the commander of the *British King*, Richard Purvis, to serve as his agent to prevent "inconveniences that might otherwise happen, in case His Majesty's service should require my suddenly putting to sea and leaving those Vessels behind." *Barrington Papers*, 2: 31.

7. In his journal, Barrington writes that this brig is 13 tons. *Ibid.*, 30.

8. Secretary of the Admiralty Philip Stephens to Barrington, 4 June, above.

9. H.M.S. *Prince of Wales* was commanded by Capt. Benjamin Hill.

10. See Memorial of the Merchants and Proprietors of Tobago, 23 to 29 March 1778, *NDAR* 12: 773–75.

11. The enclosure has not been found.

REAR ADMIRAL SAMUEL BARRINGTON TO GOVERNOR WILLIAM MATHEW BURT OF THE
LEEWARD ISLANDS

Dear Sir,

I was yesterday favoured with yours of the 24 of July and am greatly obliged to you for your kind offer of an apartment at Clarks Hill.¹ My being ordered to Barbados is the occasion of my not being able to pay my personal respects to you, and in my present situation it is impossible for me to say when I am to expect that happiness. I am very sorry the service will not permit me to send you a frigate or a Convoy in September. You very justly take notice of the weakness of my squadron, which will be so much diminished when I have furnished a Convoy for April² that I shall not have enough left to collect the Convoys from the different Islands. Thus situated your good sense will point out to you the impossibility of complying with your request. There are but three Convoys for the year; but last year, as well as this, application was made for a fourth which was complied with by Admiral Young's³ sending a single ship, which separated from her Convoy long before they reached the British sea. No ship, in peace or war, in my opinion, ought to sail for Europe after the 1st of August, as the risk becomes very great in a winter's passage with deep laden ships that can neither rise to, or run from, a large sea; nor is it possible for a Convoy at that season of the year to avoid a separation. The only use therefore that I can find for one is merely a cloak for insurance. Whenever it is in my power, you may be assured I shall use every exertion for the protection of the Islands and their commerce, and convince you how much I am, &c.,

Sam^l Barrington.

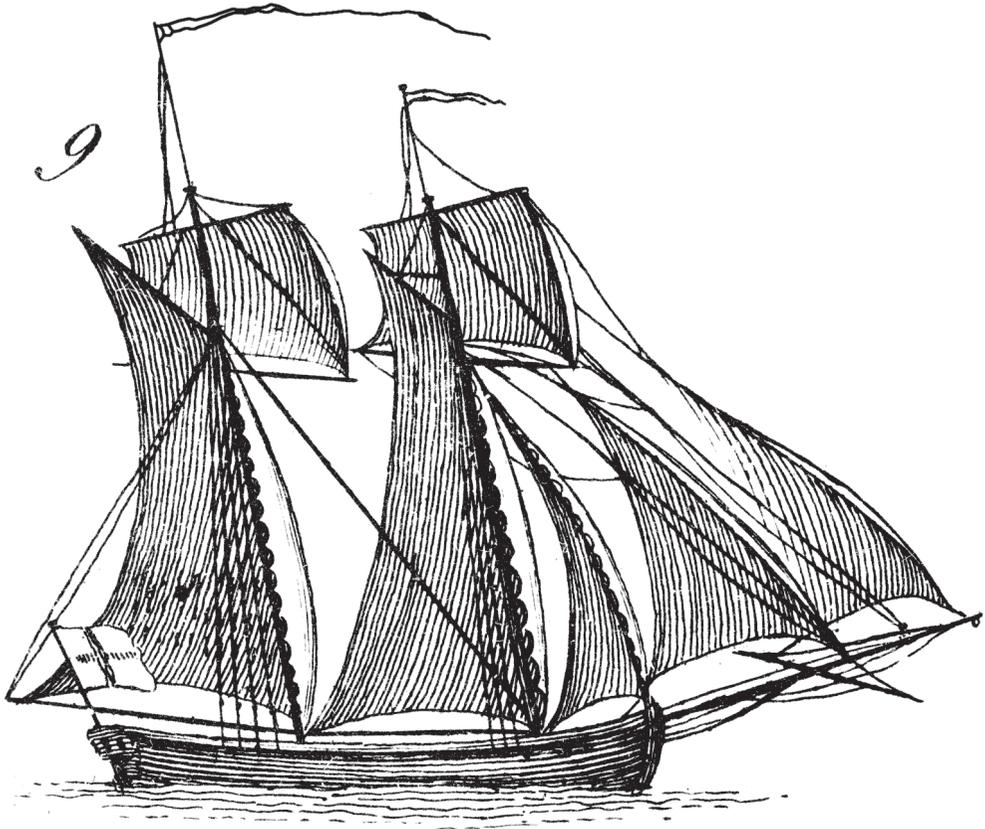
Barbados.
15 August 1778.

Barrington Papers 2: 34–35.

1. Clarks Hill overlooked English Harbour on St. Christopher.
2. Barrington undoubtedly meant to write “August.”
3. Vice Admiral James Young was Barrington’s predecessor as commander of the Leeward Islands station.

EUROPEAN THEATER

From June 1 to August 15, 1778



Schooner under sail

EUROPEAN THEATER
From June 1 to August 15, 1778

SUMMARY

The start of June 1778 found Europe tense in the anticipation of the outbreak of war. Despite the fact that British and French ambassadors had been recalled to their respective nations in March, for diplomatic reasons both Britain and France wished the other side to open hostilities. The British wanted to retain the neutrality of the Dutch, so they hoped to maneuver the French into firing first; for their part, the French sought the support of Spain, and therefore desired Britain to appear as the aggressor. Both, therefore, continued their preparations for war, content to bide their time and shore up their preparations for war. Before July was over, fighting finally erupted.

The French Toulon squadron under Vice-amiral comte d'Estaing had already slipped out of the Mediterranean in April, but until June d'Estaing's ultimate destination remained unknown to the British, which posed a problem for them. If d'Estaing joined the Brest squadron under Amiral Comte Louis Guilloet d'Orvilliers, the combined French squadrons could overpower the British ships in the English Channel. In light of this, the British delayed the planned dispatch of Vice Admiral John Byron to North America. The British finally ordered Byron to sail on 5 June, and he left Britain on 9 June, far behind d'Estaing.

With Byron dispatched in pursuit of d'Estaing, Admiral the Honorable Augustus Keppel in command of the British channel fleet put out on 13 June in an attempt to secure the British homeland. Four days later, his ships attacked three French frigates. Two of these he captured; but the third, *Belle Poule*, managed to escape. Louis XVI seized on this event to justify a declaration of a state of war. A week after this encounter, Keppel—concerned that the French at Brest outnumbered him—returned to port to await reinforcements. With his fleet bolstered, Keppel sallied forth again on 9 July, with more ships-of-the-line joining him at sea. He arrived near the island of Ushant (Île d'Ouessant) on 19 July. The French fleet under d'Orvilliers met the challenge, sailing out of Brest on 23 July. The fleets were nearly evenly matched: Keppel's fleet boasted thirty ships-of-the-line to d'Orvilliers's thirty-two. When Keppel interposed himself between the French fleet and Brest, battle became unavoidable.

On 27 July at the Battle of Ushant the fleets fought an inconclusive engagement, with generally light casualties and no losses of ships. Without a decisive victory over the French, however, the British would have to proceed cautiously, because the threat of invasion loomed if the French Navy gained the upper hand, especially if they could combine naval forces with the Spanish. From this point of the war forward, British planners would have to factor in defense of Great Britain against invasion when determining the deployment of their naval forces to America.

Amid the moves of the British and the French, the Americans in the European Theater dealt with problems far smaller in scope and scale, though dramatic in their own ways. The Continental Commissioners and captains in France struggled with numerous administrative and personnel challenges among the crews of their vessels and problems with French administrators.

The crew of frigate *Boston* presented Captain Samuel Tucker a number of difficulties. While Tucker continued to deal with the aftermath of a failed mutiny attempt in May, he also encountered discontent among the frigate's French sailors; they thought that they had signed aboard for a single cruise, whereas Tucker maintained they had agreed to serve until the frigate returned to Boston. As tensions grew, the French alleged mistreatment at the hands of the Continental officers and then sought the aid of French officials. The French officials gave the aggrieved crewmen a sympathetic hearing, and eventually high authorities on both the French and Continental sides became involved.

While dissent among his crew troubled Tucker, it wracked Captain John Paul Jones of *Ranger*. During his late cruise in the Irish Sea, great discontent had arisen between him and his crew. *Ranger's* crew, who had expected less discipline and more prize taking, resented their captain's authoritarian manner. When Jones placed his first officer, Lieutenant Thomas Simpson, under arrest, charged with disobedience of orders, his crew supported the lieutenant rather than their captain. As tension grew, the Continental Commissioners worked to defuse the situation, ultimately giving Simpson command of *Ranger* and Jones expectation of command of a new and more formidable warship in Europe. In June, July, and August, Jones explored his options.

Beyond issues with their crews, Continental captains engaged in several disputes with the French. The French, at least until the outbreak of open war, refused to house prisoners taken from English ships that had been brought into port in Continental vessels. Consequently, the prisoners languished in the ships. Benjamin Franklin, one of the American Commissioners, continued his efforts to exchange these British prisoners for Americans held in England. Additionally, issues arose regarding the collection of customs duties from the Continental vessels. The attempt of the Farmers-General—responsible for French customs revenues—to levy duties on the Continental ships led to a dispute that involved the Continental Commissioners and French ministers.

Continental vessels continued their operations, though the major actions of the British and French fleets overshadowed their efforts. In June, Tucker and *Boston* sailed from France, taking four prizes, and returned to L'Orient in early July. Continental authorities hoped for a more substantial foray involving the three ships then in France: *Boston* under Tucker, *Ranger* under Simpson, and *Providence* under Captain Abraham Whipple, who as senior captain, would also serve as commodore of the expedition. The Continental ships set out as a squadron, intending for North America, in early August.

June

NOTES MADE ON BOARD THE FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*

[Extract]

Notes Faites abord du *Languedoc*

...

Juin—1778.

- Lundy 1^{er}.— Rencontré quatre batimens hollandois Escortés par une frigate de Leur nation, venant de Batavia, faisant route pour Horn¹
- Mardy—2. Conseil de guerre abord du *Languedoc*.—Communication et copie donnée d'une Lettre du Ministre—. ²
- Mercredy—3. Cette même Lettre Liré aux officiers du *Languedoc* assemblés.—L' *hector* fait Signal d'incommodité
- Vendredy—12. Le *Protecteur* fait Signal d'incommodité et d'avarie dans la Reste de Ses mats
- Mardy—23. rencontré un bateau americain, (Selby m^e.)³ chargé de Tabac et de pois pour la martinique; Le Gen^l: La engagé à tourner Sur sa marche et nous Suivre—
- Mardy—30. pris La *Charlotte* de 250. Tonneaux,⁴ chargée de Tabac, Cotton, indigo, bois de Campesche; huile et 210. Tortues, venant de la Nouvelle Providence, allant à Londres

[Translation]

Notes Made on board the *Languedoc*June—1778

- Monday 1st. Encountered four Dutch ships Escorted by a frigate of their nation, coming from Batavia, making a course toward Horn¹
- Tuesday—2. Council of war on board the *Languedoc*.—Communication and copy given of a Letter from the Minister.²
- Wednesday—3. This same Letter read to the *Languedoc's* assembled officers.—The *Hector* signaled trouble
- Friday—12. The *Protecteur* Signaled trouble and damage in the rest of its masts
- Tuesday-23. Encountered an American ship (Selby master),³ laden with Tobacco and peas for Martinique; The Commandant urged it to change its course and follow us—
- Tuesday—30. took The *Charlotte* of 250 Tons,⁴ laden with Tobacco, Cotton, indigo, Campeche wood; oil and 210 Turtles, coming from New Providence, going to London

D, FrPNA, Marine B⁴, vol. 286, fols. 50–51.

1. Horn, Netherlands.

2. Secretary of State for Marine Gabriel de Sartine to d'Estaing, 2 Apr. 1778, printed in Michel, *Comte d'Estaing*, pp. 390–92. In the letter, Sartine states that the king expects his naval officers to defend their ships to the last extremity and stresses the necessity of subordination. The king ordered the letter to be read aboard the *Languedoc* to the general officers as well as to captains commanding ships, who, a copy having been given to each, were in turn to read the letter to their staff officers.

3. Perhaps William Selby, of Pitts Landing, Va. See Maryland Council of Safety to William Selby, 28 June 1776, in *NDAR* 5: 792. The name of the sloop has not been identified.

4. Ship *Charlotte*, Thomas Towson, master, built at New Providence in 1774, owned by Duncomb.

Coming from New Providence, she carried a cargo on cotton, indigo, syrup, and molasses. *Lloyd's Register of Ships, 1777-1778*; "Liste des Prises faites sur les anglais; Par l'Escadre du Roy....," FrPNA, Marine B⁴, vol. 151, fol. 131; "Liste de prisonniers Anglois fait par L'Escadre du Roi....," FrPNA, Marine B⁴, vol. 151, fol. 152; and "Etat des prises faites par L'Escadre du Roy....," FrPNA, Marine B⁴, vol. 152, fol. 194.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO AMERICAN COMMISSIONERS IN FRANCE

[June, 1778]¹

When much present Gain is the ruling principle of officers in an Infant Navy, it is no wonder that they do not cultivate by their precepts nor enforce by their Example the principles of Dutiful Subordination and Cheerful unrepining Obedience in those who are under their Command;— nor is it strange that this principle should weaken the sacred Bonds of Order and Disciplin—and introduce the baneful Idea of Licentiousness and Free-Agency under the spacious Name of "Liberty."

On the contrary when at this Glorious Area [*i.e.*, *Æra*], the Noble minded step forth together as Officers, making the cause of Injured Men their own—preferring Honor without much present Gain to much present Gain without Honor and wishing for nothing so much as for Danger when lasting Honor and the consciousness of having deserved it must be their great reward; It will be as natural for such Men to diffuse their liberal disposition to all who serve under their Command as it is for the sun to diffuse its warmth:—and under such happy circumstances dutiful Subordination, cheerful ardent unrepining Obedience, and strict Disciplin must follow of Course— Yet such subordination in a Navy would be perfectly compatible with what they call "Fighting for Liberty," as it would be the very means of attaining it.

The former of these Characters, not alas! as I could wish the latter, may in my Opinion be applied to the Officers of the *Ranger*:—but it is my province only to relate circumstances?—

Before I began to fit out the *Ranger* Congress had without my knowledge or expectation thought me worthy of an Appointment to Command a private Expedition of some Importance and had assigned Five Ships and Armed Vessels for that purpose.—That Expedition being prevented thro' the Jealousy of the then Commander in chief—² Congress again without my expectation thought proper to Order me to Europe in a French Ship, to take Command of a Ship of greater force and Swiftness than any one then in the Service. My departure in the French Ship was also prevented as the Commander did not accept the Terms offered.—³ In consequence of this I was directed to fit out the *Ranger* at Portsmouth in New-Hampshire; being a stranger there, tho I was Joined in Commission with two other Gentlemen to appoint the Officers I could not refuse my Voice to persons whom they Named, having no dependents of my own except Captⁿ Parke of the Marines who Embarked with me.—Neither the first Lieutenant (M^r Simpson) nor the Second (M^r Hall) had ever before been in an Armed Vessel or Ship of War—nor in the service of the United States—yet as I have since understood M^r Simpson began with informing the Officers and Men that they were only to consider me as a passenger going to France to Command another Ship—That tho' I would Command on the Passage, being his Senior Officer, yet they would in France receive all the Wages then due which would inable them to Purchase many fine things—and that as I would have nothing more to do with the *Ranger*, they would Immediately return Under his Command to Portsmouth.—It is the more ex-

traordinary how he could amuse them with such expectations as the Hand Bills which I published as well as the Entry Book which they Subscribed expressed that He as well as they were to serve in the Navy under my Command.

On my Arrival at Nantes I was Summoned by the Commissioners to appear at Paris—it was however found necessary to postpone the procuring of the Ship in Question.—It was not till after my return to the *Ranger* that I discovered the real disposition of the Men on whom I had to depend:—this they Manifested on the 14th. of Feb^r. 1778 in the inclosed copy of a letter signed by the Lieutenants and Master against Captain Parke as a person who interfered with their Self-Intrested Views—however I even sacrificed this Man's Intrest and wishes to the Harmony of the Service—(i.e.) I sent him to America.⁴

A slow and half Obedience I had observed even from the beginning—but after my arrival in Quiberon, finding that the *Ranger* would not carry Sail, I was obliged to wait there 'till I could receive some Lead Ballast from L'Orient to make up the quantity which I had ordered at Nantes and which notwithstanding had not been taken in.—It was now that they discovered that I had other Objects in View than nearly to Cruise after Merchant Ships—and that in consequence of this conjecture their conduct evidently implied that they thought they had a right to Judge for themselves.—

Between Quiberon and Brest the Symptoms of the Small Pox prevailed in the Ship and the discontent became general—Eight men deserted with the Boat in the Night—they were however taken up and after remaining in Irons for some days were freely pardoned upon promise of future good behaviour.—Bad weather and other circumstances detained me at Brest for some time; the first Lieutenant told me one morning very abruptly that the people refused to Obey Orders—this produced some Altercation and I could not help intimating that it was the fault of the Officers;—apparent Harmony however was again restored, but it was of short duration. The next Morning a French Officer brought on board one of the Eight deserters—the fellow being a Canadian and having called himself a Subject of France, the Officer demanded his discharge and Wages, in a manner and in Terms which I thought Unbecoming—and therefore instead of complying I ordered M^r. Simpson to detain the deserter on Board.—This Order was given and Understood upon the Quarter Deck while the Deserter remained in the Cabin, so that there was Sufficient time to have Stopped him; yet he was suffered to depart into the French Boat and from the Ship:—M^r. Simpson took no measures to stop the deserter—but afterwards Seized the officer by the Collar as he descended the side—and yet became himself so much affronted that he declared he would fetch up his Commission and do no more Duty!—he went below and it was with the Utmost difficulty and length of argument and advice that I could prevail with him to return to his Duty.

Soon after this a new and extraordinary source of complaint appeared.—When the Ships Company signed the Entry Book in America, I was resolved, should I meet with any misfortune which might oblige me to put in to the Southward, not to leave it in their Power to desert the *Ranger* as another set of Men had done the *Randolph* when she was Dismasted—and put into Charlestown—therefore I gave M^r. Simpson, who had the charge of overseeing that Subscription, a slip of Paper whereon was written these words to be inserted opposite to each Mans Name Under the Term of Entry.

“Twelve Months and while absent from the Eastern States.”

“For the Cruise and while absent from the Eastern States.”

This I desired him to Read and Explain to each of them—Notwithstanding before the

Ship left Brest it was represented as the worst of Grievances—Almost every one was Seized with the Epidemical Malady of Home-Sick, a disease far more fatal and lasting than the Small Pox; for they have been sadly afflicted with it ever since, nor is there yet any favorable symptoms of its abatement.⁵

Before I left Brest I was informed that this had brought on a Conspiracy to Kill or confine me in Irons and to carry the Ship Back under M^r Simpson to Portsmouth.—⁶ I however proceeded, but this Mutinous spirit of disobedience and Opinion of Free-Agency prevailed and was as high as ever even on the Morning of the Day on which we took the *Drake*.—As there was no appearance of the Enemies coming out I intended to put my former design in execution and Attack her at Anchor—this brought on a Mutiny and almost reduced me to the necessity of putting some of them to Death—during this tumult—fortunately for me the *Drakes* boat being sent out to Reconnoitre soon after came along side and was taken—this little Success tickled their Caprice and soothed them again into good Humour, in which they continued ‘till the *Drake* came out. Their behaviour in this happy mood of a moment was truly Gallant and would do them Immortal Honor but for the relapse which has again taken place.

Before our Success many Applications were made to me to leave the Channel, the danger being magnified into certain Ruin and this too by the Officers.—Tho’ I have called the party Volunteers who landed with me at Whitehaven, yet the fact is M^r Simpson took upon himself to bargain with them previously that we should leave the Channel without attempting any new hazardous Enterprize.

While I was off Carrickfergus the first time—I gave the Lieutenants my hand and freely forgave the past—yet a day or two after without any prelude or provocation M^r Simpson came hastily and publicly upon the Quarter Deck and addressed himself to me in terms and manner which amounted to a downright Challenge—I would not however lay hold of this but on the Contrary after the Engagement hearing him express a Wish for a Sword I presented him with the Sword of the late Brave Captain Burdon⁷ as the most Valuable gift in my possession.

His subsequent behaviour having laid me under the necessity of putting him under Suspension and Arrest on board the *Drake*, at the time when I intended to put the prisoners of War on board that Ship it became necessary to remove him—I found it most convenient and expedient to place him on board the Ship in the port called the Admiral where he had a good State Room and liberty to walk the Deck He sent an immediate Message to the Officers and Men which was delivered in my hearing—“that he was put into a Prison.”— In consequence of this false and inflammatory Message I could not but agree with Comte Dorvilliers that it was proper to Realize his assertion.⁸

L, PPAmP, Benjamin Franklin Papers, vol. 58, fol. 70.

1. This document is undated. The contents, however, indicate that it was written some time in June. It may have been enclosed in Jones’s letter to Benjamin Franklin of 1 June, below, or it may have been written in response to one or more of the three petitions sent to the American Commissioners on behalf of Lt. Thomas Simpson by the *Ranger’s* crew, its non-commissioned officers, and certain of its commissioned officers. See Crew Members of the *Ranger* to the American Commissioners in France, 3 June; Warrant and Petty Officers of the *Ranger* to the American Commissioners in France, 15 June, both below; and Petition of Officers of Continental Ship *Ranger* on Behalf of Lieutenant Thomas Simpson, Continental Navy, 30 May, in *NDAR* 12: 782–83.

2. Commo. Esek Hopkins.

3. The ship was *Amphitrite*, N. Fautrel, master, and the proposed arrangement was a type of joint command in which Fautrel would continue as captain, but Jones would assume command of the vessel “on Suitable Occasions.” Secret Committee of the Continental Congress to Capt. John Paul Jones, 9 May 1777,

NDAR 8: 937–39.

4. Lieutenants in *Ranger* to Capt. John Paul Jones, 14 February 1778, NDAR 11: 1005.

5. The crew gave its version of this incident in their petition to the American Commissioners in France of 3 June, below.

6. Jones's informant was Jean Meÿer [Meijer], who replaced Parke as captain of Marines in *Ranger*. Meijer details the "cabals and plots" formed against Jones in a statement taken on 14 April 1780. DNA, PCC, item 168, vol. 2, p. 71 (M247, roll 185).

7. Comdr. George Burdon [1], the commander of H.M. sloop *Drake*, had been mortally wounded during the engagement between *Drake* and *Ranger*.

8. Comte d'Orvilliers commanded the French fleet at Brest. Lt. Simpson discussed this episode in his letter to the American Commissioners in France, 25 May, in NDAR 12: 749–51.

June 1

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

Honored and dear Sir

Drake Brest June 1st 1778

Accept my grateful Thanks for your much esteemed favor of 27th. Ult^o.—such a mark of your good opinion and approbation really affords me the most heartfelt Satisfaction.¹

It shall always be my ambition to do my Duty as far as my Judgement and small Abilities may Enable me—but you will see by the within Papers² that my Roses are not without Thorns, and perhaps it will seem Romance that I have Succeeded; which I am sure I should not have done had I not been my own Counsellor.

Nothing would give me more pleasure than to render essential Services to America in any measure which you may find expedient. Should I be able to lead my present Crew, It can be done only by the seldom failing Bait for Sordid Minds—Great Views of Intrest. If in bringing about the plan which you propose I may take the liberty to assure them of the Protection of the French Flag in the Channel against Enemies of Superiour Force—with free liberty at the same time to Attack and Take under that sanction such of the Enemies ships of War or Merchantmen as may be met with of equal or inferiour Force; perhaps I may succeed and gain them over by the means—nor will it [be] necessary to tell them our real Object.

If I am not at liberty to give them such assurance and their Homesickness should continue—I could wish that such of the Officers as may appear dangerously Ill might have liberty to lay down their too heavy Commissions or Warrants—and that others might be given to Men of stronger Nerves, who would be too Proud to think themselves Servants by the Year.—I believe such Men may be found even among the American Subjects in France.

If it should be consistent to order the *Boston* Frigate to come here from Bordeaux, perhaps such exchanges might be made as would be for the Intrest and Harmony of the Service and we might perhaps soon be able to assemble a sufficient number of Officers to form a Court.³

The Duc de Chartres⁴ has shewn me sundry attentions and expressed his inclination to facilitate my Obtaining the Ship Built at Amsterdam⁵—I believe I could easily obtain letters to the same effect from all the principle people here—but shall take no step of that kind without your approbation. If the prisoners should be exchanged in Europe I believe it would be possible to man that ship with Americans. I could have manned two such with French Volunteers since I arrived.—the *Ranger* is Crank, Sails Slow, and is of a triffling Force—at this Period of the War almost every one of the Ene-

mies Cruizers is more than her Match—yet I mean not to complain—I demand nothing, and tho I know that it was the Intention of Congress to give me that Ship,⁶ I am now ready to go where ever the Service calls me.

If two or three fast sailing ships could be collected together there are a great choice of Private Enterprizes that I could Name some of which might effectually Succeed and would be far more for the Intrest and Honor of America than Cruising with twice the force.—It appears to me to be the province of our Infant Navy to Surprise and spread Alarms with fast Sailing Ships;—when we grow stronger we can meet their Fleets and dispute with them the Sovereignty of the Ocean.—These are only my own private Sentiments and are therefore submitted with the Utmost diffidence to your superiour Understanding.

Both the *Ranger* and the *Drake* were so much disabled that they needed to be entirely new Rigged—we however made shift from the Wreck of both Ships to Rig the *Drake* which is now compleated. The *Rangers* late Rigging was twice laid and much too thick and Heavy—the Refitting her shall be continued with Unremitting application and I hope will be nearly, if not altogether compleated when your answer becomes due.

M^r Delap⁷ with-holds in his hands, I know not by what authority the Captors part of one of the *Rangers* Prizes which he sold in Bourdeaux in January last—altho he then had express orders from me to remit that part immediately into the hands of M^r Williams of Nantes.—⁸ this with the prizes here being still precluded from Sale, has Occasioned and still Occasions great murmerings among the People.—⁹ the other Prize taken on the outward Passage was sold for a mere trifle at Nantes—and the Captors Moiety thereof is all the prize money they have received.¹⁰ I have the honor to be [&c.]

Jn^o P Jones

NB. The within papers I send you in confidence, leaving it to you to shew them or not to such persons as you think proper.

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 2. Addressed below close: “His Excellency/Doctor Franklin.”

1. See Franklin to Jones, 27 May, NDAR 12: 755.
2. Enclosure not found.
3. Lt. Thomas Simpson was never court-martialed.
4. Louis-Philippe-Joseph, Duc de Chartres commanded one of the three divisions of the French fleet at Brest.
5. Frigate *Indien*.
6. That is, *Indien*.
7. Jean-Hans Delap.
8. The prize was brigantine *George*, Richard Bulfinch, master. On its disposition, see also, Jones to the American Commissioners in France, 3 June, below.
9. The “prizes here” were the brigantine *Dolphin*, Christian Stenger, master, and the ship *Lord Chatam*, William Straughan, master. French authorities were blocking their sale. See Gabriel de Sartine to Arnaud de La Porte, 10 Aug., below.
10. Brigantine *Mary*, Thomas Riches, master. Thomas Morris and Jonathan Williams Jr., arranged its sale.

BENJAMIN FRANKLIN TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Private

Dear Sir

Passy, June 1. 1778

I have the Pleasure of informing you that it is propos'd to give you the Command of the great Ship we have built at Amsterdam.¹ By what you wrote to us formerly, I have ventur'd to say in your Behalf, that this Proposition would be agreeable to you. You will immediately let me know your Resolution: which that you may be more clear in taking, I must inform you of some Circumstances. She is at present the Property of the King,² but as there is no War yet declar'd, you will have the Commission & Flag of the States, and act under their Orders & Laws. The Prince de Nassau will make the Cruize with you.³ She is to be brought here under Cover as a French Merchantman; to be equipp'd and mann'd in France. We hope to exchange your Prisoners for as many American Sailors: but if that fails, you have your present Crew, to be made up here with other Nations & French. The other Commissioners are not acquainted with the Proposition as yet, and you see by the Nature of it that it is necessary to be kept a Secret till we have got the Vessel here, for fear of Difficulties in Holland, & Interception. You will therefore direct your Answer to me alone. It is being desired that at present the affair should rest between you & me.⁴ Perhaps it may be best for you to take a Trip up here to concert Matters, if in general you approve the Idea.

I was much pleas'd with reading your Journal, which we receiv'd yesterday⁵. I have the honour to be [&c.]

B Franklin

L, DNA, PCC, item 82, vol. 1, p. 65 (M247, roll 108). Addressed: "To/The hon^{ble} John Paul Jones Esq/ Commander of the *Ranger*/Ship of War of the United States/of America now at/Brest." Docketed: "From His Excell^t D^r Franklin/Passy June 1st 1778/Recd Brest June 5th. 1778/E^d.N^o. 5."

1. Frigate *Indien*.

2. Louis XVI of France.

3. Charles-Henri-Nicolas-Othon, Prince de Nassau-Siegen was a famous adventurer who was distantly related to the French king and to William V, Prince of Orange.

4. This sentence was written in the margin.

5. See Jones to the American Commissioners of France, 27 May, *NDAR* 12: 755–61.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Nantes June 1. 1778

I have learnt with infinite Satisfaction your safe Arrival at Paimbeuf and long much to have that of seeing you here till then I have to inform you that I have this morning procured a post Chaise, and Horse to Captⁿ Jones, and furnished him with Money to Conduct him to Paris, with a Letter of Introduction to the Honble Comm—¹ and have also paid according to your Order 300 Livres to M^r Geo. Richards your Sec^{ry}—and now write to you by him, to beg you would act with me freely and send me a note of whatever you may want for your Ships use. I am exceedingly concerned to hear you are kept from coming up here by a Rheumatick Complaint but hope this fine weather will soon drive it away and procure me the pleasure of Assuring you personally that I am [&c.]

John Daniel Schweighauser
Con Agt

PS. I open this Letter Again to beg you would take care of your Prisoners since the Report they might spread might be detrimental to your Prize² or may be the means of her being Claimed when she Arrives, she must be declared entered as a vessel put in by Stress of weather I give Notice of this to M^r Odea recomm^{dg} you to him any thing

[you] may want for the Ships use he has Orders to supply—³

LB, MiU-C, Abraham Whipple Papers. Addressed below postscript: "To Abraham Whipple Esq' Comman^d Con. Frig *Providence*." Notation in margin: "I.D.S. to A W June 1. 78-."

1. On the mission of Capt. William Jones, Continental Marines, see Whipple to Benjamin Franklin, 31 May, *NDAR* 12: 781. Schweighauser's letter of introduction has not been found.

2. Brigantine *Lord Grosvenor*, William Tyler, master.

3. In his reply of 3 June, Whipple assured Schweighauser that "none" of the prisoners was "permitted to be at large during the Night as it might be detrimental." He also expressed happiness at the appointment of Jacques Odea, merchant at Paimboeuf, as his broker "not only from his skill in the English language but also from his comprehensive knowledge of business." MiU-C, Abraham Whipple Papers, Letter Book.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENE,
CHEVALIER DE GRAS-PRÉVILLE

Juin 1778.

Lundi 1^{er}.

Chasser à basbord
de L'Escadre

Dépuis hier à midi

Jusqu'aujourd'hui a la même
heure le vent a régné de L'E
au SE joli frais

La Route Estimée m'a Vallu

Chemin Estimé

L'attitude Estimée

Longitude Estimée

L'o. 3°. N.

27. li ¼

30.° 35.'

38.° 11.'

Vent de S So. a midi la vigie a aperçu 5. batimens qui J'ai Signalé au général qui m'a fait Signal de Chasser, lui même et toute L'Escadre ont chassé, nous avions alors font pour de Vent; Sur les 2 h. il S'est formé un grain pluye et Vent, J'ai Cassé un boute hors de mizaine, le grain passé J'ai mis toute Voile dehors et j'ai fait mon branlebas général, ayant reconnu ces Vaisseaux de Guerre, aussitôt le Général à hissé pavillon et flamme anglaise tous les Vaisseaux de L'Escadre L'ont unité, les Vaisseaux Etrangers ont hissé pavillon hollandais, a L'entrée de la nuit M le C^t D'Estaing a fait Signal de Continuer pendant la nuit, la Chasse.

A 7 h. du Soir J'ai joint le Vaisseau de l'arrière J'avais tous le monde a Son poste, les faleteux pouroient tirer, J'ai [halé ?] avec le porte Voix, le Capitaine lui demander de quelle nation il était, il m'a répondu hollandais, Je l'ai prié de diminuer de Voiles pour attendre mon Général que je Croïais avec desir de lui parler, il m'a répondu qu'il me Suiverait. Je me Suis mis Sur les hulliers [*i.e.*, *hunniers*], j'ai parcouru la ligne, Je me Suis approché du vaisseau le *César* qui J'ai informé de ma Conversation: Le *Languedoc* a parlé au Commandant hollandais, ensuite il a fait le Signal pour se remettre au route, tous les Vaisseaux ont manœuvrés en conséquence pour le Suivre: Nous avons appris que Six Vaisseaux hollandais étaient de la Compagnie des Indes richement chargés, il manquait du Cap de bonne Esperance depuis 35. jours et comptais aller en hollande.

[Translation]

June 1778.

Monday 1st.

Cruising to the larboard of
the Squadron

Since yesterday at noon until
today at the same hour the
wind reigned from the E to
the SE fresh breeze

The Estimated Course I reckon	W. 3° N.
Distance Estimated	27¼ leagues
Latitude Estimated	30.° 35.'
Longitude Estimated	38.° 11.'

Wind from South Southwest. at noon the lookout spotted 5. ships, which I Signaled to the flagship, which made a Signal to me to Chase; it too, and the entire Squadron, joined the chase, we then put before the Wind; At 2 o'clock there was a rain squall and wind, I broke a studding-sail boom on the foremast, the squall passed, I set all sail and I cleared for general action, having recognized these as warships, as soon as the Flagship hoisted an ensign and an English pennant all the Ships of the Line of the Squadron joined, the Foreign Ships raised the Dutch ensign, at nightfall M. the Comte d'Estaing Signaled to Continue the Chase through the night.

At 7 o'clock in the Evening I came up with the rearmost Ship, I had everyone at his post, to guard against deception, I hailed with the speaking trumpet to inquire of the Captain of what nation he was, he answered me Dutch, I asked him to shorten sail to wait for my Commandant, whom I believed would want to speak with him, he only answered that he would follow me, I set topsails, I navigated the line, I was approached by the Ship of the line the *César*, which I informed of my Conversation: The *Languedoc* spoke to the Dutch Commandant, then he made the Signal to resume course, in consequence all the Ships of the line maneuvered in order to follow it: We learned that Six Dutch Ships were of the Company of the Indies, richly laden, had left the Cape of Good Hope 35 days ago and were headed to Holland.

D, FrPNA, Marine B⁴, vol. 147, fol. 47.

June 2

CAPTAIN RICHARD KING, R.N., TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Sir

Pallas, Torbay 2^d June 1778

His Majesty's Ship under my Command,¹ the *Lioness*² and Convoy³ being detained here by Westerly and SW^y Winds, I enclose for their Lordships a State of both Ships.⁴

I am to desire you will be pleased to acquaint their Lordships that a Fisherman of this place informed me on Sunday⁵ after Post, that he had been spoken to on Friday the 20th. ult^o by an American Cutter Privateer of Ten Guns, about four Leagues to the Westward of the Berry head,⁶ that he afterwards saw the Privateer's boat board a Brig and stand to the Southward with her in Company with the Privateer; the Privateer asked the Fisherman of the strength and number of this Convoy. I am Sir, [&c.]

R King

L, UklPR, Adm. 1/2304, section 5. Addressed below close: "Philip Stephens Esq^r, Secretary of the Admiralty." Docketed in left margin: "Read."

1. H.M. frigate *Pallas*.
2. British Navy Armed storeship *Lioness*.
3. A convoy from the Baltic.
4. That is, Lords Commissioners of the Admiralty. The "State of both Ships" has not been found.
5. That is, 31 May.
6. Berry Head is near Torbay in Devon, England.

CAPTAIN EVELYN SUTTON, R.N., TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Copy
Sir

Falmouth June 2^d 1778

I am just arrived here with His Majestys Ship *Proserpine*, and in consequence of orders received from Admiral Duff¹ have sent an Express to acquaint their Lordships with the sailing of the Toulon Fleet which passed Gibraltar on the 16th of May towards the Evening and came within two miles of the *Proserpine* as she was cruizing between Ceuta and Gibraltar, when we could plainly perceive the Fleet consisted of 13 ships of the Line (and appeared to be chiefly seventy fours) with five or six Frigates. After observing them for some time we went into Gibraltar Bay to inform Admiral Duff of their Force. On the 17th we got close up to them in the night so as to see their lights and Ships very clear, it was evident they steerd West or West ½ South, and had continued that course the whole day going 8 or 9 miles an hour. In the morning of the 18th we saw 18 sail from the Deck steering about West ½ South (much the same they had done from leaving the Straits) we kept with them til Seven o'clock and there passed in the Latitude 34°..42' and Longitude 9°..31' West. From the regular course the Fleet steered and the great press of sail they carried I cannot help supposing their point to the West Indies, but had they any inclination to return from where we left them and to cruize off cape S^t Vincents the wind prevailing to the Northward would prevent their interrupting any reinforcement destined to Gibraltar; and it is natural to imagine from the great haste they were in that their intentions are for making a passage, after having well observed how strictly the Fleet continued their course I thought it most adviseable to remain no longer with them but make the greatest expedition for England agreeable to my orders—I am &c

Evelyn Sutton

I intend sailing for Portsm^h tomorrow morning if the wind will let me

Copy, UKLPR, S.P. (Naval) 42/52, fols. 330–31. Docketed: "Copy of a Letter from Cap^t/Sutton dated Falmouth 3 June/1778."

1. Vice Admiral Robert Duff.

VICE ADMIRAL ROBERT DUFF TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Duplicate
Sir.

Panther in Gibralter Bay 2^d June 1778

The last Opportunity I had of conveying to you the occurrences arising in these parts, necessary for their Lordships' Information was by the *Alert* Sloop,¹ which left this place the 11th of April; since which I have received their Lordships Orders by the *Proserpine*, Captain Sutton² who arrived here the 27th of April She having in her passage from England washed away a considerable part of the doubling on her Waals³ which it was necessary to have repaired, to prevent the Copper Sheathing from being carried away, the same was done with all possible expedition and she was dispatched the 29th of April to perform the Service pointed out to me by being stationed to Cruize between Europa Point⁴ and Ceuta,⁵ to prevent the French Squadron expected from

Toulon, getting through the Strait undiscovered, and to watch their motions in order to come at a knowledge of their destination, which Intention I should hope was been fully answered and that their Lordships have by this time gained every particular relative to the said French Squadron, which was seen from the Signal House on Gibraltar Hill at 2 and passed by this Bay at 9 PM, the 18th of May.—Captain Sutton was so well situated as to be enabled to reconnoitre and to take an Account of their Strength, with which he came forward towards this Bay, when I sent an Officer to learn the particulars thereof. He then proceeded on, keeping the said Squadron a Stern of him, in order to give Intelligence of what he had come to a knowledge of to Sir Thomas Rich in His Majestys ship *Enterprize*, stationed to cooperate in the same Service with him, in the Entrance of the Straits, between Capes Spartel and Trafalgar⁶ and as the *Enterprize* had not left this Place, from recruiting her Water and Provisions, but a few Hours before, I am led to believe they soon joined, and took such measures as were the most likely to effectuate the Service required of them. Captain Sutton's Intelligence gave me to understand that the French Squadron consisted of Fourteen Sail of the Line and Three Frigates accompanied by three ships which he conceived to be Victuallers or Store Ships and this account tolerably well corroborated by the Information I have gained from different Merchant Ships who were in company with the French Squadron down the Mediterranean, and from what I saw of them from Europa Point; but I have obtained nothing that can be depended on respecting the Course the said Squadron steered after passing the Straits, as the *Levant*⁷ at the time this Circumstance happened was but just return'd from her Cruize, as soon as she could be got ready, by replacing a set of rigging for her Fore Mast, repairing other defects, and recruiting her Water and provisions she was dispatched off Cape S^t Vincent to discover if the above Squadron should be Cruizing there in which Event she was to endeavour to get at a proper distance, to the North-West of the same in the Track of the Ships from England bound this way for whom she was to Cruize, in order to Give advice of that matter, that proper steps might be taken in order to avoid the said Squadron. She sailed the 20th last month and is now in execution of that Service

You will be pleased to inform their Lordships that as soon as I was advised of the extraordinary preparations of the Spaniards in the equipment of a Naval Force respecting which you have a particular account in my Letter of the 10th of April (by the *Alert*) I thought it necessary to give the direction which you will see on perusal of the enclosed Copy of my Letter to Captain Murray of the *Levant* previous to his leaving this place to proceed on his late Cruize, but the conduct of the Spaniards since that time has been much altered; and M^r Consul Hardy⁸ writes me (and I have it also from other hands) that they have not only relaxed in their preparations but have actually began in some measure to dismantle their Ships; by unbending their sails and striking their Yards and Top mast.

Copy, UKLPR, S.P. (Naval) 42/53, fols. 11–12. Docketed: "In Lords of Admiralty's/10 July 1778."

1. H.M. sloop/cutter *Alert*, Comdr. William George Fairfax, commander.

2. H.M. frigate *Proserpine*, Capt. Evelyn Sutton, commander. See Capt. Evelyn Sutton, R.N., to Secretary of the Admiralty Philip Stephens, this date, above.

3. In wooden shipbuilding, wales were certain broad heavy strakes of planking, also called bends, in a vessel's sides above the waterline. *Encyclopedia of Nautical Knowledge*.

4. Europa Point is the southernmost tip of Gibraltar, on the Strait of Gibraltar.

5. Ceuta is a Spanish city in northern Morocco at the east end of the Strait of Gibraltar.

6. Cape Spartel is on the northwest coast of Morocco at the Strait of Gibraltar; Cape Trafalgar is on the southwest coast of Spain, west northwest of the Strait of Gibraltar.

7. H.M. frigate *Levant*, Capt. George Murray, commander.

8. Joseph Hardy, British consul at Cadiz, Spain.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Juin 1778.] [*en mer*]

Mardi 2. à 10 h. le Général a fait Signal A tous les Capitaines de vaisseau de venir à son bord, toute L'Escadre a mis en panne.

depuis avant hier a midy jusq'aujourd'hui le vent a regné de L'E au S.

La Route Corrigée m'a Vallu L'o $\frac{1}{4}$ No. 10 N

Chemin Corrigé 51. li. $\frac{3}{4}$

L'attitude observée 31.° 18'

Longitude observée 42.° 30'

a 1 h $\frac{1}{2}$ le général a fait Signal de faire Servir vent de SSE Cap au L'o $\frac{1}{4}$ No. à 5 h Je mis en panne, J'ai suivi depuis a mon bord, j'ai fait lecture de L'ordonnance des prises que Sa Majesté très Chretienne a rendue avantage.¹ je l'ai fait Communiquer à mon Equipage, j'ai aussi etait lecture de la Lettre que le Ministre avait adressé à M. Le Comte D'Estaing² qui nous a lue au Conseil et Chargé de la lire a nos Etats major.

Le Général moi ordonné d'Embarquer à mon bord le Capⁿ. Eleazar Jonhson, americain, pour me Servir d'interprete au cas que je joigne des batimens Americains, ou Anglais La *Chimere* destiné comme moi a chasser de lavant de L'Escadre, le Capⁿ. Edward Jonhson pour le même objet³

à 7. h. du soir faite Servir vent de S. frais route à L'o $\frac{1}{4}$ No.

[Translation]

[June 1778.] [*at sea*]

Tuesday 2. at 10 o'clock the Commandant made the Signal for all the ship captains to come on board the flagship, the entire Squadron hove to

Since the day before yesterday at noon until today the wind prevailed from the East to the South.

The Corrected Course I reckon W $\frac{1}{4}$ NW 10 N

Distance Corrected 51. $\frac{3}{4}$ leagues

Latitude observed 31.° 18'

Longitude observed 42.° 30'

at 1:30 o'clock, the commandant made the Signal to make use of the wind from South South East to sail W $\frac{1}{4}$ NW. At 5 o'clock I hove to, I then returned on board my ship, I read the ordinance regarding prizes that His Very Christian Majesty issued.¹ I had it communicated to my Crew, I also had a reading done of the Letter that the Minister had addressed to M. the Comte d'Estaing, which he had read to us in the Council and instructed us to read to our staff officers.²

The Commandant ordered me to take on board my ship Captain Eleazar Jonhson, an American, to employ as [*an*] interpreter in case I encountered American or English ships. The *Chimère*, intended, as I was, to cruise in front of the Squadron, Captain Edward Jonhson for the same purpose³

at 7 o'clock in the Evening made Use of the fresh breese from the South to sail a course W $\frac{1}{4}$ NW.

D, FrPNA, Marine B⁴, vol. 147, fols. 47–48.

1. “Ordonnance Concernant le partage des prises faites par les vaisseaux, frigates et autres bâtimens de l’État” of March 28, 1778. Sylvain Lebeau, *Nouveau Code Des Prises, ou Recueil Des édits, declarations, lettres patentes, arrêts, ordonnances, réglemens et décisions sur la Course et l’administration des Prises, depuis 1400 jusqu’au mois de mai 1789*, 4 vols. (Paris: L’Imprimerie de la République, [1798?–1801?]), 2: 13–28. By this ordinance, the king gave up his share in ships of war and privateers taken from the enemy and reserved only one-third of the value of merchant ships and their cargoes, for the use of invalid sailors, thus increasing the amounts to be shared among commanders, officers, and crews of ships that took prizes.

2. Secretary of State for Marine Gabriel de Sartine to d’Estaing, 2 Apr. 1778. See note 1, at “Notes Made on Board the French Navy Ship of the Line *Languedoc*,” June, above.

3. Eleazar Johnson Jr., Massachusetts privateer captain, and Captain Henry Johnson, Continental Navy, had embarked with the French fleet at Toulon, France, to serve as pilots on the coast of North America.

June 3

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, June 1778]

3^d. Wednesday, Ever since I’ve been in Prison Here has been Vaults dug in the Yard to Empty our Tubs (untill about a fortnight Since which we Empty down at the river side about 20 Rods from this[]) this morning two from the black hole¹ went out with their tub; and having a mind to try their luck Altho part of the Guard was with them as Usual they Dropped the Tub & Run but was Immediately Pursued & About a Quarter of a mile off was taken by Sam^{ll} the Cook, who will loose much Custom by it as his wife sells beer at the Gate.

3^d. of June Wednesday this day Nicholas Shars who has been but two Days from the B. hole is again Com^{td}. for Abusing the Centry in the Yard

D, MeHi, Jonathan Haskins Journal.

1. The black hole (or “B. hole”) was solitary confinement.

CAPTAIN PHILIP WINTER, JR., TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Jersy y^e 3^d June 1778

As I understand by the People of your Ship you was going to Nantes on my Arrival at this place my intention was to have applied for their Liberty & have sent them in exchange of mine, but they have prevented me from doing it, by taking my boat in the night and going to France, in this case I should lay myself under the utmost Obligation if could be in your Power to free M^r Benest my Lieutenant and his Men from Confinement and obtain permission for their speedy return here.¹ your people easily got away as we put no guard over them and had given them all the Liberty in our power. there is still a young lad belonging to you whom you may depend I shall treat as my own, and shall send him to you as soon as I can find an Opportunity in like manner I repeat my entreaties that you will greatly favor me in obtaining for my People their Liberty, and reciprocally in the like or any other Occasion shall be happy of retaliating the favour I remain most unfeignedly [&c.]

Philip Winter Jn^r

LB, MiU-C, Abraham Whipple Papers. Addressed below signature: “To Abraham Whipple Capt^o Ship *Providence*.” Notation in margin: “P W Jn^r to/A W/June 3^d.”

1. Winter was captain of the British letter of marque ship *Nancy*, which had taken the prize brig-

tine *Lord Grosvenor* and the prize crew manning it from the Continental Navy frigate *Providence*. *Providence* recaptured *Lord Grosvenor* and Whipple made prisoners of the prize crew that Winter had put on board the brigantine.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Brest June 3^d 1778.

Your letter of the 25th Ult^{o:1} I rec^d. by Yesterdays post:—I frankly ask your pardon for the undue liberty which I took the 16th: Ult^{o:2} when I ventured to sign a draft upon you for the purpose of supplying the people under my Command with necessary Cloathing &^{ca}:—and I promise you never to be guilty of the like Offence again.—

I hope you do not however mean to impute to me a desire to receive “Presents of the public Money”—or even to touch a Dollar of it for any private purpose of my own?—On the contrary I need not now assert that I stepped forth at the beginning from Nobler motives?—my Accounts before I left America testify that I am more than Fifteen hundred pounds in Advance for the Public Service exclusive of any concern with the *Ranger*—And as for Wages I never received any.—

Had I not previously determined to keep the Prisoners here they would have been sent away in the *Drake* long before now:—My embarrassed Situation will in the Eye of Candor Appologize for my not sending you a more early information of the particulars of my Cruise and of the Prizes which I have made.—

On my passage from America I took two Brigantines both from Malaga for England—the One Arrived safe at Nantes and being sold by Mess^{rs} Morris & Williams the Captors part thereof was paid to them—³ the other Arrived at Bourdeaux and was, I understand, sold by M^r. J. H. Delap⁴ who, tho’ he had my Orders to remit the Captors part immediately into the hands of M^r. Williams of Nantes, yet he still retains it in his own hands.—On my late Expedition Three prizes were Sunk— the Ship *Lord Chatham* was sent here to remain under the care of the Intendant,⁵ she now remains in the port locked and Nailed up under a Guard; the Ship of War *Drake* with her Stores on board and the Brigantine *Patience* in Ballast are with the *Ranger* at Anchor in the Road—Mons^r de Sartine can inform you that the Sale of the prizes are precluded until he sends further Orders here.—had it been otherwise I cannot see how you could suppose that I had created Agents to dispose of the public property—and yet if I had done this perhaps my public wants would Justify me.—

The Rules whereby Congress hath been pleased to Command me to regulate my Conduct in the Navy authorize me to Issue my Warrant to the Agent &^{ca}: and I humbly conceive that it is his province to furnish you with an Estimate of the Amount of the Expence—If you wish for an Estimate from me, unacquainted as I am with prices, besides the delay, it may be very far from exact.—

When you determined to change the Continental Agent I could wish you had sent that information in a Letter to meet me here on my Arrival, as I had advised you of my intention to return to Brest—all disagreeable Altercation might then have been avoided.—My Situation is not now mended by your last.—the Gentleman you mention being at Nantes and no person appearing in his behalf at Brest.⁶

A space of Sixteen Months is now elapsed since Congress thought of me so as to put under my Command Seven times my present Force—leaving me at full Liberty how and where to apply it—and if I am not now Capable of supporting the Internal

Government of a single Sloop of War—I wish that some person more deserving had my place and that I were in America to answer for my Misconduct—I have “well considered” and yet shall persist in Justifying the Steps which I have taken and to which you allude.—

I am happy in having it in my power to furnish you with the inclosed Resolution of Congress respecting the Capture of the Enemies Ships of War agreeable to your desire—⁷ and if you are in possession of any Resolution of Congress which will Authorize me to send Lieutenant Simpson—to America &^{ca}: I should be Obliged to you for a Copy of it.—

I thank you with all my Heart for your Congratulation which I am extremely sorry that I have not better merited.— I have the Honor to be [&c.] Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 7. Addressed below close: “Their Excellencies/the American Plenipotentiaries/at the Court of/France/At their Hotel in Passy near Paris.” Docketed: “C. Jones. June 3. 1778/inclosing a Resolve of/Congress relative to the/Division of Prizes—.”

1. Jones to American Commissioners, 25 May 1778, *NDAR* 12: 747–49.

2. Jones to American Commissioners, 16 May 1778, *NDAR* 12: 700–01.

3. Thomas Morris and Jonathan Williams Jr., the Continental agents at Nantes, handled the sale of the prize brigantine *Mary*.

4. The firm of Samuel and Jean-Hans Delap at Bordeaux arranged the sale of the prize brigantine *George*.

5. The Intendant was Arnaud de La Porte.

6. On 13 April 1778 the commissioners had ordered Jonathan Williams Jr., to turn over the agency to Jean-Daniel Schweighauser. *Benjamin Franklin Papers* 26: lxvi–lxvii.

7. The enclosure has not been found, but it was a copy of Congress’s resolution of 30 Oct. 1776, which mandated that the full value of captured enemy ships of war be awarded to the officers and crew of the captor. *Journal of the Continental Congress*, 30 Oct. 1776, in *NDAR* 6: 1463–64.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JONATHAN WILLIAMS, JR.

Brest June 3d, 1778

I congratulate 868 [you] my dear Williams on 869 [your] Release—¹ perhaps you will soon see 869–302 [your Friend] in the 708 [same] Situation—The 615 [post] of Honor may soon be in 691 [retire]ment.—I wish you saw a 458 [letter] of the 25th Ult^o: spun from the Brains I believe of 453 [Lee]—It appeared 447 [last] Night—348 [He] is damnably afraid of being 123 [Cheat]ed—the 141 [Commissioners] all sign it.—though the first (299) [Franklin] is last and the last (453) [Lee] is first!—²

You will see in the hands of 299 [Franklin] a paper w^{ch}: 364 [I] inclosed two days ago.³ 392 [In] confidence whereby 868 [you] will see 576 [my] Situation—It is bad enough 868 [you] will say— 364 [I] remain on Board the *Drake* ‘till I see if it can be mended—364 [I] live alone.—364 [I] have now Answer’d the 141 [Commissioners] with some Spirit perhaps it may offend!⁴

I wrote you to 519 [Nantes] the 29th which I hope will immediately follow you to Paris—I then mentioned my prospect of Obtaining many valuable 458 [letter]’s to the Great ones at Court—But unless the present Storm blows soon over I shall not make the Application—perhaps my Friend you will be able to bring fair Weather & Sunshine—Or to take me in Tow ‘till I can repair my shatter’d Rigging.—I had the honor to receive a very Courteous and polite letter from D^r: Franklin—⁵ he has my Cordial thanks and I know that the other is not of his diction—my Kind respects await Doctor Bancroft—you will hear from me again.— and I am [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 38. Addressed below close: "Jonathan Williams Esq^r." For more on the code used in this letter, see note at Jones to William Carmichael, 27 May, in *NDAR* 12: 761–62.

1. That is, Williams's "release" from his post as Continental agent.
2. Commissioner John Adams wrote the letter that Jones referred to, although Adams took portions of it from a draft penned by Arthur Lee on 17 May. See note at American Commissioners in France to Jones, 25 May, in *NDAR* 12: 748–49.
3. See Jones to the American Commissioners in France, 27 May, in *NDAR* 12: 755–61.
4. See Jones to the American Commissioners in France, immediately above.
5. See Benjamin Franklin to Jones, 27 May, in *NDAR* 12: 755.

LIEUTENANT ELIJAH HALL, CONTINENTAL NAVY,
TO BENJAMIN FRANKLIN AND JOHN ADAMS

Gentlemen

I request your Honours Favour in behalf of the Officers and Men, that you would point out some Method to bring the Prizes to sail,¹ which we took on the late Cruize, as We are much in want of Cloathing and other Necessaries which we cannot do without; many of Us have Wives & Children now suffering in America, the Time for which most of the People engag'd being now almost expired, and no prospect of going Home to relieve their distressed Families; as there was annex'd to their names the following sentence— and while absent from the eastern States which they declare to Cap^t. Jones that they know nothing of at signing, and of which they think he means to take an advantage;² this and many other Deceptions they Charge Cap^t. Jones with; of which I think it my Duty to inform you; He promised them half their Wages in France, which he has not done. M^r Simpson³ is put in a common Goal for a supposed Breach of Orders who always supported the best of Characters from His Youth up—I humbly beg You would remove Him to some place suitable to a Gentlⁿ. of his Rank till there is an Opportunity to send Him home for Trial, which is his earnest desire, that so he may have justice done Him—All the People are dissatisfied with Cap^t. Jones, which is the sole Cause of the Disorder on board the Ship, which He charges His Officers with, that they have not kept good Order nor Discipline—I never knew of any disorderly Action till they found they were deceived and unfairly dealt with; they are well disciplined and will Load and Fire Cannon as fast as any Men in Europe. The late action⁴ is a proof of it, although Cap^t. Jones gives them no honour, for it is reported about Brest that Cap^t. Jones said he was oblig'd to drive His Officers and Men to Quarters; which is scandalous to the last degree. I will venture to say that no Officers or Men were ever more willing for engaging than those of the *Ranger*, or ever behaved better; not a Man or Boy ever flinch'd from his Quarters to my knowledge during the action—Cap^t. Jones's mode of Government is so far from that of Ours that no American of Spirit can ever serve with cheerfulness under Him. I beg your Honours would remove Me from under his Command where I can do honour to myself and service to My Country. If this cannot be done must beg leave of your Hon^{rs}. to resign although I had much rather serve my bleeding Country. I have done every thing in my Power to keep peace and Harmony amongst the People; since we arriv'd here they are determined not to go out from this Port with Cap^t. Jones unless they are to go to America—We passed by many merchant Ships the last Cruize and left them unmolested; we went to get Honour and not Gain—we might as well have sent ten sail of Vessels into this Port as we did those that have arrived (had they not been retaken). We have been seven Months

from America & not two of them at Sea, the most of Our time spent in Cutting Our Masts and yards and altering Sails, to little or no purpose. M^r Bursole⁵ has deny'd us all Supplies we can get no Beef but from the Kings Slaughter House & what we get is very Bad; we have three Hundred People to Feed. I hope Your Honr^s. will take it into Consideration and adopt such measures as you shall see fit—I have the honour to be [&c.]

Elijah Hall

On board the Ship of War *Ranger*
June 3rd. 1778—

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 10. Addressed: "The Honourable/The Commissioners, for the/United States of America/At/au soins de M^r grand Banquier/Rüe mort-martze Paris." Docketed: "Elijah Halls Letter from/on Board the *Ranger*/June 3. 1778." Although addressed to "The Commissioners," the heading for this letter is taken from a notation Hall made at the bottom of the last page of text, which reads: "The Honourable Mess^{rs}. Franklin & Adams."

1. That is, sale. The prizes captured by *Ranger* were ship *Lord Chatham*, William Straughan, master, brigantine *Patience*, William Moore, master, and H.M. sloop *Drake*.

2. For more on this grievance of the crew, see Crew of *Ranger* to the American Commissioners in France, this date, immediately below.

3. Thomas Simpson, first lieutenant of *Ranger*.

4. That is, the engagement between *Ranger* and H.M. sloop *Drake*, Comdr. George Burdon [1], commander.

5. Emmanuel-Yves Bersolle, merchant at Brest.

CREW OF CONTINENTAL NAVY SHIP *RANGER* TO THE AMERICAN COMMISSIONERS
IN FRANCE

[Brest] [3] June 1778¹

To the honourable the Commissioners of the United States of North America, the Petition of the Jovial Tar^s. Now on board the Continental Sloop of war *Ranger*, most humbly Sheweth,—

That your Petitioners regard, & love For their Countrey, & duty to there ancient fore Fathers, have most of them left there wives, and Famileys Cruized the wide Atalantick, in the most dangerous Places, greatly Damadgeing and distressing, our enemys, and all the Satisfaction & recompence we receive for our Labour, are, Vain and Flattering promisses, likewise arbitrary Proceedings, which Causes a general murmur & uneasiness among all on Board,— they therefore think it there Duty to make application to your honours for reliefe From there pressent Greiveances.

That the greates number of them entered in the Service particulrly upon M^r Simpsons our first Leiutenants account knowing him to be a Gentelman of honour, Worthey and capeable of his Officeship, and who is now confind inocently, as we think in a Lousey Dirtey french Goal—

That they that entered for a Cruize, or a Twelve month Expected to be discharged at the expiration of that time, But Capⁿ. Jones, since there entry & without there Concent, has ordered an uncertain term of time to be wrote Against there names, rendering them subservient to him during his absence from the eastern States, which we think Arbitrary and unconstitutional, & must when heard of in America be a hindrance and a preventment For aney Seamen to enter into the Service, or Depending upon the honours of Commanders, Like ours

There is a number of Prizes brought into this port,² but no Satissaction, or ac-

count for them, unless Your honours, will take it into Consideration, in those Material affairs, and to See Justice done by the captors. On our first arrival in France we brought in tow [*two*] prizes one of which fetchd not half the first cost, & the other deliverd to M^r Delap of Bourdeaux of which can get no Account, or Satisfaction for—³

We have been Lying in different ports in France since the first of December last & onley made one Cruize, and that to perfection had we our rights, But we can expect no more, when we see our, Faithfull, true & Fatherley Officer our first Leiutenant used so abruptly, & we beleive & what wee have Seen without a Cause, thus have we been Deluded from our Freinds, Familey^s by ungratefull & False Promises and deceitfull Advertisements, we have fought & Taken, Ships, Sunk & Destroy^d, them and all the conslation we can send to our distressed & perhaps Famishing wives & Children, is, that there prizes is in the Hands of him, who has Deceived us, from the Begining—⁴

We humbley pray you be pleased to take our Case into consideration and render us some veiw and Satisfaction Of what we have gone thro with and to Send us home and not For us to Let our poor wives, and Famileys Suffer with Dispair, and we in duty bound will ever pray.

Ebenezer Watson
 Sam^l Odiorne
 John Garoin
 Robert Moore
 William Allen
 John Colbath
 Daniel Jacobs
 Edmund Boyenton
 Oliver Crommett
 Joseph Rackyft
 William Jones
 Amos Kenneston
 Thomas Low
 Charles Ward
 Nicholas Caverly
 andrew anderson
 John monson
 Francies andros
 James Smith
 James Rickor
 William Shores
 Edward Shapleigh
 Benjamin Racklett
 Charles Framton
 Darby Dayley
 Daniel Jackson:
 Daniel Nelson
 Davis Woodde [*d?*]
 amos abbot
 Thomas Adams
 Theophilus Simpson

William young
 Samuell Lock
 Daniel sargent
 John Roberts
 Simon Staple
 John Bettenham
 Robert Poor
 Peter Sontgerath
 William English
 Mark Staples
 John Parsons
 Ephrahm Grant
 Obadiah Donell
 William finnee
 daniel Sargent
 Joseph La plant
 William pirkins
 Charles Balls
 Gabriel Gautier
 James Laighton
 Sam'l Ball
 John Brown
 Reuben Rickor
 Thomas Staples
 Caleb Emery
 John Walker
 Daniel Sherbrne
 William Gerrith
 Charles Gaudraw
 Scipio africanus
 Joseph Mathieu

Willim stacy
 James Robarts
 John Casey
 Joseph Fernald
 Abraham knight
 Solomon Hutchings
 William Dahuere
 Stephon Dickson

Joseph Afrin
 Samuel holbrook
 Cato Calite
 Thomas Beeke
 Reuben Hanscom
 John W. Grohmarney
 John Doelan

D, PPAmP, Benjamin Franklin Papers, vol. 61, fol. 97. Docketed: "Petition from/the/*Rangers* Men/June 1778."

1. The editors of the *Adams Papers* 6: 183, posit a date of 3 June for this petition because they believe that it was enclosed with the letter from Lt. Elijah Hall to Adams and Franklin, this date, above. We find their reasoning persuasive and so assign it that date as well. *Ranger* was anchored in the harbor of Brest, France.

2. These prizes are listed in a note at Hall to Benjamin Franklin and John Adams, this date, above.

3. Capt. John Paul Jones discussed the disposition of these prizes—brigantine *Mary* and brigantine *George*—in his letter to the Commissioners, this date, above.

4. As seen in his letter to the Commissioners of 16 May and their reply of 25 May, both in *NDAR* 12: 700-1 and 747-49, Jones had tried to distribute money to the crew but the Commissioners had refused to honor his bill.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Passi June 3^d. 1778

We have the honor of enclosing to your Excellency an account of Duties paid by the Agent for necessary Supplies to the Ship of War the *Boston*, in the Port of Bordeaux.¹ As these Duties are very heavy, & the payment of any duties on mere Supplies to Ships of War, as on merchandizes exported appears to us uncommon; we beg the favor of your Excellency to give such orders relative to it, in all his Majesty's ports, as may regulate this for the future.

The Captain of the Ship of war the *Ranger*,² belonging to the United States, has we understand, put his prizes into the hands of the Intendant or Commandant at Brest;³ & no account has been renderd of them to the public Agent or to us. We are also given to understand, that in consequence of this proceeding very heavy fees are to be paid upon the sale of them. As the transaction is altogether improper, we must trouble your Excellency for an Order to the Commandant to deliver them, without delay or extraordinary charges, to the public Agent M^r. Schweighauser⁴ at Nantes, or to his order.

It woud give us satisfaction to annoy our Enemies, by giving a Letter of marque which is desidrd for a vessel fitted out at Dunkerque, & as it is represented to us, containing a mixd Crew of french Americans & English.⁵ But if this should seem to your Excellency improper; we will not do it. We have the honour to be [&c.]

B Franklin
 Arthur Lee
 John Adams

40 Coats for the Marines
 40 Waistcoats for D^o
 40 p^r Breeches for D^o
 260 Outside Jackets

250 Inside D^o.
 260 p^r Breeches
 66 Blankets
 320 pair of Shoes
 108 Hatts
 108 Caps.
 Duties paid on the above Articles 790^lc.

L, FrPNA, Marine B¹, vol. 286, fols. 136–39. Addressed below signature: “A son Excellence Monsieur de Sartine.”

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.
2. Capt. John Paul Jones of Continental Navy ship *Ranger*.
3. The Intendant at Brest was Arnaud de La Porte.
4. Jean-Daniel Schweighauser was the Continental agent at Nantes.
5. This was undoubtedly the armed sloop *Alliance*, which was owned by the Dunkirk firm of Poreau, Mackenzie & Cie., and was slated to be commanded by Peter Amiel, formerly from Boston. The scheme, however, fell through. *Adams Papers*, 6: 233n.

AMERICAN COMMISSIONERS IN FRANCE TO
 CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Passi June 3. 1778

We have received Sundry Letters from Lt Simpson, and Sundry Certificates from Officers and others, concerning his Behaviour in General, and particularly upon that occasion, in which he is charged with Disobedience of orders.¹ Without giving or forming any decided opinion concerning his Guilt or Innocence of the Crime laid to his Charge, We may venture to say that the Certificates We have rec^d Are very favourable to his Character, and at least afford Reason to hope that he did not mean to disobey his orders.

Be this however as it may, We are constrained to say, that his Confinement on Board of any other Ship than the *Ranger*, and much more his Confinement in a Prison on shore, appears to Us to carry in it, a degree of severity, which cannot be justified by Reason or Law

We therefore desire, you would release Mr simpson, from his Imprisonment and permit him to go at large upon his Parol to go to Nantes there to take his Passage to America, by the first favourable opportunity, in order to take his Tryal by a Court Martial²

We request you to transmit Us, as soon as possible, an Account of what is due to Lt Simpson, according to the ships Books for Wages.³

An Application has been made to Us, in Behalf of M^r Andrew Fallon, one of the Prisoners lately made by you, and his Case represented with such Circumstances as have induced Us to request you to let Mr Fallon go, where he will after taking his Parol in Writing, that he will not communicate any Intelligence which may be prejudicial to the united States, that he will not take Arms against them during the war, and that he will surrender himself Prisoner of War, whenever called upon by Congress, or their Ministers at Paris.⁴

We are [&c.]

Df, MHi, Adams Papers. Addressed below close: “John Paul Jones Esq./Capt. of the *Ranger*.”

In his autobiography, John Adams, included the following commentary after reproducing a copy of

this letter to Jones: "The Representations in favour of Simpson and against Jones, were very strong. His whole Ship was against the Captain, with a surprizing Unanimity, and although Jones was evidently one of Franklins Party both among the French and Americans, yet his Conduct was so evidently wrong in some Instances, and so dubious in others that Franklin could not refuse his Signature, to all the decisions of his Colleagues concerning him.

"Jones had obtained the Command of the *Ranger*, under the Auspices of Mr. Robert Morris in Philadelphia, and I understood carried Letters to Mr. Deane and Dr. Franklin, which upon his first Arrival in France he carried to Paris. They introduced him to their friends among the French and Americans, particularly to Mr. Williams, and he was so universally considered as the Partisan of Deane and Franklin, that as soon as had made a Prize of an English Ship of War the *Drake*, the Cry of Versailles and the Clamour of Paris became as loud in favour of Monsieur Jones as of Monsieur Franklin and the Inclination of the Ladies to embrace him almost as fashionable and as strong. Jones's personal Behaviour to me was always, to the time of his Death as civil and respectful as I could wish: But I suppose that means were found to insinuate into him that the refusal of his Draught and the Lenity to Lt. Simpson were Effects of my Uniting with Mr. Lee against Mr. Franklin, although Franklin had agreed to both. . . . What became of Lt. Simpson I know not, but I have always thought that the arbitrary Conduct of Jones was the cause of great Injustice to him." Adams, *Diary*, 4: 124–25.

1. Lt. Thomas Simpson to American Commissioners in France, 8 May 1778 and 25 May 1778, in *NDAR* 12: 678–79 and 749–51; Certificate of Members of the Prize Crew, 16 May 1778, in *NDAR* 12: 701–2; Petition of Officers of Continental Ship *Ranger* on Behalf of Lieutenant Thomas Simpson, 30 May 1778, in *NDAR* 12: 782–83.

2. Jones did as ordered; see Simpson to Jones, 10 June, below.

3. If Jones sent the Commissioners such an account, it has not been found.

4. The appeal was made on behalf of Andrew Fallon by his brother, Augustus Charles Fallon, through Comte de Clonard, an Irishmen and French naval officer of some influence in the French Court. *Benjamin Franklin Papers*, 25: 577 n. When captured, Andrew Fallon, who was 15 or 16 years old, was traveling home to Ireland to begin his novitiate in a Dominican priory. Fallon was paroled on these terms; see Parole of Andrew Fallon, 11 June 1778, below.

AMERICAN COMMISSIONERS IN FRANCE TO
LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

Sir

Passi June 3^d 1778

We have recieved several Letters from You, and several Certificates from officers and others, respecting your Behaviour in general, as well as particularly relative to the Charge of Disobedience of Orders, for which you have been confined.¹

It would be improper for Us, to give any Opinion concerning this Charge, which is to be determined only by Court Martial: But We have requested Captain Jones to set you at Liberty upon your Parole to go to Nantes, there to take your passage to America, by the first favourable Opportunity, in order to take your Tryal by a Court Martial.² We are [&c.]

(Copy)

Copy, DNA, PCC, item 84, vol. 1, pp. 139–40 (M247, roll 111). Addressed below close: "Lt Simpson of the *Ranger*."

1. See Simpson to the American Commissioners in France, 8 and 25 May, and petition the officers of the *Ranger*, both dated 30 May, all in *NDAR* 12: 678–79, 749–51, and 782–83.

2. See the American Commissioners in France to Capt. John Paul Jones, immediately above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Wednesday June 3d.

[Pauillac, *France*]

This Day, pleasent Weather, the People imploy'd as usual at 12 oClock Mr. Levingston Returned from Bourdeaux,¹ weigh'd Anchor & came down the River² 3 Leagues

below Poliack.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. On the mission of Lt. Musco Livingston to Bordeaux, see Journal of Lieutenant William Jennison, Continental Marines, 25 May, in *NDAR* 12: 751.

2. That is, Gironde River.

June 4

SECRETARY OF THE ADMIRALTY PHILIP STEPHENS TO REAR ADMIRAL SAMUEL BARRINGTON

S^r: [Admiralty Office, London] 4 June 1778

My Lords Commiss^{rs}. of the Admty having received a memorial from the Merchants and Proprietors of the Island of Tobago representing the defenceless State of that Island, and complaining that the *Aurora*, which sailed from England in Novem^r last, under orders to be stationed there, for its protection and security, had not appeared upon her Station on the 30th of March, altho' she arrived at Barbadoes the beginning of January,¹ and therefore praying that more effectual Measures may be taken for the future Protection and security of the said Island: I am commanded by their Lordships to send you herewith the said Memorial and to signify their direction to you to enquire into the Cause of the *Aurora*'s not proceeding to the station allotted to her by their Lordships, or why some other Frigate was not sent in her stead when she was diverted from that service, and to report by the first opportunity the result of such enquiry.

I have it further in command from their Lordships to signify their direction to you, 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 the said Island of Tobago for its protection and security, and not withdrawn from thence upon any account until others are sent to relieve them, And that you may be the better enabled to allot a Sloop constantly for that service, you will herewith receive an order from their Lordships for the purchasing of four, as soon as You can meet with them. You will observe that the Memorialists point out Bermudian built Sloops as best adapted to the service abovementioned, which their Lordships recommend to your attention in the purchases you are to make.² I am &c.

P.S.

LB, UKLPR, Adm. 2/558, fols. 109–10. Addressed below close: "Honble Rear Adml Barrington/Antigua, By the Packet, sent to the Agent at Falmouth/4th June."

1. For the arrival of H.M.S. *Aurora*, commanded by Captain James Cumming, in the West Indies and her subsequent movements, see Governor Lord Macartney to George Germain, 17 Feb. 1778 and James Young to Stephens, 13 Mar. 1778, in *NDAR* 11: 368 and 634–36.

2. On the same day the Lords Commissioners of the Admiralty ordered Barrington to purchase four stout sloops, "in good repair, well fitted & in proper Condition to serve abroad" for the Royal Navy. LB, UKLPR, Adm. 2/104, fol. 342.

SECRETARY OF THE ADMIRALTY PHILIP STEPHENS
TO ROYAL GOVERNOR WILLIAM TRYON OF NEW YORK

Sir Admiralty Office 4th June 1778.

It having been judged proper that His Majesty's Governor in Chief of the Prov-

ince of New York, should be authorized to grant Commissions for seizing Vessels and their Cargoes belonging to the Inhabitants of the Rebellious Colonies, or 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 of Parliament passed in the Seventeenth Year of His Majesty's Reign, Chap: 7th,¹ signed a Warrant empowering and appointing you to cause Commissions to be issued forth accordingly to Ships and Vessels fitting out in any of the Ports within the Limits of your Government;² I am commanded by their Lordships to send you the same herewith, together with printed Copies of the Act abovementioned and of His Majesty's Instructions dated at S^t Jame's the 27th day of March 1777, to be given to the Commander of each Ship and Vessel which shall or may have a Commission pursuant to the said Act;³ & I have added there-to 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 New York upon the like Occasions;⁴ to all which I beg leave to refer you, and have the honour to be Sir [&c.]

Ph^p. Stephens

PS I beg leave to trouble you with the inclosed Pacquet for the Judge of the Vice Admiralty Court of New York.⁵

L, NH, Andrew Elliot Papers—MS 439. Addressed at foot of first page: "W^m. Tryon Esq^r Gov^r New York." Docketed on a separate sheet: "Ph^p Stephens/Adm^{ty}: Office 4th June 1778/Rec^d—Aug d^o/Ans^d 23 Oc^r D^o."

1. For the act of Parliament authorizing the commissioning of privateers, see *Public Advertiser*, Tuesday, 11 March 1777, *NDAR* 8: 662–64.

2. A copy of the warrant is with Stephens' letter in Andrew Elliot Papers, NH.

3. See Instructions to Commanders of British Letters of Marque, 27 March 1777, *NDAR* 8: 715–20.

4. Many such printed forms can be found in UKLPR, H.C.A./26/60–63.

5. In early 1777, Tryon appointed Maj. Robert Bayard, a British army officer, to be judge of the New York Vice Admiralty Court. Tryon to Lord George Germain, 7 Jan. 1777, UKLPR, C.O. 5/1140.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

4th Thursday this is the Kings Birth Day. & a Gen^l Salute fired for y^e same. a Commissioner from the Board¹ has been here to Inspect the Prisons; & to order in what Manner those fitting are to be Ripaired—

As Government has not Allowed Necessaries any ways Adequate to make them Comfortable, the sick we have tho^t proper Weekly to make a Contribution out of our small Pittance to their Relief

4th. this afternoon 13 Prisoners Bro^t here from the *Blenheim*,² who were Lately bro^t from Liverpool where they have been some months they Belonged to the Privateer *Warren* from Salem Mount^s 10 C. Guns John Ravel Mast^r.³

4th. of June sail'd a fleet for N.f.d⁴ Consisting of about 30 sail

D, MeHi, Jonathan Haskins Journal.

1. That is, Commission for Sick and Hurt Seamen, which was responsible for administering British prisons.

2. H.M.S. *Blenheim*, Capt. Broderick Hartwell, commander.

3. Massachusetts privateer schooner *Warren*, John Revell, commander, mounting 10 carriage guns, carrying a crew of 55 men, and owned by Josiah Batchelder, of Beverly. Commissioned on 3 Dec. 1777, it

was captured on 28 Dec. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 329, 330; Mass. Archives Collection, vol. 168, p. 59; *The New-York Gazette: and the Weekly Mercury*, 2 Feb. 1778, NDAR 11: 265–66.

4. That is, Newfoundland.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JEAN-DANIEL SCHWEIGHAUSER

Sir

Brest 4th June 1778

Your letter of the 12th. Ult^o:¹ duely appeared—but as the purport of it seemed rather to intimate your desire to sell my prizes at a distance than to manifest your Inclination to furnish in person on the spot the dailey supplies of Provision for my people and prisoners—and the Stores and provision of every kind necessary to re-fit the Continental Ship after an Obstinate Engagement.— I thought it required no Answer; especially as I had no letter from the Commissioners on the Subject:— and had the Commissioners still remained Silent, neither could I have given a Satisfactory Answer to your last of 31st Ult^o:² which is this moment come to my hands:— that Letter Sir seems in the same strain with the former;— but some part of it I freely confess is above my language or comprehension when you express yourself thus—“That I may take the necessary measures to assure us the propriety of these Captures,”—as I am not charged with having infringed the Laws of Government I think your Postscript might have been spared.—

In a word if you consider yourself as the Agent or instrument for Victualling and Repairing the Ships of War of the American Navy—as I came in here in distress the 8th Ult^o in want of Provision with a number of Wounded Men and Prisoners—You have not done your duty as you have not to this hour given nor offered me any assistance whereby you have Occasioned a loss of time and Money to the United States. It was your duty to have appeared on the Spot and to have ministred to our Wants.— If on the contrary as I rather think you consider yourself only as the Instrument for selling the Continental part of prizes— yet in this case too you have not done your duty.— It was your duty to have appeared at Brest to have taken care of the Public property and to have brought on the Sales—whereas some of it may perhaps now be perishing thro’ your absence and Neglect.— I have been thus explicit that you may not henceforth misunderstand me and that as far as we may be connected we may henceforth co-operate for the Public good of the American United States, and, I am [&c.]

Jn^o P Jones

Copy, ViU, Lee Family Papers. Addressed below close: “Mons^r J. D^e Scheveighauser/Neg^e: à Nantes.” Docketed: “John Paul Jones/to/Schweighauser 4 June 1778.” Notations: “1778”; at top of each page “(N^o 191).”

1. See Schweighauser to Jones, 12 May 1778, NDAR 12: 689.

2. Repeating much of the letter of 12 May, Schweighauser’s letter to Jones of 31 May requested Jones to reply with information about the *Ranger*’s prizes. DNA, PCC item 168, vol. 1, pp. 103–5 (M247, roll 185).

AMERICAN COMMISSIONERS IN FRANCE TO JOHN BONDFIELD

Sir,

Passi June 4th 1778.

Your Letters of the 26th and 30th. of May, We have recieved. The first accompanying the Accounts of Supplies &c for the *Boston*; the last inclosing an Affidavit, concerning a Plot, against her Safety.¹

Upon looking over the Accounts, We find some Articles, particularly fresh Beef, charged at a very high Rate: But We suppose this Article must be dearer at Bourdeaux, than it is, at Nantes or Paris, as We depend upon your attention to procure every thing at the most reasonable Rate. By the *Rangers* Accounts, She was supplied with fresh Beef at five Sols and a half a pound, whereas in your Accounts, fifteen Sols a pound are Charged.—Your Bills will be honored as you have drawn them

We hope the *Boston*,² before this Time is gone. As the Expence of supporting such Ships is very great, they ought not to be in Port, one Moment longer than is necessary.

As to the Plot, We shall communicate the Affidavit to the Ministry: But in the mean time, We depend upon it, that Captain Tucker, will make some Example among the Guilty, on Board of his Ship, if there are any, and that the Government at Bourdeaux, will punish, any person, at Land, who shall be found guilty of this Conspiracy, or any other like.³

By all that We can learn, there is a Junto of Enemies, in that Neighbourhood, who must be brought to Reason, by Severity if nothing else will do. We have the Honor to be with very great Respect [&c.]

P.S. your Bills are accepted.

Copy, DNA, PCC, item 84, vol. 1, p. 141 (M247, roll 111). Addressed below postscript: “John Bondfield Esq^r.”

1. Neither Bondfield’s letters nor the account has been found. The affidavit was undoubtedly the Deposition of Continental Marine Sgt. Jerome Cazeneuve, 27 May, in *NDAR* 12: 762–64.

2. Continental Navy frigate *Boston*, Capt. Samuel Tucker.

3. On 6 June John Bondfield reported to the American Commissioners in France that the case against the alleged conspirators was not proved. *Benjamin Franklin Papers* 26: 594–95.

SECOND MATE NICHOLAS EASTON GARDNER, CONTINENTAL NAVY,
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Honoured sir,

St Martins Isle Rhé 4 June 1778

This to inform you that I have arrived with the Prize¹ safe in the harbour of S^t Martins After Losing sight of the Ship *Providence* I strove for Nance,² but being Chased the next day in the Afternoon, and finding her gain on me at night alter’d my Course, finding myself to the Southward of Nance & the wind to the Northward took a Pilot off the Isle of Dieu,³ tried to beat up but the Brig sailing so dull and dare not to [*illeg.*] the Offin [*i.e., offing*] found it impossible to beat up after [six] Hours Beating bore away for the Isle of Rhé,⁴ as I thought it most convenient port went on Shore to Advise with the Continental Agent was recommended to M^r Fairholm & Luther who transact business for M^r Dean and Franklin,⁵ I went with M^r Luther to Governors & Admiralty M^r Luther offers to Assist in any thing I should Request I thought it my Duty to acquaint you of my Arrival, and shall wait your Orders. M^r Luther joins me in Advice and writes on the Accompt Sir in hopes of y^r Answer I remain Yours at Command

Nich E Gardner

PS. The People are peaceable on board & behave very well thers a Gentleman lost his Vessel and will gladly come onboard. NE—

LB, MiU-C, Abraham Whipple Papers. Addressed below postscript: “To Abraham Whipple Esq^r Comm^d Con. Ship *Providence*.” Notation in margin: “N.E.G./to/A W/June 4th.” Damage to the manuscript makes the reading of a couple of words conjectural.

1. Brig *Lord Grosvenor*.

2. That is, Nantes.
3. That is, Île d'Yeu.
4. Île de Ré is opposite La Rochelle.
5. Fairholme & Luther was a merchant house at St. Martin. Although Silas Deane and Benjamin Franklin had had dealings with it, this firm was not formally authorized to act as Continental prize agent. See Fairholme & Luther to Benjamin Franklin, 5 June 1778, *Benjamin Franklin Papers* 26: 590–91.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday June 4th.

[*Gironde River, France*]

This Day begins with Cloudy Weather & Rain, weighed Anchor in the Morning at 7 AM. came by a French Frigate that was under sail, turning down the River, at 4 PM Came to Anchor, below the Commadore & saluted with 13 Cannon, he returned the salute with 7 & I returned one.—¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Tucker had earlier been involved in a controversy concerning the giving and receiving of such a salute. See Gabriel de Sartine to the American Commissioners in France, 26 Apr., in *NDAR* 12: 608–9.

June 5

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON

By &c.

In pursuance of His Majesty's pleasure signified to us by Lord George Germaine, one of His Majesty's Principal Secretaries of State, in his Letter of this day's date,¹ you are hereby required & directed (Notwithstanding our late Order to you to put yourself under the command of Adm^l Keppel)² to proceed to Sea with the Squadron under your Command without one moments loss of time and carry into execution the former orders you have received for proceeding to North America;³ the French Fleet under the Command of Mons^r D'Estaing (which is the object of your pursuit) having passed thro' the Straits of Gibraltar on the 16th ult^o as you will be more fully informed by the enclosed Copies of the Letters received this day from the Captains of His Majesty's Ships the *Enterprize* & *Proserpine*⁴ upon that Subject. Given &c^e 5: June 1778

Sandwich
J Buller
Lisburne
H Penton

By & P.S.⁵

LB, UKLPR, Adm. 2/1335 (Secret), fols. 36–37. Addressed at bottom of page: "To/The Honourable John Byron/Vice Adm^l of the Blue &c^e/Plym^h. Sound." Notation: "By Downing the Messenger at 5. °Clock P.M./Ex^l." Docketed: "ORD, 5 June 1778./Honourable V. Adm^l Byron."

1. UKLPR, S.P. (Naval) 42/52, fol. 334. In similar orders of the same date, Lord Weymouth also instructed the Admiralty to direct Adm. Keppel to proceed with 20 ships of the line off Brest in execution of former orders. *Ibid.*, fols. 332–33.

2. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 25 May, in *NDAR* 12: 746–47.

3. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3 and 18 May, in *NDAR* 12: 654–55 and 705–6.

4. H.M.S. *Enterprize*, Capt. Sir Thomas Rich, commander; H.M.S. *Proserpine*, Capt. Evelyn Sutton, commander. See Captain Evelyn Sutton, R.N., to Secretary of the Admiralty Philip Stephens, 2 June, above; for

a discussion of Rich's report, see Philip Stephens to Vice Adm. Lord Howe, this date, immediately below.
5. Philip Stephens, Secretary of the Admiralty.

SECRETARY OF THE ADMIRALTY PHILIP STEPHENS TO VICE ADMIRAL VISCOUNT HOWE

Sir

[Admiralty Office, London] 5th. June 1778.

My Lords Comm^{rs}. of the Adm^{ty} having this day rec^d. a Letter from Sir Thomas Rich Comm^r. of His Maj^{ty}. Ship the *Enterprize* dated the 3^d. ins^t giving an Account of the French Fleet under the command of Mons^r. D'Estang having pass'd the Streights of Gibraltar on the 16th. ult^o. and of the course they were steering when he left them on the 19th. by which there is reason to believe they may be bound to some part of the Coast of N^o. America; I am commanded by their Lordships to send you herewith a Copy of Sir Thomas Rich's Letter for your more particular Information, and to acquaint you that their Lordships have sent Orders to Vice Adm^l. Byron to proceed from Plymouth Sound with the Squadron under his command with the utmost expedition in pursuit of the said French Fleet, agreeably to the Instructions of which I have already had the honor to send you Copies.¹ I am &c.

P.S.

LB, UKLPR, Adm. 2/1335 (Secret), fols. 38–39. Addressed at bottom of page: "R^t Honourable Lord Visc^t Howe/&c. &c. &c." Docketed: "Lre 5 June 1778/Lord Visc^t Howe."

1. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, this date, above.

LORD GEORGE GERMAIN TO LIEUTENANT GENERAL SIR HENRY CLINTON

Sir

Whitehall 5th. June 1778.

Advice having been received this Morning, that the French Squadron from Toulon consisting of Eleven Sail of the Line, One Fifty Gun Ship, and Five Frigates, under the command of the Count D'Estaing,¹ passed the streights of Gibraltar on the 16th. of last Month, and were left on the 19th. steering to the South Westward. I have dispatched this by Express to overtake the Packet, in order to give You intelligence of this Event, in hopes that as the French Squadron was so long detained in the Mediterranean, they may find it necessary to stop at the Canary or Western Islands,² and thereby give an opportunity for this Account to reach your hands before they arrive in North America, if their destination be, as it is supposed for Boston, And I am further to acquaint You that Vice Admiral Byron with Thirteen Ships of the Line is at Plymouth Sound, on his Way to New York with Orders to pursue M^r. D'Estaing wherever he may be sailed to.³ I am Sir Your Obedient [&c.]

Signed, Geo. Germain

L, UKLPR, PRO 30/55, General Sir Guy Carleton Papers, vol. 11, no. 1214. Addressed at bottom of first page: "Sir Henry Clinton."

1. On the composition of the fleet commanded by Vice-amiral comte d'Estaing, see d'Estaing to Gabriel de Sartine, 18 May 1778, in *NDAR* 12: 717–20.

2. D'Estaing's fleet did not stop at the Canary Islands or the Western Islands, better known as the Azores.

3. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, this date, above.

LORD GEORGE GERMAIN TO GOVERNOR WILLIAM TRYON OF NEW YORK

[Extract]

Sir,

Whitehall 5th. June 1778.

. . . Some legal difficulties that I was not informed of I find were the occasion that the Lords of the Admiralty did not send you a Commission to grant Letters of Marque at the time I acquainted you it would be dispatched.¹ Those difficulties I have the satisfaction to tell you are now so far obviated that you will receive herewith, the necessary Authority to grant Letters of Marque in all such cases as the Prohibitory Act will allow.² These cases are ships in the service of Government, Ships licensed to bring Provision or Stores to the Fleet or Army, or for the supply of the Inhabitants, & Ships carrying out Prize Goods. Under that description only it is that any trading Ship can enter or clear at New York without incurring forfeiture, & therefore none else can possibly perform the requisites that entitle them to Letters of Marque; but of this you will be fully informed by the acts themselves, & the Instructions you will receive from the Lords of the Admiralty, I have therefore only to add my Wishes, that you may find the Authorities you are vested with sufficient for the purpose, & satisfactory to the loyal Inhabitants.³ I am &c^a

Geo: Germain.

DfS, UKLPR, C.O. 5/1108, fols. 187–88. Addressed in left margin just below place-date line: “Governor Tryon.” Notation at top of letter: “(N^o. 14).” Docketed on separate sheet: “Dra^t/to Governor Tryon./ (N^o 14.)/5th. June 1778./Enc^d.”

1. Germain had so informed Tryon in a letter of 10 January. UKLPR, C.O. 5/79, fols. 3–4.

2. On the Prohibitory Act, see Lord North’s Proposal of a Prohibitory Bill in the House of Commons, 20 Nov. 1775, and George Jackson to Sir James Douglas, 25 Dec. 1775, both in *NDAR* 2: 378–79 and 453–54. As seen there, it prohibited trade by Americans with any other nation and any American vessel involved in such trade was subject to seizure. The warrant from the Lords of the Admiralty to Tryon authorizing him to issue letters of marque and reprisal to vessels from New York to capture vessels owned by inhabitants of the rebellious colonies.

3. The combination of the Prohibitory Act and an embargo on exports from the port of New York instituted by Viscount Howe on 21 June prevented privateers from operating out of the city until October 1778.

DAVID HARTLEY TO BENJAMIN FRANKLIN

Dear Sir

Golden Square [*London*] June 5 1778

I hope we shall at length get forward with the Exchange of the poor prisoners w^{ch} has been for so many months in negotiation. I am authorized by the administration and the board of admiralty to make the following proposition. That you sh^d send to me the number and rank of the prisoners w^{ch} you have on your side to deliver, upon the receipt of w^{ch} an equal number shall be prepared on this side for the Exchange. It is proposed that each party shall send their prisoners to Calais and that the Exchange be made there. The port of Calais is chosen as the most unexceptionable for the admission of an English Ship upon such an occasion. Be so good as to send me your answer upon this proposition, w^{ch} I will lay before the board of Admiralty and will contribute all that is in my power to facilitate the Exchange¹ I am [&c.]

D Hartley

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 12. Addressed below close: “To D^r Franklin.” Docketed: “M^r Hartley/June 5. 78/answer’d.” Notation: “Hartley June 5. 1778.”

1. Franklin replied on behalf of the American Commissioners in France on 16 June, below. In a letter to Lord North, tentatively dated 6 June by the editors of the Franklin Papers and the Adams Papers but never sent, the commissioners proposed an exchange similar to what Hartley spells out here. In that letter, the commissioners also wrote that they had information that American prisoners had been sent to “hardest Labour” in Senegal and threatened retaliation unless those prisoners were brought back and exchanged. DNA, PCC, item 84, vol. 1, p. 142 (M247, roll 111). See *Adams Papers* 6: 184–85 and *Benjamin Franklin Papers* 26: 593.

“EXTRACT OF A LETTER FROM PLYMOUTH, JUNE 5.”

“Arrived the *Enterprize* frigate, Sir Thomas Rich, from Gibraltar; *Gardoque*, an American brig, from Newberry,¹ with tobacco, potash, and lumber, for Bilboa, prize to Adm. Barrington, in the *Prince of Wales*;² *Milford* frigate, from Portsmouth;³ *Peggy*, Lindsey, from Charles Town for Nantz, a prize to the *Martin*, sloop;⁴ the *John and Martha*, Matthews, from Belfast for Antigua, having sprung her mast. Yesterday sailed Admiral Montague, in the *Europa* man of war, with the trade for Newfoundland, but put back this day, the wind being strong at S.W.”⁵

Lloyd's Evening Post and British Chronicle (London), 5–8 June 1778.

1. The *Gardoqui* was an American brig, master Bradstreet Dennison. It was travelling bound from Newburyport, Massachusetts to Bilbao, Spain, carrying a cargo of tobacco, lumber, and potash. Rear Admiral Samuel Barrington captured the vessels on 26 May 1778, and placed the prize under the command of a master's mate of H.M.S. *Prince of Wales* before sending it to Plymouth. *Barrington Papers* 2: 19 and Barrington to Philip Stephens, 26 May 1778, NDAR 12: 754.

2. Barrington was en route to Barbados, where he was to await instructions before taking command of the Leeward Islands station. *Sandwich Papers* 2: 333. H.M.S. *Prince of Wales*, 74 guns, Capt. Benjamin Hill, commander, was Barrington's flagship.

3. H.M. frigate *Milford*, Capt. Sir William C. Burnaby, commander.

4. A report in *The London Chronicle*, dated 6–9 June, gave “Kindrey” as the name of the master of *Peggy*. H.M. sloop *Martin*, Lt. Thomas Chamberlayne, commander, was on the Newfoundland Station.

5. Vice Adm. John Montagu was en route to become governor of Newfoundland. His flagship was H.M.S. *Europa*, 64 guns, which was renamed H.M.S. *Europe* in July 1778.

June 6

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

Honored and dear Sir

Drake, Brest June 6th. 1778.

Your much esteemed favor of the 1st Current,¹ which I received last Night lays me under a most singular Obligation:—I cannot but be deeply sensible of the Honor which is conferred upon me by the proposition; and I really think it affords a very fair prospect of Success.

In a few days the return of a letter from M^r. Schweighauser will I hope enable me to leave Affairs here so as to Attend you at Paris.—² I shall be happy in opportunities to prove by my Conduct, how much I wish to merit the continuance of your Confidence and that of the Prince.³

It gives me pleasure to hear of the Arrival of the *Providence* Frigate at Nantes—and as I believe the *Boston* is not yet departed from Bourdeaux, if you approve it they can Rendezvous here, which may enable us to regulate any disorders that may exist; and perhaps it may be more expedient that the Force⁴ should be United than kept separate. I have the Honor to be [&c.]

Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 17. Addressed below close: "His Excellency/Doctor Franklin." Docketed, "P. Jones Brest 18 May 1778."

1. See Franklin to Jones, 1 June, above.

2. See Jones to Jean-Daniel Schweighauser, 4 June, above.

3. Charles-Henri-Othon, Prince of Nassau-Siegen. In the margin of Jones's draft of this letter is the sentence, "De Naussau who was to have embarked under my Command." DNA, PCC, item 168, vol. 1, p. 107 (M247, roll 185).

4. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander; Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander; Continental Ship of War *Ranger*, Capt. John Paul Jones, commander. In the margin of the draft of this letter is written "On board the *Ranger*." Ibid. As seen at Jones's letter to Benjamin Franklin of 1 June, above, Jones wished to transfer disgruntled members of the crew of *Ranger* to *Boston*.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir,

Drake Brest June 6 1778

Accept my cordial congratulation on your release from purgatory and safe arrival at Nantes¹ I however wish you had favoured me with the News of the Continent, an account of the good Situation of our Fleet and Army would have given me much Satisfaction—Our affairs have gone swimmingly in Europe, I had the Honor of first seeing the independence of Freedoms Flag recognized by the Flag of France in the Bay of Quiberon last February and it is with much Pleasure that I can assure you that it is highly respected by all at Brest—

I am sorry that you did not come here in preference to Nantes—knowing as I do the difference of the places. I wish the *Boston* were here also as perhaps such Arrangements will shortly take place as may leave openings for the promotion of Officers of good abilities² besides if you will please to call on my friend John Ross Esq^r at Nantes you will see in his hands an account of my late expedition and one reason for my wishing to see a Sufficient number of Officers here to form a Court—³

You have been very unkind in not telling me a word about our agreeable Widow or my little affair of the Heart at Providence⁴ pray how did you leave all friends there for tho' in a strange Land I have frequently breathed a wish⁵ for their Happiness—I hope M^{rs}: Whipple & M^{rs}: Hopkins are well What became of the *Warren*? Was there any Account from the *Raleigh* and *Alfred* what was done respecting my friend McNeill,⁶ what respecting my friend the Commander in chief⁷ what respecting Commodore Manly⁸ How do the new Ships go on and how many and of what force are there on the Stocks? All these and a thousand other Questions are daily asked of me here and you must furnish me with the means of answering them⁹

There will be frequent Opportunitys for America from Nantes Bourdeaux L'Orient and Morlaix &c^c I know of none at present and Brest you know is not a Trading City, When I hear of any I will inform you—my Compliments to your Officers I bid you and them a hearty welcome to France and I am [&c.]

Jn^o P Jones¹⁰

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "A Whipple Esq^r Captⁿ Amer. Frig^t *Providence*." Notation in margin: "P.I/to/A W/June 6. 78."

1. Jones refers to Continental Navy frigate *Providence*'s escape from a British blockade of Narragansett Bay.

2. In Jones's letter book, the phrase is "of good behaviour and abilities." MdAN, John Paul Jones Letter Book, No. 236, pp. 41–42.

3. For the account of operations that Jones mentions here, see Jones to the American Commissioners in France, 27 May, in *NDAR* 12: 755–61.

4. The “widow” has not been further identified. Jones’s “affair of the Heart” must have taken place in the summer of 1776 when he commanded the Continental Navy sloop *Providence* and was doing escort duty in Long Island Sound.

5. In Jones’s letter book, the phrase is “I have frequently tho’t of them and breathed a wish.”

6. Capt. Hector McNeill, who commanded Continental Navy frigate *Boston*, was broken in late June 1778 for not doing his utmost by not coming to the aid of his consort, frigate *Hancock*, in the engagement on 7 July 1777 with H.M. frigate *Rainbow* and H.M. frigate *Flora*. See Sentence of Court-Martial of Hector McNeill 24 June 1778 and Protest of Captain Hector McNeill, 30 June 1778, both above.

7. Commo. Esek Hopkins, Continental Navy.

8. Capt. John Manley commanded Continental Navy frigate *Hancock* in the action of 7 July 1777 with H.M. frigate *Rainbow* and H.M. frigate *Flora*, and was exonerated by court-martial in late June 1778 for the loss of *Hancock*. See Court-Martial of Captain John Manley, 13 June 1778, above.

9. Whipple responded to all the questions Jones posed here in his reply of 14 June, below.

10. Jones’s letter book copy contains this postscript: “NB. may we soon expect any others of our Ships of War from America.—”

GABRIEL DE SARTINE TO THE AMERICAN COMMISSIONERS IN FRANCE

A Marly le 6 juin 1778

Je suis informé, Messieurs, que le S^r Bersolle, apres avoir fait des Avances assez considerables, au Capitaine Jones Commandant la fregate des Etats Unis de l’Amerique le *Ranger*, s’est fait donner par ce Cap^{ne}. une lettre de Change dont vous avéz refusé de faire acquitter le montant. Comme le S. Bersolle se trouve par là, dans l’embarras et que vous sentirez sans doute qu’il est interessant pour la Conservation de votre Credit, qu’il en soit tiré proptement, je suis persuadé que vous ne differerez pas de faire payer non seulement la lettre de Change dont il s’agit, mais encore ce qui est du par le Capitaine Jones, à la Caisse de la Marine à Brest, tant pour les Effets qui lui ont été delivrés des Magazins du Roi, que pour sa Subsistance personnelle et celle de son Equipage.¹

Sur ce qu’il a représenté que les Gens de son Equipage avoient pillé du navire le *Chatham*, beaucoup d’effets dont une partie consistant en argenterie, avoit été vendue à un Juif, il a été pris des informations au moyen desquelles l’argenterie et d’autres effets ont été retrouvés; mais le tout a été mis en depot, pour y rester, jusqu’a ce que le Capitaine soit en Etat de rembourser ce qui a été payé pour ces effets.²

Je pense au surplus qu’il est à propos que vous soyez informes que ce Capitaine, qui s’est brouillé avec son Etat major et avec tout son Equipage, a fait mettre en Prison, le S^r Simpson son second. Vous jugeréz, peutêtr, à propos de vous procurer les Eclaircissements, necessaires pour scavoir si ce principal Officier s’est mis, dans le Cas de subir une pareille Punition.³ J’ai l’honneur d’être [&c.]

De Sartine

[Translation]

Marly, 6 June 1778

I am informed Gentlemen, that the Sieur Bersolle, after having made very considerable advances to Captain Jones, Commander of Frigate of the United States of America, the *Ranger*, made this Captain give him a Bill of Exchange, which you have refused to discharge the amount. As the Sieur Bersolle finds himself by this means under Embarrassment, and as you will perceive, no doubt, that it is interesting for the conservation of your Credit, that he be promptly relieved from it, I am persuaded that you will not delay, to cause to be paid not only of the Bill of Exchange in question,

but also what is due by Captain Jones to the Treasury of the Marine at Brest, both for those Effects which have been delivered to him, from the Magazines of the King, and for his personal Subsistence, and that of his crew.¹

Upon a representation that the Men of his own Crew had pillaged from the Ship *Chatham*, many Effects, one part of which consisting of Silver Plate, had been sold to a Jew, Information has been obtained, by which the Plate and other Effects have been discovered; but the whole has been put on deposit, to remain, until the Captain shall be in a Condition to reimburse what has been paid for these Effects.²

I think, moreover, that it is important that you should be informed that this Captain, who has quarreled with his Officers and all his Crew has caused to be committed to Prison, Mr. Simpson, his second in Command. You will perhaps judge it proper, to procure the necessary Information, to know if this principal Officer has merited to suffer such a Punishment.³ I have the honor to be [&c.]

De Sartine

Copy, MHi, Adams Papers. Addressed below close: "Messieurs Franklin Lee et Adams/Deputés des Etats unis de L'Amerique/Passy." John Adams's translation is taken from Adams, *Diary*, 4: 129–30.

1. For the reply, see American Commissioners in France to Gabriel de Sartine, 15 June, below.

2. The Admiralty at Brest sealed the hatches of British merchant ship *Lord Chatham*, prize to Continental Navy ship *Ranger*, on 23 Apr. The Farmers-General required an inventory of the cargo in order to give notice regarding sales of prohibited articles. Emmanuel-Yves Bersolle to Benjamin Franklin, 24 Apr., PPAmP, Benjamin Franklin Papers, vol. 9, fol. 75. The Farmers-General was a company that contracted with the government to pay into the treasury a fixed yearly sum and in return was allowed to collect and keep certain taxes. John J. Lalor, *Cyclopaedia of Political Science*, vol. 2, entry 55 (www.econlib.org/library/YPDBooks/Lalor/11Cy446). On 13 May *Ranger's* officers and crew informed Capt. Jones that the seals were to be broken that afternoon and they wanted their agent to be present. The Officers and Men of the Continental Ship of War *Ranger* to Capt. John Paul Jones, 13 May, NDAR 12: 693. The pillaging must have occurred after the seals were broken. John Adams speculated that Sartine allowed the pillaging to suit his private ends: "The Secret was that the Officers of our own Ships and every Body else, were to be countenanced in violating the Laws and Orders of Congress, in doing the most arbitrary Things of their own heads, without consulting the Commissioners, and in trampling on the most equitable orders of the Commissioners merely to throw the American Business and Profits into the hands of the Tools of the Minister and his Understrappers and to give them Opportunities of Pillage." Adams, *Diary*, 4: 130.

3. For the arrest of Lt. Thomas Simpson, see American Commissioners in France to Capt. John Paul Jones, 25 May, and Capt. John Paul Jones to the American Commissioners in France, 27 May, in NDAR 12: 748, and 760.

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir,

Passi June 6 1778—

We had yesterday the Favour of your Letter of 31 may from the harbour of Paimbeuf and we congratulate you on your safe Arrival in france as well as your fortunate passage through the Dangers of Rho Isld, but more especially on the honour which you your Officers & men have acquired in your gallant Rencontre with the Enemies Ships on that Station—

You will address yourself as well as your Prize¹ on her Arrival to M^r Schweighauser of Nantes² who will assist you in the necessary Repairs of your Ship of which we must leave you to judge—furnish you with necessary Victuals & Slops for your men, not more than one suit of Cloaths for each man of the Ships Complim^t and such munitions of War as you may want in all which we recommend to you the strictest possible frugality which the distrest Circumstances of our Country demands of all her Offi-

cers we leave it to you & M^r Schweighauser to Repair the Ship either at Nantes or at Brest as you shall judge best for the public service³ we have the honour to be [&c.]

Benjamin Franklin

Arthur Lee

John Adams

LB, MiU-C, Abraham Whipple Papers. Addressed below close: “To Abraham Whipple Esq^r.” Notations: “Recd June 13 1778/P^r Cap^t Jones”; in margin: “Comm^{rs}/to/A W/June 6.”

1. Brig *Lord Grosvenor*; on its whereabouts, see Second Mate Nicholas Easton Gardner to Whipple, 4 June, above.

2. For the American Commissioners’ instructions to Jean-Daniel Schweighauser, Continental agent, see American Commissioners to Schweighauser, 10 June, below.

3. There is a draft of a letter to Whipple written by Arthur Lee on 5 June and not sent that is similar to this letter except that it orders Whipple to bring the Continental Navy frigate *Providence* to Brest where “you will get repaired much better & sooner.” DNA, PCC, item 102, vol. 4, p. 10 (M247, roll 128). On the same day, the commissioners wrote Schweighauser repeating the instructions concerning *Providence* found in this letter to Whipple and adding: “You request Directions relative to the part you are to act, on such Occasions towards the Custom House. All that We can say at present is, that the American Men of War must comply with the Laws: but We will endeavor to obtain explicit Directions from his Majesty, concerning this Subject.” DNA, PCC, item 84, vol. 1, p. 143 (M247, roll 111).

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday June 6th. 1778. [*Gironde River, France*]

This 24 Hours, begins with pleasant Weather, the People Employ’d in Clearing Ship ready for sea, the middle part moderate Gales from the ENE. at 4 AM. weighed Anchor & came to Sail, in Company with 20 Sail of Ships, Brigs &c—a French Frigate & Sloop of War. At 6 AM. Corduan Light House¹ bareing ENE. distance 2 Leagues. all Sails sot at Noon. I Reckon the Ship to be twelve Leagues to the Westward of the Light House, Variable Winds & foggy Weather.

~~From Fryday at Noon to Saturday at Noon I call Saturday~~

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Cordouan Lighthouse, which is in the mouth of the Gironde River.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 6 At 4 am. Came to Sail in Comp^y with a French Frigate, a Lugger And 40 Merchant men, & Cap^t Jones bound to Baltimore—¹

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. Jones was captain of the Maryland privateer brig *Virginia*.

June 7 (Sunday)

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

7th Sunday this Morning Died D^r Munheir Very Suddenly, I believe hire is but few Mourners in Prison, as We have but Little Reason to Expect a worse—¹

Also this Morning after we were turned Out, two belonging to the L.P.² were in the Drear of the Vault a Mineing; but was Discover'd by the T. Key the Guard Alarmed.³ they taken & Com^{td}. to the B[lack]. hole for 40 Days

D, MeHi, Jonathan Haskins Journal.

1. Dr. Munheir, whose name has also been given as Manheir and Manheim, was the prison doctor at Mill Prison. As can be seen by Haskins's comment, he was considered incompetent. See also, Cohen, *Yankee Sailors*, pp. 63 and 102.

2. That is, the Long Prison.

3. In his account of this escape attempt, Charles Herbert adds that the men had begun working on the hole five days earlier and were "nearly finished" when discovered. He adds, "Thus every method we take to make our escape is found out before it is accomplished, and our unhappy efforts are not blest." Herbert, *Relic of the Revolution*, 131–32.

June 8

LLOYD'S EVENING POST, FRIDAY, JUNE 5, TO MONDAY, JUNE 8, 1778

LONDON.

The *Maria*, Pradoc, from London to Gibraltar,¹ is taken by the *Revenge* privateer, Capt. Cunningham,² and carried into Corunna.

The *Sally*, Parkinson, from New York to the West Indies, is taken by an American privateer, of 10 guns, and carried into Martinico.

The *Industrious Couple*, Freeman, from Jamaica to Philadelphia, with rum, is taken by the Americans, and sent into Salem.

The West India fleet for England sailed from St. Kitt's, the 30th of April, and is therefore hourly expected.

1. Brig *Maria*, R. Preto, master, 170 tons burthen, carrying a cargo of porter, cheese, and dry goods, built in 1767 and owned by the captain. It was captured off Cape Finisterre on 4 May. *Lloyd's Register of Ships, 1777–1778; Letters and Papers of Gustavus Conyngham*, facing p. 152.

2. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander.

June 9

EARL OF SELKIRK TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Dumfries [Scotland] June the 9th. 1778—

The letter you wrote to Lady Selkirk of the 8th of May from Brest,¹ & inclosed to Lord Le Despencer he was so good as to forward, & it came to hand t'other day, as did also its duplicate by common Post. It was matter of surprise both to my Wife & me, as no apology was expected for your landing from your Privateer at St. Mary's Isle on the 23^d of April; but as the letter is polite, & you seem very anxious for an answer, I shall therefore transmit this unsealed to Lord Le Despencer; who as I have the honour to be well acquainted with him, will I hope excuse my giving him this trouble; & his Lordship as Post Master General will judge whether or not it is proper to be forwarded: as a letter to you by common post would certainly be stop'd at the London office.

Your lamenting the necessity of these things in the Profession of Arms; & of being obliged to gratify your officers by permitting them to go to my House & carry off some Plate; & your expressing the great sensibility of your feelings at what your heart

cannot approve, are things which we, who have no knowledge of you nor of your character but by report, can form no proper judgement of; but must leave to your own Conscience, & to the Almighty Judge of the real motives of all actions.—You are certainly in the right Sir in saying it was fortunate for Lady Selkirk that I was from home, as you intended to carry me off & detain me Prisoner, for had that happend I dread what might have been its effect on my Wife, then well advanced in her Pregnancy. I own I do not understand how a Man of Sensibility to fine feelings could reconcile this to what his heart approved: especially as the carrying me off could have no possible effect for the purpose you mention; which you say was,—“knowing my Interest with the King, your intention was to detain me, untill through my means a general & fair exchange of Prisoners, as well in Europe as in America had been effected.”—Now Sir nothing can be more erroneous than those Ideas. For I have no Interest whatever with the King; & am scarce known to him, being very seldom at London, scarce six months in whole, during these last one and twenty years. With regard to the Kings Ministers I neither have nor can have any Interest with them, as I have generally disapproved of most of their measures; & in particular of almost their whole conduct in the unhappy & ill-judged American contest. And as to a general exchange of Prisoners being effected through my means; I am altogether at a loss how any man of sense could entertain such an Idea. I am neither a Military nor Ministerial Man, I neither have nor ever had any Government Office, Employment, or Pension nor any Connection with Administration; nor am I in Parliament & except having the disadvantage of a useless Scotch Title, I am in all respects as much a Private Country Gentleman as any one can be: living a retired life in the Country, & engaging in no Factions whatever. How then would it have been possible for such a Man to effect a general exchange of Prisoners? when so many Men of great Power & Influence in both Houses of Parliament have not been able to bring it about.—

You must therefore be sensible on reflection Sir, that you proceeded upon a very improper & mistaken Notion: & that had your attempt succeeded, its only effect would have been to distress a family that never injured any person, & whose wishes have certainly been very friendly to the Constitutional & Just Liberties of America.—You exclaim on the barbarities committed in America, & say they will be retaliated in Britain if not discontinued. I have always been extremely sorry at the accounts of these things: no Man can be a greater enemy to all ungenerous inhumanities in War that I am. God knows best which side began these things, & which has most to account for: but it is certainly the general opinion in Britain, that the Americans began the unusual & cruel practices complained of, & first against their own Country Men who adhered to the British Government.—In your letter you profess yourself a Citizen of the World, & that you have drawn your Sword in support of the Rights of Men; yet you say, you are not in Arms as an American, nor in pursuit of Riches. If you are not in Arms as an American, I do not understand in what character you act: & unless you have an American Commission, I doubt the Laws of the War & of Nations would not be very favourable to you as a Citizen of the World: which however ought to be a very honourable character, & you will do well to endeavour to act up to the humanity & honour of it. Consider then Sir the impropriety & danger to the common Interests & happiness of Society in your departing from the established & usual practices of Modern War. Nothing does more honour to Mankind than the generous humanity & mildness introduced in War of late Ages through all the best civilized parts of Europe; & its violation is always disapproved of, & generally resented by the Ministers of every

State: I am therefore persuaded that neither the French Government nor the Congress would have countenanced your carrying me off; nor would have permitted me to be detain'd. Their own Coasts are as much exposed to such enterprises as ours, & they will not wish to introduce such things into the Practice of War as can have no effect upon the great & general operations of it, but would only add to its calamities.—It was certainly fortunate both for Lady Selkirk & me that I was from home: & it was also fortunate for you Sir that your officers & Men behaved well; for had any of my Family suffer'd outrage murder or violence, no quarter of the Globe should have secured you, nor even some of those under whose commission you act from my vengeance.

But Sir I am happy that their wellfare enables me to inform you, that the orders you mention in your letter were punctually obey'd by your two officers & their Men, who in every respect behaved as well as could be expected on such an occasion. All the Men remain'd on the outside of the house, were civil, & did no injury; the two officers alone came within, & behaved with civility: & we were all sorry to hear afterwards that the younger officer in Green Uniform was killed in your engagement with the *Drake*, for he in particular shew'd so much civility; & so apparent a dislike at the business he was then on, that it is surprising how he should have been one of the proposers of it.—² What you mention is certainly so, that some of the Plate was left; but this was contrary to Lady Selkirks intention & to her orders, but happend partly by accident, confusion, and hurry; & partly by the improper inclinations of some Servants, for which they were severely reprimand'd afterwards. So much was it contrary to Lady Selkirks intention, that she having met a Servant carrying some Plate out of the way, order'd it instantly to be taken back, & given up: & indeed her giving the Inventory along with it, tho not asked for, proves that she meant it all to go: as the Inventory could only serve to shew what she would not have inclined to be known, had she intended or believed any was left: & indeed had your Officers taken time to examine it, they would have got all by means of the Inventory, but the only thing they observed wanting was a Tea pot & Coffee Pot, & on mentioning it the Servant immediately brought them.—This circumstance however proves also what I have pleasure in acknowledging, that your two Officers obey'd your orders in making no search: for which Sir you are intitled to our thanks, & I most willingly give it.—Tho you say nothing improper about what was left; nor can Lady Selkirk be at all thought accountable for it, yet she chooses these things to be mention'd, as she said to your officers, she believed it was all deliver'd; & she now would be sorry if any person whatever should believe her capable of deceit.—The little Plate that was left will seem greater by the Inventory than it is in reality: of the six candlesticks left, two pair are of a very small old fashion'd kind, that belonged to Lady Selkirks Grand Mother, & are not one third of the weight of those now in fashion: the other two are little flat trifles made exceeding small for the purpose of standing in Cabinets for sealing letters: the Tea Spoons & also some spoons of an inferiour make used at the housekeepers table by not being keep in the Butlers Pantry were forgot; together with some other very small things of little value: all the large things left were of the Brimingham plated kind:—

Your genteel offer Sir of returning the Plate is very polite, but at the same time neither Lady Selkirk nor I can think of accepting of it, as you must purchase it you say for that purpose: but if your delicacy makes you unwilling to keep that share of its value which as Captain you are intitled to without purchasing, I would in that case wish that part to be given to those private men who were on the Party; as an encouragement for their good behaviour.—You Sir are intitled to what is more honourable, viz the

Praise of having your men under good Discipline: which on all occasions I take care to make known.—

There is one thing not so agreeable, as it must put me to considerable inconvenience; it seems the people you sent away from the *Ranger* after taking the *Drake* have reported, that you had said,—“you were still determined to take me Prisoner; & would do so within a few months.”

As to my personal danger I have no apprehension about it; but Justice to my Wife & Children makes it necessary to remove myself & family to a more inland situation. Thus your ill judged & useless intentions whilst it can do no good to you, nor be of any service to those in captivity, serves only to deprive my family & me of the pleasure of our Country Residence.—Were there anything in my Power for the procuring an exchange of Prisoners,—God knows I would most willingly do it, for I all along thought the refusing it, both an unjust & impolitic measure; & which I still think will prove useless, & must be departed from.

Tho your letter is wrote like a man who means well, & who wishes to be considered as a man of honour, yet some people in this Country who say they know you, (tho I do not think it is certain that you are the person they mean,) laugh at your saying you are not in pursuit of Riches, & at your intention of taking me for the purpose of procuring a general exchange of Prisoners: they say your design must have been a Ransom, & that your offer of returning the Plate is only a snare to put me off my guard. But as I chanced to be intirely ignorant of you & of your character till your enterprise on the 23^d of April, I have therefore nothing certain to judge by but your behaviour then & since; & as that has in so far as regarded my family been genteel, & tho your intention of taking me was certainly absurd, yet as it was so from mistake, I therefore will not allow myself to think with these people, that a man who professes honourable sentiments, & is acting under an honourable commission for what he thinks is supporting the Rights of Mankind, would for the sake of a pitiful Ransom degrade himself to the low & vile character of a Barbary Pirate: which would be the case, if those people were right in the opinion they give; but I choose to judge more favourably of you, & am Sir [&c.]

Selkirk

L, Sir David Hope-Dunbar, Bt., Kirkcudbright, Scotland, 1986. Addressed below close: “To Cap^t/Jn^o. P: Jones of the *Ranger* Privateer.” Jones never received this letter. The Postmaster General, Francis Dashwood, Lord Le Despencer, returned this letter to Selkirk refusing to forward it to “such a Rascal and Rebel as Jones.” Lord Le Despencer to the Earl of Selkirk, 22 June 1778, Sir David Hope-Dunbar, Bt., Kirkcudbright, Scotland, 1986.

1. See Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May 1778, in *NDAR* 12: 675–76.

2. The officer was Samuel Wallingford, a lieutenant in the Continental Marines. The other American officer who accompanied the raiding party and is said to have been its driving force was David Cullam, the master of *Ranger*. Morison, *Jones*, 144–46.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
SECOND MATE NICHOLAS EASTON GARDNER, CONTINENTAL NAVY

Sir

Nantes June 9. 1778—

I received yours yesterday¹ and am very glad to hear of your safe Arrival I would have you lay where you are while you hear further from me or the Continental Agent from this place, who with me will determine what to do with the Prize² Get M^r Luther to

supply you with fresh Provisions, we are all well on board;³ M^r Edmunds and M^r Brown Run away with the ships Boat the night they got into Guernsy have arrived here and are got on board⁴ Find your people good Provision And advise them to be Contented I will send for them and you as soon as the Prize is sold which will be as soon as I hear from Paris—Let the Gentleman live on board or come here I will do what I can for him, if there are any other Englishmen who may be in that Quarter and want to get mony advise them to Come on board I shall be Ready to Sail in about four Weeks my Compliments to M^r Luther and all enquiring Gentlemen we have no remarkable news at this place, Remember me to your people and assure them I am extremely glad they are well so Conclude Your humble serv^t

A Whipple

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "M^r Nicholass E Gardner. Isle Rhé on board Prize Brig." Notation in margin: "A W/to/N E G/June 9th 78."

1. See Gardner to Whipple, 4 June, above.

2. Jean-Daniel Schweighauser was the Continental agent at Nantes; the prize was brig *Lord Grosvenor*.

3. John Luther was a principal in Fairholme & Luther, a merchant firm at St. Martin, Île de Ré.

4. On the escape of Midshipmen Robert Edmunds and Philip Brown, who had been captured while serving as part of the prize crew in the brig *Lord Grosvenor*, see Capt. Philip Winter Jr., to Capt. Abraham Whipple, 3 June, above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Isle D^e: Dieu, France*]

[June] 9 At 11 pm a Lugger came along side, when discovering our Guns, they plied their Oars and got off.

D, DLC, Journal of Lieutenant William Jennison, p. 9.

CAPTAIN RICHARD PALMES, CONTINENTAL MARINES, TO
LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

Copy of Orders given to William Jennison Lieu^t of Marines—June 9. 1778.—

As it is essentially necessary We guard against all possible Apprehensions of Danger, I in future shall expect that the Serjeants & Corporals of Marines be very particular in keeping a vigilant & cautious Watch whenever they have any Centinels under their more immediate Eye, and whenever All hands are called to Quarters, they are to muster all the Marines on the Quarter Deck, there to await further Orders.—

As soon as they are paraded, the Serjeants of each Division, are to apply for the keys of the Arm chest—in order that each man may be supplied with a Gun & Cartridge Box filled with Cartridges, or any other proper Weapon for Defence—

After they are supplied with their Armour, they are to be paraded, & marched to their particular Quarters, there to be kept as closely covered from the Sight of the Enemy as possible—

No one is allowed to speak, but the officers Commanding, or the Serjeants, or in their Absence, the Corporal, are most particularly to see that every man's Gun, & other Accoutrements are in the best order possible.—

If any thing should be wanted, they are immediately to inform the Commanding Officer therewith—

The Serjeants & Corporals are to parade with the Main Body as soon as in Gun Shot of the Enemy—

After an Engagement, or otherwise—Every man is to return his Gun in as good Order as when delivered to him—during the time from being called to Quarters & engaging, every man is to pick Oakum sufficient to clean his Gun—

No man whether Officer or private, is suffered to desert the post assigned him, but in case he attempts to run, or fly from his Colours he is to be shot upon the Spot, wherefore I hope, as the Caution is now given, None will attempt to be in the least disconcerted or disheartened, but Act worthy of the Glorious Cause in which they are Engaged.

Given under my hand on board of the
Boston June 9. 1778¹

Richard Palmes Cap^t

Copy, DLC, Journal of Lieutenant William Jennison.

1. Continental frigate *Boston*, Capt. Samuel Tucker, commander, had sailed from Bordeaux on 6 June for a short cruise in the waters off France. See Tucker to the American Commissioners in France, 3 July, below.

June 10

LLOYD'S EVENING POST, MONDAY, JUNE 8, TO WEDNESDAY, JUNE 10, 1778

LONDON.

The *Carolina Packet*, M'Cullan, from Corke to New York,¹ is taken near Egg-Harbour, within a few leagues of New York, by a rowboat privateer.

1. Brig *Carolina Packet*, William M'Cullam, master, 130 tons, a single-deck brig, built in New York in 1768 and owned by McDaniel. *Lloyd's Register of Ships, 1777–1778*. It was captured in late March or early April by sloop *Scorpion*, John Brooks, commander. *Minutes of the Council of Safety of the State of New Jersey*. (Jersey City, N.J., 1872), pp. 221–23. In a letter of 6 Apr. to Gen. George Washington, Col. Israel Shreve reported that the *Carolina Packet's* cargo, consisting of “200 Barrels of Beef, 50 of pork, upwards of 2000 firkins Rose Butter, 51 peices of Linnin,” had been purchased for use by the Continental Army. DLC, George Washington Papers, Series 4.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

10th. By Mr. Sorrey¹ we Learn we are to be Exchanged for English Prisoners in France, we all pray for it—

10th of June this Day the L. Prison was in a Great Uproar, Accation'd by two or three Drunken fellows who Disguised as often as they can get beer which is Every Donation Day² this Day One Drawed his Knife unpon some Struck & Abused Others. Accordingly those Abused Enter'd a Complaint to the Agent,³ who, by the Desire of the principle part of the Prisoners was Order'd to the B[*lack*]. hole & put in Irons it was W^m. Smith Who to be Reveng'd Inform'd of a Bar in a Window that was cut off in Order to get out at; which was made fast again—

D, MeHi, Jonathan Haskins Journal.

1. Miles Saurey was the assistant to Deacon Robert Heath. These two men provided spiritual solace

and relief for the prisoners at Mill Prison. Cohen, *Yankee Sailors in British Gaols*, 116–17.

2. This was the periodic distribution of a share of the almost £4,000 raised in England in Dec. 1777 and Jan. 1778 for prisoner relief. *Ibid.*, 115–16.

3. William Cowdry, who supervised Mill Prison. The prisoners also complained to Dr. Walter Farquharson, a member of the Commission for Sick and Hurt Seamen that oversaw the prisons, during an inspection visit by Farquharson. That complaint was relayed to the Lords Commissioners of the Admiralty who, on 19 June, ordered that the knife-wielding prisoner be confined “to prevent his doing any Mischief to the other Prisoners.” Philip Stephens to the Commission for Sick and Hurt Seamen, 19 June 1778, UkGrNMM, Adm/M/404.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Ranger Brest 10th. June 1778

One of the Prizes taken last Winter by the *Ranger*¹ Arrived at Bordeaux and was I understand Sold by Mess^{rs}. S & J. H Delap.—² On my return to Nantes from Paris I wrote to that House requesting that the Captors part of that Prize might be Immediately remitted to M^r Williams of Nantes So that a division might be made before the departure of the *Ranger*—that House hath paid no Attention to my request nor even Condescended to Answer my letter—therefore to remove the Uneasiness of my Officers and Men I beg the favor of you to give Orders that the Captors part may be forthwith remitted agreeable to my first Intentions.—³ I have the Honor [&c.]

Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 25. Addressed below close: “Their Excellencies/the American Plenipotentiaries/at the Court of France.” Docketed, “Capt^o. Jones./10 June 78—.”

1. Brigantine *George*, bound from Malaga to England with a cargo of fruit.

2. The merchant firm of Samuel and Jean-Hans Delap.

3. The commissioners wrote the Delaps on 24 June requesting an accounting and enclosed a copy of Jones’s letter. Their letter produced results. On 16 July, Jonathan Williams Jr., informed the commissioners that he had received the prize money from the firm and had so informed the officers and crew of the *Ranger*. PPAmp, Benjamin Franklin Papers, vol. 37, no. 158. In an August entry in his accounts, Williams gave the prize money amount as 11,845 livres. *Benjamin Franklin Papers* 26: 678n.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JAMES WARREN

Honor’d Sir

Brest 10th June 1778.—

Inclosed you have the particulars of my late Expedition and in confidence I also Communicate to you the within papers respecting the internal Situation of the *Ranger*—¹ perhaps Lieutenant Simpson may appear in America before I do—If so he will be under Suspension until Called upon to meet me face to face before a Court Martial—I leave it to your Judgment to Communicate these papers or not to such persons as you think proper at the same time the Gentlemen who are your Colleagues will not I hope take offence at not being particularly Included in the address of this Letter as I have not the Honor of their personal Acquaintance—² I have the Honor to be [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 44–45. Addressed below close: “The Hon^{ble}: Gen^l Warren.”

1. The enclosures have not been found, but Jones’s “particulars” of his “late Expedition” are in his letter to American Commissioners in France of 27 May, NDAR 12: 755–61.

2. Warren’s “Colleagues” were the other members of the Continental Navy Board of the Eastern Department.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO GEORGE CROSS

By John Paul Jones Esq^r: Captain in the American Navy Commanding the Ship of War *Ranger*.—

As you have expressed a Strong inclination and desire to proceed forthwith to America.—and as you have declared yourself Willing and duly qualified to take charge as Pilot for the Coast of America of the Vessell wherein you take passage—You are hereby directed to hold yourself in readiness to proceed at a Minutes warning in the¹

The Public trust which is now reposed in you is of such a nature as will require the utmost attention when you approach the Coast.—You will Consult with the Master of the Vessell respecting the Port which you are to enter—and unless he is otherwise directed I would advise you to enter into the first safe and Convenient port within the United States.—

On your safe arrival you will produce this my Authority to the Navy Board, Committee or Continental Agent—which will intitle you to a reward in proportion to the merits of your Service—As the American Plenipotentiaries request me to send on this Service a person every way Qualified I have made choice of you, for which this Shall be your Order—²

Given on board the *Rangers* Prize the Ship of War *Drake* at Brest the 10th day of June 1778.—

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 44. Addressed below close: “To M^r Geo. Cross.”

1. Left blank in the manuscript.

2. See the American Commissioners in France to Jones, 23 May, *NDAR* 12: 743–44.

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY, TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

I Lieutenant Thomas Simpson of the American Navy—now under Suspension and Arrest for disobedience of Written Orders from Captain John Paul Jones—do hereby promise on my Parole of Honor that being at my particular request released from my present Arrest—I will consider myself as under Suspension Until I am called upon to meet Captain Jones Face to Face before a Court Martial—Unless Captain Jones should in the meantime release me also from this my Parole.¹

Brest June 10th. 1778.

Signed Thom Simpson

(Copy)

NB the Original remains in the hands of Captain Jones.

Copy, NHpR, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 79.

1. On 4 July, Jones offered to release Simpson from his parole and turn over command of *Ranger* to him. See Jones to the American Commissioners in France, 4 July, below.

AMERICAN COMMISSIONERS IN FRANCE TO JEAN-DANIEL SCHWEIGHAUSER

(Copy)

Sir,

Passi June 10th. 1778.

We have received your Letter of the fourth instant,¹ and in Answer to it We beg

leave to say, that We approve of your Refusal of the twelve hundred Livres to M^r. William Morris, and for the future We expect that you pursue the same Line of Conduct and advance Money to no person whatsoever upon our Account, or in Expectation that We shall repay it, without our express Order.

You are not entitled to pay any Captains Orders or Bills, upon any occasion whatsoever, without our previous Instructions. Goods, not Money, are to be provided for the Captains, and these Goods are to extend no farther than necessary Repairs of their Ships, necessary Victuals for their Companies, and one Suit of Cloaths for each person to be delivered to the Captain or such Officer as he shall direct, to be delivered to the People as they shall want, and charged to the Individuals on the Ships Books that they may be deducted out of their pay.—

As to the prize,² if She should arrive, you will dispose of her, in Concert with Cap^t. Whipple, as you and he shall think best for the Interest of the public & the Captors.

M^r. Monthieu,³ has offered Us the *Flammand* to go to America upon freight, to carry the Goods which We have now on Hand. We desire You to inform Us, what Freight We ought to give for this Ship that We may know whether it is for the public Interest to hire this Vessel or not.⁴ We have the Honor to be &c

PS. Captain Jones's Expences to and from Paris you will please to pay and charge to the public Account.⁵

Copy, DNA, PCC, item 84, vol. 1, p. 143 (M247, roll 111). Addressed below postscript: "M^r. Schweighauer."

1. Letter not found.

2. The prize, the brig *Lord Grosvenor*, had already arrived in France.

3. Ship owner Jean-Joseph Carié de Montieu.

4. Schweighauer's reply has not been found, but it appears that the ship *Flamand* was not contracted for at this time.

5. The editors of the *Adams Papers* argue persuasively that this postscript concerning John Paul Jones does not belong with this letter but was probably attached to the American Commissioners in France to Schweighauer, 23 June, below. *Adams Papers* 6: 198.

AMERICAN COMMISSIONERS IN FRANCE TO ANY CAPTAIN BOUND TO AMERICA

(Copy)

To any Captain bound to America
Sir,

Passy June 10th. 1778—

Advices from London of the 5th. of June, mention that the Squadron under Admiral Byron, which sailed from Portsmouth the 20th. of May had put into Plymouth the 27th. and still continued there: And that Orders had been sent down to that Squadron, not to proceed at present to America, as had been intended.¹ Of this you will be pleased to inform those whom it may concern. We are &c^{ca}.

Copy, DNA, PCC, item 84, vol. 1, p. 143 (M247, roll 111).

1. Byron had been issued new orders directing him to sail immediately with his fleet to North America. Lords Commissioners of the Admiralty to Vice Adm. John Byron, 5 June, above.

BENJAMIN FRANKLIN TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir,

Passy, June 10. 1778

I received yours of the first Inst. with the Papers enclosed, which I have shewn to the other Commissioners, but have not yet had their Opinion of them.¹ I only know

that they had before, (in Consideration of the Disposition & Uneasiness of your People) expressed an Inclination to order your Ship directly back to America. You will judge from what follows whether it would not be advisable for you to propose their sending her back with her People & under some other Command. In consequence of the high Opinion the Minister of the Marine² has of your Conduct and Bravery, It is now settled [observe that this is to be a Secret between Us, I being expressly enjoined not to communicate it to any other Person, not even to the other Gentlemen]³ that you are to have the Frigate from Holland, which actually belongs to Government, and will be furnished with as many good French Seamen as you shall require.⁴ But you are to act under Congress Commission. As you may like to have a Number of Americans, and your own are homesick, it is proposed to give you as many as you can engage out of two hundred Prisoners which the Ministry of Britain have at length agreed to give us in Exchange for those you have in your Hands. They propose to make the Exchange at Calais, where they are to bring the Americans. Nothing is wanting to this but a List of yours, containing their Names and Rank; immediately on the Receipt of which an equal Number, are to be prepared and sent in a Ship to that Port, where yours are to meet them. Pray send this List by the Return of the Post if possible.⁵ If by this means you can get a good new Crew, I think it will be best that you are quite free of the old; for a Mixture might introduce the Infection of that Sickness you complain of.⁶ But this may be left to your Discretion.

Perhaps we shall join you with the *Providence*, Capt. Whipple, a new Continental ship of 30 Guns, which in coming out of the River of Providence gave the two Frigates that were posted to intercept her, each of them so heavy a Dose of her 18 & 12 Pounders, that they had not the Courage, or were not able to pursue her.⁷ The *Boston* is supposed to be gone from Bordeaux.

It seems to be desired⁸ that you should step up to Versailles (where one⁹ will meet you) in order to [reach] such a settlement of Matters and Plans, with those who have the Direction, as cannot well be done by Letter. I wish it may be convenient to you to do it directly.

The Project of giving you the Command of this Ship, pleases me the more, as it is a probable Opening to the higher Preferment you so justly merit. I have the Honour to be [&c.]

B Franklin

L, DNA, PCC, item 82, vol. 1, pp. 71–76 (M247, roll 108). Addressed: “To the honourable/John Paul Jones Esq/ Commander of the Ship of/War, the *Ranger*, belonging to/the United States of America/Brest.” Docketed: “from His Excellency D^r Franklin/Passy June 10th 1778/Rec^d. Passy June 20th 1778/N^o. 5.”

1. In a letter of this date to Jones, the commissioners wrote that they had received Jones’s account of “the Disagreement among your Ships Company” and would give him their “Opinion soon.” DLC, Papers of Robert Morris.

2. The French Minister of the Marine was Gabriel de Sartine.

3. The brackets were in the original. The “other Gentlemen” were Franklin’s fellow commissioners, Arthur Lee and John Adams. The editors of the Franklin Papers have surmised that Franklin’s decision to keep the matter secret from the other commissioners was at the behest of Sartine because the French court distrusted Arthur Lee so much.

4. The frigate was *Indien*.

5. In their letter to Jones of this date, the Commissioners formally requested a return of the prisoners. DLC, Papers of Robert Morris. Jones responded by instructing his clerk to prepare a list (Jones to James Gooch Jr., 18 June, below). The list of prisoners prepared by Gooch is in the collections of PHI.

6. Jones’s comment about the “homesickness” affecting the crew of *Ranger* is in his letter to Franklin of June (no day), above, at the beginning of the June European Theater documents.

7. On the escape of the Continental Navy frigate *Providence*, see Capt. Abraham Whipple to Jones, 31 May, in *NDAR* 12: 787.

8. In the draft of this letter, the phrase “by those concern’d in your future Ship” is inserted here. DLC, Benjamin Franklin Papers.

9. The symbol + has been written as a superscript over the word “one” and in the left margin, in a different hand is a corresponding + and the words, “The Prince De Nassau.” As seen by the docketing, Jones had left for Paris before he received Franklin’s letter.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Isle D^e Dieu, France*]

[June] 10 M^r. Snowden a Midshipman was confined to his Cabin—

D, DLC, Journal of Lieutenant William Jennison, p. 9.

June 11

“EXTRACT OF A LETTER FROM ABERDEEN [SCOTLAND], DATED JUNE 11.”

“This morning an American privateer, of about 14 guns and 120 men, appeared in the Bay. The alarm was instantly spread. Mr. Leigh, formerly a Captain in the 64th regiment of foot, and who commanded one of the divisions of the volunteer battalions, marched down to the Castle-hill, from thence he went down to the Beach, and was joined by Mr. Watson, who commands another division. Capt. Mackenzie, with 35 regulars who are quartered in the town, also joined them; in the whole making 235 men. Mr. D. Morice, who commands another division, with Mr. Pocock, remained in the town as a reserve. The Privateer weighed anchor about eight o’clock, and hoisted thirteen stripes; set in for the shore, and fired a gun. They anchored again about three quarters of a mile from the shore, and remained in that position till near nine, when they fired another gun and weighed anchor again, and came within gunshot. In this position they remained another hour without taking notice of any thing; but while the volunteers on the beach were busied in staring about them, they fired such a broadside that made them all tremble. The volunteers lost six men, and 10 wounded. Mr. --- was killed; upon which Capt. Mackenzie took the command, and saluted the rebels with a fine discharge, which killed five men, and wounded two. The firing lasted exactly fifteen minutes; the Aberdeen’s men losing in the whole 20 men killed and 15 wounded. About 11 seeing it in vain to land, the Privateer sheered off. God knows what we shall do, but the dead carcasses frighten the People more than the Privateer. However, we are not afraid of her coming again, as she lost between 30 and 40 killed and wounded.”

Williamson’s Liverpool Advertiser, 26 June 1778.

PAROLE OF ANDREW FALLON

I Andrew Fallon Gentleman lately taken Prisoner of War in the Brigantine *Dolphin* bound from Ostend for Ireland by the American Ship of War *Ranger* Commanded by John Paul Jones Esq^r and being this day at my particular request released from Confinement, do hereby promise on my Parole of Honor that I will not communicate, by

any means whatsoever, any Intelligence respecting the affairs of the United States of America nor will I bear Arms nor take any part whatsoever against the States of America during the present War.—And I also promise on my Parole of Honor that I will Surrender myself an immediate Prisoner of War whenever called upon by Congress or by the Ministers at Paris.¹

Andrew Fallon

On board the *Rangers Prize* the British Ship of War *Drake* Brest 11th June 1778.—

DS, PU, Benjamin Franklin Papers, vol. 10.

1. For background on this parole, see American Commissioners in France to Capt. John Paul Jones, 3 June, above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, at sea, off France]

[June] 11 Made the Isle D^c Groa¹ & barely cleared it—At 1 pm came to Anchor off Le'Orient.

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. That is, Île de Groix.

June 12

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE, FRIDAY, JUNE 12, 1778

The *Mersey*, Capt. Gibbons,¹ of this port, with a fleet of transports from Cork, arrived at Philadelphia the 6th of May. The *Mersey* took in her passage, a schooner bound to Boston, loaded with coffee, molasses, &c. and carried her into Philadelphia². . . .

The *Hunter* Privateer³ has taken the first Privateer Captain Cunningham had, laden with a great quantity of ammunition, bound to Boston.⁴

1. Ship *Mersey*, Capt. W. Gibbons, commander, 900 tons burthen and carrying 24 guns, built in 1770, owned by Whitaker & Co. *Lloyd's Register of Ships, 1777–1778*.

2. The prize has not been further identified.

3. Probably brig *Hunter*, Capt. J. Hine, commander, 180 tons burthen, carrying six 4-pounders and four 3-pounders, built in New York in 1772, owned by J. Noble. *Lloyd's Register of Ships, 1777–1778*.

4. Capt. Gustavus Conyngham's "first Privateer" was the Continental Navy lugger *Surprize*. It was reportedly sold to a French merchant in 1777. See Lord Stormont to Lord Weymouth, 30 July 1777, in *NDAR* 9: 541.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, at sea, off France]

[June] 12 This Afternoon M^r Snowden was ordered to his Duty—

D, DLC, Journal of Lieutenant William Jennison, p. 9.

GABRIEL DE SARTINE TO THE AMERICAN COMMISSIONERS IN FRANCE

A Versailles le 12 juin 1778.

Par votre Lettre du 14. du mois dernier,¹ Messieurs, vous me temoignés craindre qu'on ne mette en liberté les prisonniers qui se trouvent à Bord d'un Batiment que le Capitaine Jones a conduit à Brest. vous fondés vos craintes sur une opinion que les prisonniers d'une Nation avec la quelle La France n'est point en guerre, amenés dans les Ports de France par une autre puissance, ne peuvent pas être detenus par les Capteurs, mais qu'ils sont libres aussitôt qu'ils sont aménés; et vous me demandés mon sentiment à cet égard. il est vrai que des armateurs américains voulant mettre à terre dans nos Ports leurs prisonniers Anglois pour les y detenir, on ne pourroit le permettre, parce que ce seroit de la part de la france, en les y recevant, rompre la neutralité, et faire un acte contraire aux principes du droit des Gens. il est pourroit être de même pour des prisonniers qu'on voudroit detenir à Bord d'un Vaisseau admis dans un de nos Ports; c'est à dire dans un Port interieur: car si c'étoit des Batiments qui se trouvaissent en Rade, ou sous la protection de quelque Batterie, ou dans un Port exterieur, suivant les mêmes principes du droit des Gens, il me paroitrait qu'il n'y auroit dans ce cas de motif à relâcher des prisonniers qui seroient à Bord, qu'autant que les d. Batiments auroient été pris sur les Côtes ou dans les Rivieres de la france. C'est sous le point de vûe de ces differents circonstances que paroitrait devoir être envisagée la question de savoir si des prisonniers d'une Nation avec la quelle la france n'est point a guerre, qui sont amenés dans les Ports de france, peuvent, ou non, y être detenus. J'ai l'honneur d'être [&c.]

de sartine

[Translation]

Versailles, 12 June 1778

By your letter of the 14th of last month,¹ Gentlemen, you tell me of your fear that the prisoners on board the Ship that Captain Jones brought into Brest will be set free. You base your fear on an opinion that prisoners of a Nation with which France is not at war, brought into the Ports of France by another power, may not be detained by the Captors, but that they are free as soon as they are brought in; and you request my sentiment in this regard. It is true that some American privateer captains want to set on land in our Ports their English prisoners in order to detain them there, this cannot be permitted, since that would be on the part of France, in receiving them, to break its neutrality, and to perform an act contrary to the law of Nations. This would be the same for any prisoners one might want to detain on Board a Ship admitted into one of our ports; that is to say, in an interior Port: for if it were Ships that were in the Roads, or under the protection of a Battery, or in an exterior Port, according to the same principles of the law of Nations, it seems to me that there would be in that case no reason to free any prisoners that were on Board, that as much as the aforementioned Ships would have been taken on the Coasts or in the Rivers of France. It is from the point of view of these different circumstances that one must consider the question of knowing if prisoners of a Nation with which France is not at war, that are brought into the Ports of France, may or may not be detained there. I have the honor to be [&c.]

de sartine

L'amérique Septentrionale"; translation: "Messieurs the Deputies of the United States of North America."

1. American Commissioners in France to Gabriel de Sartine, 14 May, in *NDAR* 12: 694–95.

June 13

KING GEORGE III TO THE EARL OF SANDWICH

Kew, 13 June 1778, 40 m. past 6 P.M.

Perhaps from no great expectations of prosperous events in North America, I am rather pleased at the little success obtained by the expedition to destroy the vessels in the Delaware.¹ Had that mode been more adopted during the contest, it must have greatly distressed the rebels and prevented their taking the number of ships with valuable cargoes which enabled them to continue their unjustifiable measures.

I trust our next accounts from Keppel² will be from Cawsand Bay or Torbay.³

Sandwich Papers 2: 295.

1. On this raid against American shipping in the Delaware River, see Philemon Dickinson to George Washington, 9 May; Report of Capt. John Henry, 10 May; and Report of Maj. the Hon. John Maitland, 11 May 1778. *NDAR* 12: 308–10, 321–22, and 331.

2. Adm. the Honorable Augustus Keppel.

3. Cawsand Bay is in Cornwall; Torbay is in southwestern England. From these anchorages, it was hoped, Keppel's fleet would be in position to intercept d'Estaing's fleet on its passage to North America.

SAMUEL SMITH, JR., TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Dear Sir

Nantes June 13th 1778—

At parting from Nantes you requested of me if any Men should Offer themselves to send them down to the Frigate. With this Letter you will recieve four Seamen as they tell me, but [I find?] them in debt Francois Leonard 83 Livers & Charles Scott 65 Livres for their board & Lodging, the other two not being there at the time of writing this Letter I cannot inform you what they do owe.

I have been to their Landlady and satisfied her so far that if the Men go on board the Frigate I make no doubt that you will pay the Money but believe she has an inclination to enter likewise as they all go down together.

if any more should offer will do myself the pleasure of recommending Captain Whipple & the *Providence* Frigate wait for the pleasure of seeing you at Nantes, my Compliments to your Gen Officers unboard though unknown to me & remain with pleasure [&c.]

Samuel Smith Jun^r

LB, MiU-C, Abraham Whipple Papers. Addressed below signature: "To Abraham Whipple Esq^r." Notation in margin: "S.S./to/A W/June 13."

June 14 (Sunday)

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

14th. Munday The Rev^d. M^r. Heath¹ has Return'd from London, & Yesterday was here to see us, he gave in a few Books, but says he Learns that we pay but Little Regard to

the Sabbath which is too true; For Many spend their time in Bawdry Obsene Discourse profanely Cursing & Damning their Eyes & Odd Joints, & Blaspheming their Maker Continually, a most Desagreeable place for a Religious Person to be Confined in

D, MeHi, Jonathan Haskins Journal.

1. Deacon Robert Heath, a Calvinist Methodist, who with his assistant Miles Saurey provided spiritual solace and relief for the prisoners at Mill Prison. Cohen, *Yankee Sailors*, pp. 79–83, 116–17.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Paimbeuf Onboard Contin Frig.

Providence June 14 1778

Dear Sir

I have to Acknowledge the honour of your kind & Polite Letter with my warmest thanks for your Congratulations on my safe arrival and with peculiar Sentiments of pleasure, think myself very happy that you received the first acknowledgements of Freedoms flag from the french fleet¹ nothing makes me feel so glad as distinctions paid to the United Colours but more especially when my Friend Captain Jones first made the Demand of so grand a Nation as France, and taught them from his Courage & Address to Respect the American Navy—

I should have gone into Brest and was determined for there but spoke in Longitude 50W—with a french Ship from Nantes bound for America laden with Continental Stores which informed me that there was Cruizing off Brest four 74 Gun Ships and Advised me by all means to go into Nantes—I should have gone into Brest to have made a berth together—My Officers are M^r Jonathan Pitcher 1st L^t, M^r Silas Devol 2^d L^t M^r Patrick Fletcher 3^d L^t—M^r Geo Goodwine Master, M^r William Hopkins acting Lieutenant M^r Benjamin Ingraham Gunner and the only Man who is saved from the gallant Capt Weeks Crew M^r Nathan Jaquays is my Cook—² Six Good Midshipmen—Four Good Mates, my Boatswain & Carpenter nothing to boast of—as to the Agreeable Widow she was in perfect health, the Lady in the middle of the town had the pleasure of seeing three Days before I saild at a Ball wh^c was given in Consequence of the News that France & Spain had declared us independent she was then well & all family³ Jabez Bowen Esq^r is Chosen Deputy Governor—M^{rs} Whipple and M^{rs} Hopkins are well:⁴ The *Warren* got out safe and is at Boston getting manned I believe for France—⁵ The *Columbus* was burnt coming out⁶ the *Raleigh* is Arrived—the *Alfred* is taken to windward of Desidea, it is frankly reported that Captⁿ Hinman was basely deserted by Captain Tomson—and that Captain Tomson is a Coward and will not fight as both the Continental Frigates were together and the two Ships who took Captⁿ Hinman was not equal the force of both—however I do not pretend to assert it for truth altho warmly talkd of—⁷ Captⁿ M^cNeal was suspended, Capt Manly just exchanged and got hom Rho Island had not had his tryal;⁸ As to the Commander in Chief was suspended before that you left home and has since been broke without Tryal—⁹ there are two thirty Six Gun Frigates near launching in the New England States & three more to the Southward there are many more setting up. There is only two 74^s set up & it will be cold weather before they are Launched—¹⁰

As to the Armies they had not taken the field when left home, all your friends in America are well if you breathe wishes of happiness for them, think how many there are breathing wishes for you Capt Biddle was blown up off Barbadoes only four

saved;¹¹ My best Compliments to your Officers. M^r Pitcher & M^r Hopkins desire to be Respectfully remembered as they have both had the honour of sailing with you—Pray be so Obliging as to write me every opportunity & my warmest wishes are for your health & happiness remain^g with the greatest Pleasure [&c.]

A Whipple

LB, MiU-C, Abraham Whipple Papers. In the left margin: “A W/to/P.I^r/June 14.”

1. See Jones to Whipple, 6 June, above.
2. Continental Navy ship *Reprisal*, commanded by Capt. Lambert Wickes, had foundered in a storm off Newfoundland on 1 Oct. 1777 with the loss of the entire crew, save Jaquays.
3. Neither the “Agreeable Widow” nor “the Lady in the middle of the town” has been further identified.
4. That is, Sarah Hopkins Whipple and Desire Burroughs Hopkins, the wife of Esek Hopkins, the former commander in chief of the Continental Navy, who is discussed later in this letter. Sarah Whipple was Esek Hopkins’s sister. *DAB*.
5. On the escape of Continental frigate *Warren* from Providence, Rhode Island, past a British fleet anchored at Newport, see Memoir of Elias Ware, 16 Feb. 1778. *NDAR* 11: 355–56.
6. On the destruction of Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander, which was forced ashore near Point Judith, Rhode Island, see Capt. Alan Gardner, R.N., to Capt. Walter Griffith, R.N., 28 Mar. 1778. *NDAR* 11: 816–17.
7. Capt. Thomas Thompson, who commanded Continental Navy frigate *Raleigh* when Capt. Elisha Hinman and the Continental Navy ship *Alfred* were captured, was later court-martialed. See Capt. Thomas Thompson to William Whipple, 8 July.
8. On Capt. Hector McNeill’s court-martial, see Sentence of Court-Martial of Capt. Hector McNeill, Continental Navy, 24 June, above; on Capt. John Manley’s court-martial, see Court-Martial of Capt. John Manley, 13 June, above.
9. The Commander in Chief was Commo. Esek Hopkins.
10. Only the two frigates building in New England, *Alliance* and *Confederacy*, were completed. Only one 74-gun ship, *America*, was completed and not until 1782.
11. On the destruction of Continental Navy frigate *Randolph* and the death of its captain, Nicholas Biddle, see A Letter from Charlestown, South Carolina, dated 29th March 1778. *NDAR* 11: 832–33.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Sunday June 14th. 1778

The first part of this 24 Hours attended with fresh Gales, at 5 PM spoke with a French Man from Marcelies, at 4 AM. spoke with a nother from Nantz, at 5 AM. saw two Ves-sells to the Westw^d: standing to the Northw^d: at 9 AM, saw a large Ship & a Brig to the North^d standing towards the SW. about 11 OClock, they stood for us, Supposing the Ship to be a forty Gun Ship, wore & stood to the East, after that they tacked & stood to SW. we stood after them again, they sot their Small Sails & we sot steering Sails and gave Chase after them.

Course	Dis:	x Latt ^d .	Depa ^r	Latt ^d . ☉ Obs:	xLong:	Long:in	M Dist:
SW	191	92S	92W	46:08 ^m	2 ^d :14 ^m	5 ^d :44 ^m	92Wes ^d

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 13 June to noon of 14 June, following sea time.

June 15

WARRANT AND PETTY OFFICERS OF THE CONTINENTAL NAVY SHIP *RANGER*
TO THE AMERICAN COMMISSIONERS IN FRANCE

To the hon^{ble}: the Commissioners from the united States of America—

The Petition and Remonstrance of the warrant and petit Officers on Board the Continental Ship of War *Ranger* humbly sheweth—

That Your Petitioners with a view of maintaining their Families and serving their distressed & injured Country, entred chearfully to serve on board the *Ranger* under the Command of Cap^t Jones, some for a Cruize others for twelve Months. after our signing in the entry Book against our Names by Cap^t Jones's Orders is put, and while absent from the Eastern States, which words were not in the Roll we first sign'd, at the Rendezvous (which can now be produced) none of Us may it please your honours, apprehended that we were to be deluded and deceiv'd in the manner we have been, and are like to be, We were inform'd that Cap^t Jones was a Man of Honour which to Our Sorrow we are obliged to declare from Our Own Experience, is quite the Reverse, his Government arbitrary his Temper & Treatment insufferable for the most trivial matters threatening to Shoot the Person or Persons whom he in sallies of Passion chooses to call Ignorant or Disobedient. not to recount many Instances of His Behaviour which to us & every of the Ship's Company has been and still is Disagreeable. we humbly request that Your Honours would please to take our unhappy Situation into consideration, and give Orders that We may return to America, that We may have the pleasure of providing for Our Families and serving our Country with Chearfulness; which may it please Your Honours we are sorry to inform You we never can do under the Command of Cap^t Jones.¹ and Your Petitioners as in duty bound—shall ever pray

Ranger Road of Brest
June 15th: 1778—

James Falls Gunner
Richard Wilson Boatswain
Thomas Walden Carpenter
John Seaward Maste^r Mate
William Farrant Dito
Thomas Palmer James guner mat
William Evens Boatswains mate
James Gooch Jr Capt^{ns} Clk.
Joseph Green Prize Master
Jacob Walden Steward
Edward Gale Carpenters Mate
Joel Hutchings Cooper
John Ricker Sargen
John Arney Boatswane youman
Samuel Knap Cook
Jonathan Yong Aramer
Jacob Muchmore } Quartermasters
John Jackson }
John Shapley Cockseum
John Bettenham Captains Steward
Edward Myer Boatswains Mate

Thomas Mead— Gunners youman
 Thomas Low Captain forcastle
 Petter marcom Ditto
 Thomas Beeke
 John Caverly Serjant
 John Wheeler Quarter Master
 Joseph Racklyeft

DS, PPAmp, Benjamin Franklin Papers, vol. 61, fol. 96. Addressed to the left of the signatures: "Honourable the Commissioners for the/American united States"; addressed on the cover: "Honble. Benjamin Franklin Esqr./Commissioner/for the united States of America/at Paris/To be communicated." Docketed: "Petition from/the *Rangers* Men." Stamped on cover: "BREST."

1. Captain John Paul Jones addressed the charges made here in his letter to the American Commissioners in France, 3 June, above.

CHEVALIER DE BEAUDOT DE SAINNEVILLE, LIEUTENANT COMMANDANT,
 FRENCH NAVY, TO GABRIEL DE SARTINE

Monseigneur

[*Brest, Juin 15, 1778*]

Pendant mon séjour à Boston le navire français la *Brune*, Cap^e dufresne, armé à l'orient arriva dans cette baye. Je recommandai au dit Capitaine de prendre toutes les précautions possibles pour éviter la desertion de ses matelots. il me répondit qu'il croyait que le navire quoiqu'expédié sous commission française avait été dès l'orient vendu aux Ameriquains,¹ et qu'il n'attendait pour le remettre que la ratification du conseil du país.² je ne manquai pas d'enjoindre au S^c dufresne de ne pas permettre qu'on arborât à son bord le pavillon américain qu'il ne m'en eût prévenu aussitôt pour que j'eusse le tems d'envoyer auparavant prendre tous les marins français qui composaient son équipage. il me le promit, et comme cette affaire me tenait fort au cœur, dès le lendemain, je lui envoyé un officier pour prendre copie de son rolle d'équipage et lui répéter qu'il me répondrait devant vous, monseigneur, du dernier mousse qui manquerait.

j'attendais de bonne foy la conclusion de cette affaire, lorsque deux jours après on vint m'avertir que le pavillon Ameriquain était à bord de la *brune* et que plusieurs hommes faissaient Signe qu'on les envoyât chercher. j'expédiai aussitôt ma chaloupe avec un officier qui eut ordre d'aller reclamer l'équipage français. on ne trouva à Bord aucun officier ameriquain, mais seulement anciens officiers du navire ausquels on fit cette sommation de ma part. on ne me rendit d'abord que très peu de matelots. les meilleurs que les ameriquains avaient eû le tems de débaucher s'étaient cachés. j'appris cependant que la veille l'équipage avait été sur le point de se revolter sachant qu'on voulait le livrer au étrangers.

il remit dans ma chaloupe un officier de la *brune* qui m'apporta une copie traduite de l'acception que le conseil du país faisait de ce vaisseau, annonçant que le commandement en était donné à M. Gréen Capitaine ameriquain. je me plaignis des manœuvres sourdes du Cap^e dufresne et j'insistai pour qu'on me remit la reste de l'équipage.

peu après, le Cap^e dufresne vint à mon bord pour s'excuser sur la maniere dont tout venait de se passer, et me demander conseil sur le parti qu'il avait à prendre pour ce qui était du a ses officiers et à son équipage. je lui fis des reproches sanglants d'avoir manqué tout à la fois à son devoir et à sa parole d'honneur. j'ajoutai qu'ayant

accepté lui même l'écrit par lequel le conseil venait de s'attribuer la propriété de son vaisseau il n'en était plus le maître et que le seul devoir qui lui restât à remplir était de faire payer à ses matelots ce qui pouvait leur être dû. je m'offris même de l'aider dans cette démarche, mais cet homme était tellement troublé que je ne le revis plus.

presque tous les matelots de ce navire se sont ensuite rendus successivement à mon bord et volontairement dès qu'il ont su que les américains leur promettaient beaucoup, ne les payaient point, les nourrissaient mal, et les tenaient aux fers pour s'assurer d'eux.

Le lendemain, le Cap^e Green qui était venu de France comme passager sur ce vaisseau, qui à ce que j'ai su depuis avait essayé d'en débaucher tous les matelots et qui avait peut-être compté les conserver de gré ou de force se rendit à mon bord et me témoigna qu'il serait fâché que je crusse qu'il eût voulu engager ces matelots malgré eux, que dans tous les cas possibles si j'eusse voulu les réclamer au conseil, on me les aurait rendus et que cette voie eut, selon lui, mieux convenu que d'envoyer ma chaloupe à bord. je lui répondis qu'une affaire de cette nature ne demandant pas autant d'éclat j'avais cru plus simple—de réclamer directement mes nationaux auprès des personnes chargées du commandement du vaisseau, que n'y ayant trouvé ni capitaine ni individu américain on s'était adressé aux officiers français qui dans ce moment étaient censés dépendre du conseil de la province puisqu'il venait de recevoir et d'exécuter un ordre de sa part. j'ajoutai à cela beaucoup de raisons qui parurent convaincre M. G[reen] de mon esprit de modération et de la nécessité où me mettaient nos ordonnances de me conduire comme je venais de le faire. il parut satisfait, et nous nous quittâmes bons amis.

il n'en est pas moins vrai, monseigneur, que je dois vous demander une justice exemplaire du capitaine Dufresne qui sans égard pour le pavillon du Roi, au mépris de mes recommandations et de sa parole d'honneur a été au moment de m'exposer ou à me compromettre, ou à manquer à mon devoir. il est du département de St^e malo. j'ignore dans quel tems il sera de retour en France ; mais vous en serez facilement instruit si vous desirez de l'être.

en outre des matelots de la *brune*, j'ai encore ramené onze hommes qui se sont réclamés de moi comme marins.

de la *Brune*

officiers mariniers—	5
matelots—	40
mousses—	11
Autres passagers	
officiers mariniers—	3
matelots—	7
mousses—	<u>1</u>
Total—	67

Sainneville

[Translation]

My Lord

[Brest, June 15, 1778]

During my stay at Boston the French ship *Brune*, Captain Dufresne, from L'Orient, arrived in that bay. I recommended to the said captain that he take every possible precaution to prevent the desertion of his seamen. He answered that he believed the ship, although sent under a French commission, had already been sold at L'Orient to

the Americans,¹ and that he was waiting to return only for the ratification of the council of the country.² I did not fail to enjoin Mr. Dufresne not to permit the American flag to be hoisted on his ship before he had informed me immediately so that I would have time previously to retrieve all the French sailors who made up her crew. This he promised me, and as this affair concerned me greatly, the next day I sent to him an officer to take a copy of his muster roll and he repeated that he would answer to me before you, My Lord, for the last ship's boy who would be missing.

I waited with good faith for the conclusion of this affair, when two days later I was alerted that the American flag was on board the *Brune* and that several men beckoned that they be sent for. I immediately dispatched my ship's boat with an officer who had orders to reclaim the French crew. No American officer was on board, but only the former officers of the vessel to whom this notice was given on my behalf. There were delivered up to my ship very few of the seamen. The best of them whom the Americans had had the time to seduce had been hidden. I understood, however, that the old crew had been on the point of revolting on learning that they were to be delivered up to the foreigners.

An officer of the *Brune* returned in my ship's boat who brought me a translated copy of the acceptance that the council of the country made of this ship, declaring that the command had been given to the American captain Mr. Green. I complained of these underhand actions of Captain Dufresne and demanded that the rest of the crew be sent to me.

A little later Captain Dufresne came on board my ship in order to apologize for the manner of all that had taken place, and he asked advice on the course he was to take concerning what was owing to his officers and men. I gave him some biting reproaches for having failed altogether in his duty and his word of honor. I added that he himself having accepted the document by which the council had come into ownership of his ship, he was no longer master of it and the sole duty that remained for him to fulfill was to have the seamen paid what appeared to be due them. I offered to aid him in this proceeding, but this man was so far troubled that I did not see him again.

Almost all the seamen of this vessel subsequently came in succession on board my ship and volunteered since they had learned that the Americans promised much, paid them nothing, fed them poorly, and held them in irons in order to secure them.

The next day Captain Green, who had come from France as a passenger on that ship, who, I learned since, had tried to entice away all the seamen, and who had perhaps intended to keep them willingly or by force from being turned over to my ship, testified to me that he would have been angered that I might have believed he had wanted to engage these sailors against their will, that in any case, I might have reclaimed them in the council, where they would have been turned over to me, and that this way would have been, according to him, more suitable than sending my ship's boat alongside. I responded to him that an affair of this nature did not demand so much uproar, I had thought more simply to reclaim my countrymen, close by, directly from the person to whom they had been entrusted by the commander of this ship, but having found there neither captain nor individual American, we addressed the French officers who at that moment were supposed to depend on the advice of the council of the province, since they had just received and executed an order on its behalf. I added many reasons that appeared to convince Mr. G[reen] of my spirit of moderation and of the necessity of enforcing our ordinances, as I had just done. He appeared satisfied, and we parted good friends.

It is not less true, My Lord, that I ought to ask of you an exemplary justice for Captain Dufresne, who, without regard for the King's flag, in contempt of my advice and of his word of honor, had been at the point of exposing me to either compromising myself or failing in my duty. He is from the department of St. Malo. I do not know when he will return to France; but you will easily be informed of it if you want to be.

In addition to the seamen of the *Brune*, I have brought back another eleven men who have been reclaimed by me as sailors.

	from the <i>Brune</i>	
petty officers		5
seamen		40
boys		11
	Other passengers	
petty officers		3
seamen		7
boys		<u>1</u>
Total		67

Sainneville

L, FrPNA, Marine B¹, vol. 141, fols. 18–20. Enclosed in Sainneville to Sartine, 15 June 1778, *ibid.*, fols. 21–22. Notations: “Mattelots ramenés de Boston”; “M. Le Ch'r Sainneville/[*illeg.*] à sa Lettre du 15 juin 1778”; “faire copie pour M. Fevre;” translation: “Sailors brought back from Boston”; “Monsieur the Chevalier Sainneville/enclosed with his Letter of 15 June 1778”; “make a copy for Monsieur Fevre.”

1. On the purchase of the French merchantman *Brune*, Berube Dufraisne, master, by the American Commissioners in France for the Continental Navy, and its renaming as *Queen of France*, under command of Capt. John Green, Continental Navy, see John Ross to Silas Deane, 26 Jan. 1778, John Ross to the American Commissioners in France, 6 Feb. 1778, John Green's Commission as Captain in the Continental Navy, 11 Feb. 1778, and John Ross to the American Commissioners in France, 26 Feb. 1778, all in *NDAR* 11: 932–34, 982–83, 997–98, and 1049.

2. That is, the Continental Congress.

“MEMOIRE” OF CHEVALIER DE BEAUDOT DE SAINNEVILLE,
LIEUTENANT COMMANDANT, FRENCH NAVY

[Extract]

...

Marine militaire continentale¹

La marine actuelle du Congrès Consiste En quelques frégates Commandées par des officiers gens grossiers Et autant qu'on En peut juger sans instruction Et ils ont dit ils Cinq v^{aux}. de guerre Et six frégates En Construction. Le vaisseau de soixante Et quatorze canons qui Est sur Les chantiers à Boston est à peine boisé. ils n'ont aucun amas de bois, et La rareté des ouvriers jointe au prix excessifs de La main d'œuvre pourra faire qu'il soit pouri avant d'Être achevé. ils n'ont Eu qu'une Seule fois de L'avantage sur Les bâtiments de La marine anglaise. il passe même pour Constant que Le Congrès a donné ordre tant aux armateurs qu'aux frégates Continentales d'Éviter Les v^{aux}. de guerre Et de ne Sattacher qu'à dévaster Ceux du Commerce.

il y avoit trois frégates Continentales à boston qui n'attendoient pour sortir que de pouvoir Compléter Leurs Equipages. ils sont dans la disette de marins par L'énorme quantité de Corsaires qu'ils ont En mer. L'Espoir du brigandage fait qu'on trouve plus facilement des matelots que des soldats.

Abus extrêmement préjudiciables à la marine de France²

Le gouvernement français ne Sçauroit prendre trop de précautions pour s'opposer a L'Emigration des matelots. Les ameriquains Les débea[uchent.] des v^{aux}. du Commerce qui viennent de Leurs ports; ils achètent En france des battiments armés de français sous Le pavillon de notre nation, et ils Les Conservent sous pretexte qu'ils sont Engagés pour 3 ans dans Le v^{au}. sur Le quel ils sont partis de france quoyque Ces matelot ignorent l'achat du battiment qu'on a soin de tenir secret. Les mauvais traitements qu'ils font Essuyer aux matelots français retiennent a bord de Leurs v^{aux}., et Leur Extreme infidelité dans Leurs promesses faciliteront infiniment Les soins que Le gouvernement prendra pour faire Cesser Cet abus quil est de La plus grande importance de réprimer.

Brest, le 15 juin 1778

Sainneville

[Translation]

[Extract]

...

Continental Navy¹

The navy of the Congress consists of a few frigates commanded by officers who are men unpolished and as far as I can tell uneducated and they say they have five ships of war and six frigates under construction. The ship of seventy-four guns that is on the stocks at Boston is scarcely timbered. They have no stores of timber, and the scarcity of workers joined to the excessive price of manual labor could result in its rotting before it is finished. They have had the advantage over the ships of the English navy only once. It constantly happens that Congress gives orders to both privateer captains and the Continental frigates to avoid ships of war and only to attempt to destroy those in commerce.

There were three Continental frigates at Boston that awaited only to be able to complete their crews before going out. They are in shortage of sailors because of the enormous number of privateers that they have at sea. The hope of plunder is found more easily among seamen than among soldiers.

Abuse extremely prejudicial to the French navy²

The French government cannot take too many precautions to oppose the emigration of its seamen. The Americans seduce them from the merchant ships that come to their ports; in France they purchase ships fit out by Frenchmen under the flag of our nation, and then retain them under the pretext that they have enlisted for three years in the vessel in which they left France, even though these seamen were unaware of the purchase of the ship, which was carefully kept secret. The ill treatment that they make the French seamen kept on board their vessels undergo, their extreme bad faith in their promises will infinitely facilitate the pains that the government will take to stop this abuse, which is of the greatest importance to repress. . . .

Brest, 15 June 1778

Sainneville

DS, FrPNA, Marine B⁴, vol. 141, fols. 32–33. Docketed: "M. Le Ch. de Sainneville, Commandant la frégate la *Nymphe*—joint à Sa Lettre du 15 juin 1778"; translation: "Monsieur the Chevalier de Sainneville, Commanding the frigate the *Nymphe*—enclosed in his Letter of 15 June 1778." Enclosed in Sainneville to Sartine, 15 June 1778, *ibid.*, fols. 21–22.

1. In the left margin.

2. In the left margin.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Sir,

[Passy, June 15, 1778]

We beg leave to inform your Excellency, in Answer to the Complaint of M^r Bersolle,¹ that he had formerly taken the Liberty himself to draw on our Banker for Advances made to Captain Jones before his last Cruise, and was much displeas'd that his Draft was refus'd payment. We acquainted him then with the Reason of this Refusal, viz^t that he had sent us no Accounts of his Disbursements or Advances, by which We might judge whether his Draft was well founded, and he had never any permission to draw on our Banker. However, afterwards, when We had seen his accounts, payment was made to him.

In the present Case, it is said, he has advanced to Captain Jones a thousand Louis, immediately on his arrival, for which the Captain has drawn on Us, in M^r Bersolle's favor: But as Captain Jones had not previously satisfied Us, of the Necessity for this Advance, nor had our permission for the draft, his Bill was also refus'd payment. And as Captain Jones writes Us that upon the News or our Refusal he was reduced to the Necessity, not knowing where to get Victuals for his people,² We conclude that the advance was not actually made, as it was impossible he should in so short a time have spent so large a Sum. And We think it extremely irregular in Merchants to draw Bills before they send their Accounts and in Captains of Ships of War, to draw for any Sums they please, without previous Notice and express permission: and our Captains have the less Excuse for it, as We have ever been ready to furnish them with all the Necessaries they desired, and Captain Jones in particular has had of Us, near an hundred thousand Livres, for such purposes, of which twelve thousand was to be distributed among his people to relieve their Necessities, the only purpose mentioned to Us for which this draft was made, and which We thought sufficient. If this Liberty assumed of drawing on Us, without our Knowledge or Consent is not checked, and We are to be oblig'd to pay such Drafts it will be impossible for Us to regulate our own Contracts and Engagements so as to fulfil them with punctuality, and We might in a little Time become Bankrupts ourselves. If therefore M^r Bersolle has brought himself into any Embarrassments it is not our fault, but his. We are ready to discharge all debts We contract; but We must not permit other people to run Us in debt without our Leave: And We do not conceive it can hurt our Credit if We refuse payment of such debts.³

Whatever is due for necessaries furnished to Captain Jones by the Caisse de la Marine at Brest either from the Magazine, or for the Subsistence of his people, We shall also readily and thankfully pay as soon as We have seen and approve of the Accounts: but We conceive that regularly the Communication of Accounts should always precede demands of payment.

We are much oblig'd by the Care that has been taken to recover the Goods pilaged from the *Chatham*,⁴ and We think that the Charges that have arisen in that Transaction ought to be paid, and We suppose will be paid, out of the produce of the Sales of that Ship and her Cargo.

We understand Lieut Simpson is confin'd by his Captain for Breach of Orders: He has desired a Tryal which cannot be had here, and therefore at his Request We have directed that he should be sent to America for that purpose.⁵

We shall be oblig'd to your Excellency for your Orders to permit the immediate Sale of the *Chatham* and other prizes: that the part belonging to the Captors may be paid them, as they are very uneasy at the delay, being distress'd for want of their Mon-

ey, to purchase Cloathing &c and We wish to have the part belonging to the Congress; out of which to defray the Charges accruing on the Ships. The difficulties our people have heretofore met with in the Sale of prizes, have occasioned them to be sold, often for less than half their Value: and these difficulties not being yet quite removed, are so discouraging that We apprehend it will be thought adviseable to keep our Vessels of War in America, and send no more to cruise on the Coast of England.

We are not acquainted with the Character of Captain Botsen: but if your Excellency should have Occasion for a Pilot, on the Coast of America, and this person on Examination should appear qualified, We shall be glad that he may be found useful in that Quality; and We are thankful to the Consul at Nice for his Readiness to serve our Countrymen.⁶ With the greatest Respect and Esteem We have the Honor to be, your Excellencies &c.

(Copy)

Copy, DNA, PCC, item 84, vol. 1, pp. 144–45 (M247, roll 111). Addressed at bottom: “M. de Sartine.” The date is based on the French translation of this letter in FrBAPM, 1E191, pp. 895–97.

1. See Gabriel de Sartine to the American Commissioners in France, 6 June, above.
2. See Capt. John Paul Jones to the American Commissioners in France, 27 May, *NDAR* 12: 755–61.
3. On 27 June, Sartine instructed De La Porte to inform Bersolle that in order to receive payment he would have to conform to the formalities expected by the Commissioners. FrBAPM, 1E191, pp. 893–94.
4. Ship *Lord Chatham*, prize to Continental Navy ship *Ranger*.
5. See American Commissioners in France to Capt. John Paul Jones, 25 May, *NDAR* 12: 747–49.
6. On 8 June, Sartine wrote to the Commissioners inquiring about Henry Botson, of Hyde County, North Carolina. The owner and master of a vessel, Botson, seeking passage back to the United States, had approached the French Consul in Nice to offer his services as a pilot in a French warship intended for North America. *Benjamin Franklin Papers* 26: 601 and n.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

On board Ship *Providence*
Paimbeuf June 15^b 1778

Gentlemen

Had the honour of Recieving your Letter per Capt Jones,¹ beg leave to mention there are no Orders relative to my Prisoners, which should be glad to Recieve.—Am Repairing my Masts and will make the Old Ones serve, New Ones being very expensive—shall be as frugal as possible—Capt Jones acquaints me you have some Cloathing & Arms for the United States it is in my Power to Carry considerable, if I know timely the Quantity and Largeness of Bales; that I may stow the Ship Accordingly the Ship will be graved and in readiness to takein in twelve Days—My Midshipmen are Arrived having made their escape to S^t Maloes—² the Prize Brigantine is safe at the Isle of Rea.³ I have Ordered her round here, and shall deliver her to Charge of M^r Schweighaser on Arrival at Nantes—Have the Honour to be [&c.]

Abraham Whipple

NB My Masts are now on shore a Repairing with all possible Expedition—

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 37. Addressed at bottom of page: “Honble Mess^s Franklin, Lee & Adams—/Amer. Resid Comm Paris—.” Docketed on: “Capt^l Ab. Whipples/Letter./Painbeuf 15 June 1778.”

1. American Commissioners in France to Whipple, 6 June, above. Capt. William Jones, commander of the Continental Marine detachment with *Providence*, carried the commissioners’ letter to Whipple.

2. On the escape of Midshipmen Robert Edmunds and Philip Brown, who had been captured while

serving as part of the prize crew in brig *Lord Grosvenor*, see Capt. Philip Winter Jr., to Whipple, 3 June, above.
3. On the situation of *Lord Grosvenor*, see Second Mate Nicholas Easton Gardner to Whipple, 4 June, above.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
LIEUTENANT PATRICK FLETCHER, CONTINENTAL NAVY

Orders & Instructions for M^r Patrick Fletcher 3^d Lt of the Continental Frigate *Providence* in the service of the United Amer. States. Commanded by Abraham Whipple Esq^r—

Sir,

In consequence of Application from the Officers of the Ship under my Command and the Approbation of John D Schweighauser Esq^r Con Ag^t Nantes you are desired to immediately proceed for S^t Martins the Isle of Rhé, and there take charge of the Prize Brigantine *Lord Grosvenor* and conduct the same by the good assistance of the Pilot, whom I send with you to Nantes, and the road of Paimbeuf as soon as possible winds and weather permitting

Trusting much to your knowledge and confiding in your zeal for the service I have only to Recommend that you keep as well in with the shore as possible to avoid being incommoded by Privateers or the Like Given under my hand Onboard Ship *Providence* this 15th day June 1778¹

A Whipple

LB, MiU-C, Abraham Whipple Papers. Addressed below signature: "To M^r Patrick Fletcher L^t—." Notation in margin: "A W/to/P.F."

1. On the same day, Whipple wrote Prize Master Nicholas E. Gardner informing him that he had ordered Fletcher to bring *Lord Grosvenor* to Nantes where Whipple expected "to make more of her here than possibly can down there." He also instructed Gardner to settle accounts, if correct, with the firm of Fairholme & Luther and asked him to assure the prize crew that Whipple was pleased with their behavior. He also wrote Fairholme & Luther to inform them of his decision to move the prize ship "In consequence of Orders this day recd from Paris." Finally, he wrote Jean-Daniel Schweighauser informing him that he was moving the prize in accordance with Schweighauser's wishes, asking him to arrange settlement of accounts with Fairholme & Luther, and requesting a supply of clothing for the "under Officers" of *Providence*. Whipple would arrange for clothing for the seamen when he visited Nantes on "Thursday," 18 June. All three letters are in the Abraham Whipple Papers, Letter Book, MiU-C.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Monday June 15th. 1778

The first part of this 24 Hours pleasant Weather, still in Chase of the Ship & Brig, saw several Sails in Sight at 8 AM. the Chase hould up her Courses, I stood towards her, come up with & found her to be a French Frigate.—Wore Ship & stood to the West-w^d.—The Latter part pleasant Weather.—

Latt^d ☉ Obs: 45..20.—

Course	Dis:	x Latt ^d :	Depa ^r :	Latt ^d ☉ Obs:	xLong:	Long:in	M Dis:
South 72West	160	48 ^m So	152;W	45:20 ^m	3:36 ^m	9 ^d :20 ^m	244 ^{miles} West

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 14 June to noon of 15 June, following sea time.

CONRAD-ALEXANDRE GÉRARD TO VICE-AMIRAL COMTE D'ESTAING

L'incertitude ou l'on est sur la Situation des affaires en Amerique ne permettant pas d'arrêter un plan constant d'operations et de concours réciproque, il paroît néanmoins interessant de chercher à fixer d'avance quelques points généraux, d'après les suppositions les plus probables, et de déterminer par aperçu les demandes que le Commandant de l'Escadre jugera à propos de faire relativement aux différentes expéditions auxquelles les circonstances le détermineront.

Première suposition. Le general howe continue à occuper Philadelphie. Il y a un nombre considerable de vaisseaux de guerre et de transport dans la riviere; une operation prompte peut déterminer le succès.

2^e suposition. Ce succès obtenu si l'on juge à propos d'attaquer New-York, on sera autorisé à demander non seulement le concours nécessaire, mais même une compensation; quelle sera-t-elle ?

3^e suposition. L'armée anglaise étant pourvue de vivres, les vaisseaux de l'escadre ne pouvant pas remonter la riviere, et le seul moyen de reduction étant d'empêcher les convois, lequel exigeroit un tems considerable, on se décidera peut être à attaquer New-York, et dans ce cas quel concours demandera-t-on aux Americains?

4^e suposition. Ces deux expéditions étant terminées, ou n'ayant pas lieu; il s'agira de savoir à quelle autre entreprise on voudra se déterminer, soit pour en faire la proposition au Congrès, soit pour l'en recevoir, et quel seroit le secours et le concours à demander aux Etats Unis? En s'eloignant dans le Nord et en sacrifiant un tems précieux à cette expédition, on pourroit peut être demander en compensation une certaine quantité de provisions, assortie à nos besoins, pour les operations de l'Escadre dans les Iles. Cette suposition paroît ne pouvoir regarder que Newport.

5^e Suposition.—Les Anglais ont établi l'armistice de fait en retirant leurs troupes et leurs vaisseaux du territoire des treize Etats Unis, principalement pour fortifier le Canada et halifax et pour faire passer quelques troupes en Angleterre et dans les Iles. Il s'agiroit alors d'attaquer hallifax.

Cette expedition étant d'un interêt majeur, feroit exister le cas prévu par la cour, d'une compensation permanente à donner au Roi.

Quel seroit dans ce cas le concours que les Americains auroient à donner à l'Escadre du Roi, et quelle seroit l'Ile qu'il faudroit demander en compensation?

Observation. Les denrées pouvant être fort cheres, à raison du prix exorbitant de toutes les marchandises, on propose de tacher d'engager le Congrès à se charger de la fourniture des vivres a un prix convenu et moderé qui seroit payé par des assignations sur les lettres de crédit fournies par la Cour. On pourroit aussi tenter de faire régler le prix des rafraichissemens, si le prix en etoit excessif.¹

À bord du *Languedoc*, le 15. Juin 1778.

Gerard

[Translation]

The incertitude in which one is regarding the situation of affairs in America not permitting settling on a constant plan of operations and of reciprocal cooperation, it appears nevertheless worthwhile to try to fix in advance some general principles for the most probable suppositions, and to determine roughly the requests that the commander of the squadron may judge appropriate to make in reference to the various expeditions to which the circumstances may lead him.

First supposition. General Howe continues to occupy Philadelphia. There are a considerable number of warships and transports in the river; a prompt operation can determine success.

2d supposition. That success being obtained, if one then judges it appropriate to attack New-York, one would be authorized to request not only the necessary cooperation, but even a compensation: what might it be?

3d supposition. The English army being provisioned, the ships of the line of the squadron not being able to ascend the river, and the sole means of reduction being to impede the convoys, which would require considerable time, perhaps one would decide to attack New-York, and in that case what cooperation might we ask of the Americans?

4th supposition. These two expeditions being ended, or not having taken place, it would be a matter of knowing what other undertaking one would choose, be it one proposed to Congress, or one proposed by Congress, and what would be the aids and the cooperation requested from the Americans? In absenting oneself in the North and in sacrificing precious time on this expedition, one could, perhaps, request in compensation a certain quantity of provisions, suited to our needs for the squadron's operations in the islands. This supposition appears to be justified in reference to New-port alone.

5th supposition. The English have established an armistice in order to retire their troops and ships from the territory of the thirteen United States, principally to fortify Canada and Halifax and in order to move troops to England and to the islands. It would then be a matter of attacking Halifax.

This expedition being of major interest, it would produce the case foreseen by the court, of a permanent compensation to give to the king.

What would be in this case the cooperation that the Americans would give to the royal squadron, and which would be the island that it should request in compensation?

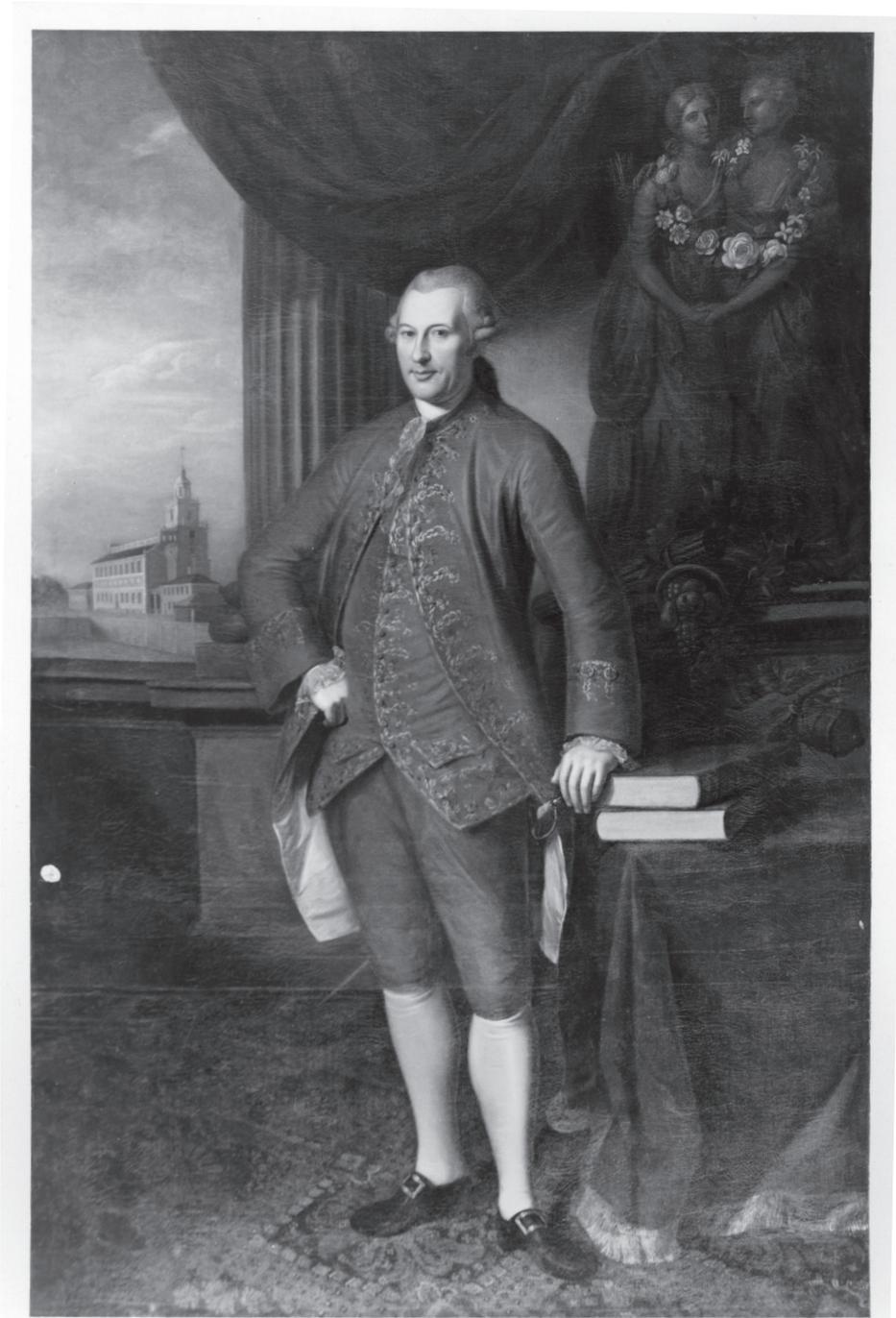
Observation. The provisions may be very dear, because of the exorbitant prize of all merchandise, it is proposed that we try to engage Congress to commit to furnishing victuals at a suitable and moderate price, which would be paid by the assignment of letters of credit furnished by the court. One could also try to have the price of provisions regulated, if their price were excessive.¹

On board the *Languedoc*, 15 June 1778.

Gérard

L, FrPNA, Marine B¹, vol. 143, fols. 23–24. Notation : «a Bord du *Languedoc* le 15 juin 1778/Gerard.» Gérard was the French ambassador to the United States, taking passage to his new post aboard d'Estaing's flagship.

1. For d'Estaing's response, see Vice-amiral comte d'Estaing's Responses to Alexandre-Conrad Gérard's Suppositions, 22 June, below.



Conrad Alexandre Gérard

June 16

NICHOLAS FENWICK TO EARL OF SUFFOLK

Extract of a Letter from M^r Fenwick to The Earl of Suffolk
Elsingoer 16th June 1778.

I am sorry to add that We have many confirmed Reports of a Schooner, a Brig & a Snow, American Pirates, having taken 3 or 4 English Vessels and carried them into some Port of Norway, near Fleckeræ,¹ & althô I have no Letters myself, yet fear it may be too true; as it is said the Accident has happened only about Ten Days ago, and the Norway Mail comes in but Once a Week—

Copy, UKLPR, Adm. 1/4136, no. 13. Fenwick was the British Consul at Elsinore, Denmark.
1. Flekkerøy I., Norway.

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Passi June 16th 1778.

Upon Receipt of this Letter, you will forthwith make preparations with all possible dispatch, for a Voyage to America.—¹ Your own prudence, will naturally induce you to keep this your destination, secret, least Measures should be taken by the Enemy to intercept You.

If in the Course of your passage home, Opportunities should present of making prizes or of doing any material Annoyance to the Enemy, you are to embrace them, and you are at Liberty to go out of your Way for so desirable a Purpose.—The Fishery at the Banks of Newfoundland is an important Object, and possibly the Enemys Men of War, may have other Business than the protection of it. Transports are constantly passing and repassing from Rhode Island, New York and Philadelphia to Hallifax and from all these places to England.—You will naturally search for some of these as prizes.

If the French Government should send any dispatches to You, or if you should receive any from Us to carry to America, you will take the best care of them, and especially that they may not fall into improper Hands. You are not however to wait for any dispatches, but to proceed upon your Voyage as soon as you can get ready.

If there is any Room on board your Ship, where you could Store away a Number of Chests of Arms, or of Cloathing for the Use of the United States, you will inform M^r Schweighauser of it, that he may send them to You before your Departure.

We dont mean to incumber you with a Cargo, which shall obstruct the Sailing of your Ship or which shall impede You in fighting her: but if consistent with her sailing and fighting She can take any Quantity of Arms or Cloathing it would be a desirable Object for the public.²

(Copy)

LB, DNA, PCC, item 84, vol. 1, p. 147 (M247, roll 111), Commissioner's Letterbook, p. 23. Addressed at foot: "Captain Jones."

1. These instructions concern the Continental Navy ship *Ranger*.

2. These orders contrast markedly with what Benjamin Franklin, one of the commissioners, wrote Jones on 10 June, above.

BENJAMIN FRANKLIN TO DAVID HARTLEY

Dear Sir

Passy, near Paris, June 16. 1778.

I receiv'd yours of the 5th Instant, acquainting us that the Ministers have at length agreed to an Exchange of Prisoners. We shall write to Capt Jones, for the List required,¹ which will be sent you as soon as receiv'd. I understand there are at least two hundred. We desire & expect that the Number of ours shall be taken from Forton and Plymouth in Proportion to that Number in each Place, and to consist of those who have been longest in Confinement. It being not only equitable that they should be first reliev'd; but this Method will prevent all Suspicion that you pick out the worst & weakest of our People to give in exchange for your good Ones. If you should think proper to clear your Prisons at once, and give us all our People, we will give you our Solemn Engagement, which we are sure will be punctually executed, to deliver to Lord Howe in America or his Order, a Number of your Sailors equal to the Surplus, as soon as the Agreement arrives there. There is one Thing more which we desire may be observ'd: We shall note in our List the Names & Number of those taken in the Service of the King, distinguishing them from those taken in the Merchant Service; that in the Exchange to be made, you may give ~~equal~~ adequate Numbers of ~~each kind~~ those taken in the Service of the States, & of our Merchants.—This will prevent any Uneasiness among both your Navy men and ours, if the Seamen of Merchant Ships were exchang'd before them.

As it will be very troublesome & expensive, as well as fatiguing to them, to march your People from Brest to Calais, we may endeavour to get leave for your Ship to come to the Road of Brest to receive them there; or else (if that not be) we must desire from your Admiralty a Passport for the Ship that is to convey them from Brest to Calais.

If you have any of our People still Prisoners on board your Ships of War, we request they may be put into the Prisons to take their Chance of Exchange with the rest.² I am [&c.]

BF

DFS, DLC, Benjamin Franklin Papers. Docketed: "B. F./to David Hartley, Esq./June 16. 1778./Concerning the Exchange/of Prisoners." The editors of the *Benjamin Franklin Papers* use the copy made by John Adams and consider this letter to have been sent from all the commissioners, but on his copy Commissioner Arthur Lee noted, "Dr. Franklin sent this Letter without ever communicating it to Mr. Lee." This edition prints the draft of the letter, which is in Franklin's own hand, and treats it as a personal letter written by Franklin on behalf of the other commissioners.

1. See note at Benjamin Franklin to Jones, 10 June, above.

2. The prisoner exchange discussed here did not occur until May 1779. Franklin to Hartley, 4 May 1779, DLC, Benjamin Franklin Papers.

JEAN-DANIEL SCHWEIGHAUSER TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir,

Nantes 16 June 1778

This morning M^r Woodworth your L^t of Marines¹ brought me y^r much esteemed favour of yesterday by which you advise me that you have sent one of your Officers to the Isle of Rhé to bring your Prize into this River,² it is true that it will sell much more Advantageously but the Risk there is from thence to this port required that the Cargo should have been imported in french Casks and the Vessel sold here or there

deliverable at S^t Martins. I waited the Commissioners Orders to give my instructions to that purpose and I am sorry Capt Jones has so much misunderstood me if it had been decided that I should have had it as it now is I would have troubled him with a Letter to you to that purport—however as what cant be cured must be endured we must hope for the best and if she Arrives safe some charges will by that means be saved, at all events I write by tomorrows post to Messieurs Fairholm & Luther in order to stop your Officer if he should still be there and follow the plan I mention as the most prudent and the most safe if it meets with your Approbaⁿ: I have according to your Desire bot and delivered your said L^t Cloth for Seven suits of Cloaths with linings amounting together to 394-8 charged to the Ships account I have Orders likewise to Furnish the Slops & Provisions for your Crew therefore beg that you would freely Command and believe me most truly sir [&c.]

J. D^t Schweighauser

I have paid also to said M^r Woodworth £24 as you desired.

LB, MiU-C, Abraham Whipple Papers. Addressed at top of page: “Abraham Whipple Esq^r/Commander of the Continental/Ship the *Providence*/at/Paimbeuf.” Notation in margin: “I D S/to/A W/16 June.”

1. Lt. Jonathan Woodworth, Continental Marines.
2. See Whipple to Lt. Patrick Fletcher, 15 June, above.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^{ble}. Sirs

Bordeaux 16 June 1778

I had the Honor to write you the 13. 13 & 14th Instant¹—M^r Emery receiv^d letters from Cap^t Cunningham at Corronha advising their Arrival at that Port from Cadiz having made four Prizes on the passage—² We have it reported the *Boston* fell in with two privateers one of eighteen Guns she took the other got off,³ I cannot trace it so as give implicate faith

The Jersey Privateers stil continue upon the Coast of Spain they have taken a vessel belonging to Bayonne have^g Tobacco on board from the Cape⁴ & a small schooner with eighty hhds from Edenton.⁵

Letters from Lisbon mention the arrival of a Vessel at that Port from the Western Islands that fell in wth the Fleet under Comte D’Estaing near to Tercera the 23 may—⁶ Captain de Siau is come down a suitable vessel is purchased to mount 24 Nine pounders two hundred & forty men and a small tender is on the Stocks which together are to be compleatly equipt and at Sea by the 20th July.⁷ I am with due respect [&c.]

John Bondfield

L, PPamP, Benjamin Franklin Papers, vol. 10, fol. 39. Addressed: “The Hon^{ble}. Benj. Franklin/Arthur Lee. John Adams Esq^r/Commissioners from Congress/at Paris.” Docketed: “M^r Bondfield 16 June 1778.”

1. For Bondfield’s two letters of 13 June, see *Adams Papers*, 6: 204 and *Benjamin Franklin Papers*, 26: 615–16; for that of the 14th, see *ibid.*, p. 617.

2. The prizes were the brigs *Carbonnere*, *Countess of Morton*, *Maria*, and *Tapley*. For more information on these prizes, see the notes at *NDAR* 12: 703. John Emery was an American merchant at Bilbao, Spain.

3. This report was erroneous.

4. This was probably the capture reported in *Williamson’s Liverpool Advertiser and Mercantile Chronicle*, 26 June, below.

5. On 23 June, Bondfield reported to the commissioners that nine American seamen of the schooner from Edenton had been landed on the coast of the Bay of Biscay and had arrived in Bordeaux. *Adams Papers* 6: 232.

6. That is, Terceira, an island in the Azores.

7. This was probably the French privateer ship *Vengeance*, Capt. Chevalier de Montazeau. The Bordeaux merchant firm of Basmarein & Raimbaux, which had had dealings with the commissioners, sponsored this venture. For more on *Vengeance*, which sailed in August and on its voyage captured three prizes, and its tender *Rangler*, Lt. James Barnett, commander, see Francis Montresor to Benjamin Franklin, 23 June 1778, *Benjamin Franklin Papers*, 26: 677–78 and n.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Tuesday June 16th 1778.

This 24 Hours attended with pleasant Weather, and Steady Winds, Saw 7 Large Ships to leeward, gave chase to them, got the Ship in readiness for Engageing but found them to be Vessells of Superior Force, judg'd them to be an English Fleet of Men of War.¹ at 7 PM. saw another sail, gave chase & spoke with her she proved to be a French Brig from Bourdeaux bound to S^t Domingo.—

Latt^d ☿ Obs: 43..23.—

Course	Dis:	x Latt ^d .	Depa ^r	Latt ^d . ☿ Obs:	xLong:	Long:in	M Dist:
South 54 ^d West	202	115 ^m S	165w	43 ^d : 25 ^m	3 ^d :51 ^m w	13 ^d :11	109 West

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 15 June to noon of 16 June, following sea time.

1. This was part of the English Channel Fleet commanded by Adm. Augustus Keppel.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 16 At 9 am discovered a fleet or Squadron of 9 Ships of the Line as a Fleet of Observation which we had heard of when in France—¹ at 5 pm we had run them down that is we got out of sight of them—at 6 PM we discovered a Sail which pursued us—it blowing very fresh—but we had the good luck to escape—

D, DLC, Journal of Lieutenant William Jennison, p. 10.

1. This was part of the Channel Fleet commanded by Adm. Augustus Keppel.

June 17

CAPTAIN WILLIAM HARVIE TO REVEREND GERSHAM STUART

On board the *Kathy* of Glasgow

Lamblash¹ 17 June 1778

Rev^d. Sir

As there is no Justice of Peace in this place you'll please advice the nearest Custom House of the following Information. That being loaded with Provisions for New York, I sail'd from the Fairly Road on the 14 Curr^t and beating out Channel with a Contrary Wind the length of the Mull of Kintyre; on the 16th. I and the Ships Crew observed two Vessels one a large Ship and the other a Brig^e: at 3 Leagues distance bearing down upon Us which We at first apprehended to be Merchant Ships home bound—on a nearer survey, they having altered their Sails, and standing close in Channel till we

alter'd our Course, on which they immediately altered their's We then suspected they were American Privateers, and stood in nigh the Craig of Aisla² for Six Hours, we attempted going out a Second time but found the Ships in the same Station, from this We concluded they were Enemies waiting for Ships in the Mouth of the Channel³ upon which we directly bore [*away*] for the Harbour of Lamblash in Arran for Our own Safety and likewise to give the earliest Information to the Public I am &

(signed) W^m Harvie

Copy, UKLPR, Adm. 1/4136, no. 11. Addressed at bottom of first page: "To the Rev M^r Gersham Stewart/ Minister of Killride. Arran." On 18 June, Stuart, as requested, sent Harvie's account to the Collectors of Customs at Glasgow. They sent it on 19 June to the Commissioners of Customs who on 20 June sent it to the secretary to the Lords of the Treasury who on 24 June sent it to the under secretary of state to Lord Suffolk who on the same day sent it to Philip Stephens, secretary to the Board of Admiralty.

1. That is, Lamblash, on the island of Arran, Scotland.

2. That is, Ailsa Craig, Scotland.

3. That is, the North Channel between Scotland and Northern Ireland. On 16 June, *The London Chronicle* published a letter "From a Gentleman at Glasgow to his Friend in Edinburgh," dated 8 June, reporting that a brigantine from Glasgow "was sunk between the Mull of Kintyre and Fairhead in Ireland, by two vessels supposed to be rebel privateers; and that a vessel from the Baltic for Belfast was a day or two before chased by the same privateers between the island of Tirrie and Mull, but luckily escaped by going into shoal water; There is not a ship of war in the whole channel."

LLOYD'S EVENING POST, AND BRITISH CHRONICLE, MONDAY, JUNE 15, TO WEDNESDAY,
JUNE 17, 1778

LONDON.

The *Edward*, Capt. Billby, from the Leeward Islands to Philadelphia, is taken by an American privateer, of 14 guns, and carried into Martinico.

They write from Boston, that five Provincial ships of war, from 18 to 26 guns each, which had been fitted out at that port, are lying in harbour, and cannot proceed to sea, as they cannot get men to man them.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Wednesday June 17th 1778.

Fresh Gales and pleasant Weather, spoke with a Portegue Snow from, from Opor- bound to Cork. Consulted this Day with my Officers, about our Cruseing, the all seem'd to be for Cruizing on the Banks of Newfoundland, to which I agreed.—

Latt^d ☉ Obs: 43..49.—

Course	Dis:	x Latt ^d	Dep ^r	Latt ^d ☉ Obs:	xLong:	Long:in	M Dist:
North 80 ^d W	138m	24 ^m N ^{ly} .	136w	43 ^d : 49 ^m	3 ^d :10 ^m	16:21 ^m	545 West

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 16 June to noon of 17 June, following sea time.

June 18

LIEUTENANT DAVID WELSH, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

S^r

I have to Enform your Honour that I maid my Escape on the 20th. of las^t. month from Mill Prison¹ and got Secrted at M^r. Philip Hancock^s. Ply^{mo}. Dock till the 5th of this Month and on the 7 got to London whear I remained till the 12th. and on the 13th. got to Harriage² and on the 14th. Embarked in the Packet for Helford Sluce³ whear I arived the 16th. and got hear las^t. night whear as I maid application to M^r. Hope⁴ for Some assistance but Could not get non with out your Aprobation as their is know ageant hear M^r. Hope Encloses this to his frind in Parris whear as he will deliver it to your Honour Whear as I Shall be obliged to Stay hear till I Receive Your Honours assistiance and Instructions⁵ M^r. Hancock has come Along with me and is ancious to See Your Honour he has boar my Expences to hear and we have not Cash enouf to Carrey us to Paris I lef^t. my Brother officers all well when I lef Prison one of the Peopple Died Since Cap^t. Johnson⁶ left us and their was two of them Dangierousley ill when I lef^t. them. S^r I remain [&c.]

Amsterdam
June 18th. 1778

David Welsh
Formerley Sec^d Lieu^t. of the
Lexington Belonging to the
United States of America

Hoge at the sign of the Royal George in
Worm Warmoor Straat laste Bible Ann Maugrah Wheir I loge—⁷

L, PHi, Benjamin Franklin Papers, vol. 2, fol. 57. Addressed: "To/The right Honorable/Bengiman Franklin/Esq^r/Paris." Docketed: "David Welsh June/18. 1778—." Notation: "Monsieur Franklin est prié Denvoyer/la reponce ches M Vandenyevr freres/& C banq^r rue royale bulle S Roch/a Paris," a translation of which is: "Mr. Franklin is asked to send the answer to M. Vandenyevr brothers and company bankers rue royale bulle S Roch at Paris."

1. On Welsh's escape, see Journal of Dr. Jonathan Haskins, 20 May, *NDAR* 12: 721.

2. That is, Harwich, England.

3. That is, Hellevoetsluis, Netherlands.

4. Thomas or Adrian Hope, partners in the important Amsterdam banking firm Hope & Co.

5. Welsh wrote Franklin again on 2 and 6 July soliciting assistance. PHi, Benjamin Franlin Papers. On 19 August, the American Commissioners in France directed Jean-Daniel Schweighauser to lend Welsh twelve guineas. *Benjamin Franklin Papers* 27: 276.

6. Capt. Henry Johnson, commander of Continental Navy brigantine *Lexington*, escaped from Mill Prison on 31 Jan. 1778. See Journal of Dr. Jonathan Haskins, 31 Jan. 1778, *NDAR* 11: 948–49.

7. Anna Magrath operated an inn in Amsterdam where American merchant captains ordinarily lodged. Henry Dubois to Franklin, 25 Feb. 1779, *Benjamin Franklin Papers* 28: 608.

FRANCIS COFFYN TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d. Gentlemen,

I take the liberty to crave your referrence to the letter I had the honnor of writing to you the 8 ins^t. to the contents of which I am Still waiting with anxiety the favour of your answer.¹ I received last night only under a blank cover your letter dated 10th. ins^t. address'd to any Captain bound to America² the contents of which shall be carefully communicated and recommended to two Captains which are now fitting out their vessells in this harbour for Said destination, that they may inform those whom it may

concern on their arrival at any port of the Continent. interim I think it proper to advise you, that the first will sail in about 8 or 10 days and the last will not be able to proceed before the 5th of next month: as they intend to go north about Scotland, and I imagine the american Coast will be pretty clear of Cruizers against the time they may reach it, it is to be hoped they will get there Safe; if your opinion should coincide with mine and you Should think proper to convey by the same channell any interesting news you may receive relating the dispositions of the fleets on the other Side, you may rely on my particular care and attention to your orders in this, as well as in every other respect.

The intelligence received by last post from London and by the Smugglar respecting these fleets, were So contradictory, that I did not think it prudent to communicate it to you; Some letters mention'd that both Squadrons were Sail'd from Portsmouth and Plymouth, and others advised that they was Still detain'd by contrary winds the 9th ins^t but that the Ships were then riding at Single anchor, the last account was confirm'd by a person who left London last Sunday.

whereas on account of our vicinity with England, it often happens that we have the news here, Sooner then they can reach the place of your abode, if I should hear any of importance in which confidence may be placed, before the departure of the above mention'd two vessells, I will if you approve of it, transmit the intelligence by the Same channell.

The Captains of three vessells two of which arrived here yesterday and one this morning, report that on monday last, they met off Portland close to the shore, a fleet of about 45. Sail, steering westward, that some of the Ships which appear'd to be 60 large men of warr, fired guns, and that the Salute was return'd from the Shore.³

one of the american Seamen which I mention'd in my last was gone off in a Smuggling vessell is return'd, and he Seems to repent that he had taken that Step without acquainting me off it, he is desirous of going on board of any continental ship of warr or privateer, he is a Stout able Seaman he was onboard the *fox* frigate when She was retaken.⁴

Three other americans which have been out on a whaling voyage in the South Seas, arrived here yesterday, they are also desirous of Serving their Country, and therefor claim your protection; I humbly give it as my opinion that it is necessary to provide for these people, for if they are not immediately employ'd, I am afraid they will return to England where they are sure of meeting encouragement because the British Gouvernment is taking every step to Establish that fishery in England, and in order to Succeed therein offer great advantages to all Seamen who are Expert in it; if once it takes root there, it may be hurtfull to america, as this fishery has hetherto been a considerable branch of Trade in the New England provinces: I therefor take the liberty to request you would favour me with your orders respecting the above mention'd four men, and if contrary to my opinion your intention is that they shift for themselves, I beg you would inform me of it as the first has not a Shilling left, and the three last have hardly money enough to maintain them 'till I can receive your answer.

James Bearns being now nearly recover'd of the wound he received on board the *Lexington*,⁵ I have agreed with a Captain of the Brigⁿ. *la Boulonnoise* bound to Brest to allow him £72 — for his passage and provisions on the voyage, which I shall pay tomorrow and the moment I'll receive your orders to settle with the two Surgeons, I shall remit you this mans bill.⁶ with great respect [&c.]

Fran^s. Coffyn

Dunkerque 18th. June 1778.

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 45. Addressed below signature: "The Hon^{ble}. Bⁿ Franklin, Arthur Lee & John Adams Esq^{rs} at Passy." Docketed: "Francis Coffyn's/Letter/June 18. ans. 26. 1778."

1. Letter not found.

2. Above.

3. In a letter written to the Commissioners the next day, Coffyn confirmed the sighting of this fleet and correctly surmised that it was the English Channel Fleet under Adm. Augustus Keppel. He also relayed a report that Vice Adm. John Byron's fleet had sailed from Plymouth on 10 June. PPAmP, Benjamin Franklin Papers, vol. 10, no. 47.

4. H.M. frigate *Fox* had been captured by the Continental Navy frigates *Hancock* and *Boston* on 7 June 1777. It was recaptured by H.M. frigate *Flora* on 7 July 1777.

5. Continental Navy brig *Lexington* was captured by H.M. cutter *Alert* on 19 Sept. 1777. Bearn and another seaman from *Lexington* escaped from the English hospital at Deal in January 1778. See Philip Stephens to the Commissioners for Sick and Hurt Seamen, 13 Jan. 1778, NDAR 11: 907 and n.

6. In his letter to the Commissioners of 19 June, Coffyn reported that the French commissary at Dunkerque had not permitted Bearn to depart on *Boulonnaise* because, Coffyn supposed, "Said vessel belong to his majesty and that he will avoid an American Should be found on board in case she Should be Examined in the channell by an English Cruizer." PPAmP, Benjamin Franklin Papers, vol. 10, no. 47.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO
CAPTAIN'S CLERK JAMES GOOCH, JR., CONTINENTAL NAVY

Sir

Plassy near Paris 18th. June 1778

On receipt of this I desire you may make out a Compleat List of every Prisoner we took on the late Expedition expressing therein their Names & qualities and Number—This list you will deliver as soon as possible to Father John¹ who will forward it to me—And you will please take notice that I wish to have the Names and qualities of the wounded Prisoners made out on a distinct Paper by itself—Send me also a list of the persons who landed with me at Whitehaven²

Please to inform the Officers & men that I expect to obtain immediate permission to sell the prizes and that I believe the Commissioners will send immediate orders to M^r. Delap to account with the Captors for their part of the prize sold at Bordeaux

Give my Compliments to M^r. Hill—⁴ I request the favor of him to cause the Case of Wine in the *Drake's* Cabin to be taken particular Care of as it is a present for particulars in America. I also beg of him to send the Boy and any other prisoners who may now be either in the *Drake* or the *Ranger* on board the Brig *Patience*, as I hope they will be exchanged immediately—

If the Prisoners are not already gone from the Hospital—You may tell M^r. Cullum or M^r. Hall that I wish them to enter such of them as are fit for duty and appear willing—⁵ And if any should enter let them be kept on board the *Ranger* till you advise me thereof and hear from me—I am [&c.]

Copy, ViU, Lee Family Papers. Addressed below close: "M^r. James Gouch/Captains Clerk on board/the *Ranger*." Docketed: "Captⁿ. Jones/to/James Gough/(18 June 1778)." Notation: "Capt Jones/for List of Prison^{rs}."

1. "Father John" was John Mehegan, a priest who served in the French navy as chaplain to the Comte d'Orvilliers. Jones wrote Mehegan on 18 June as well, asking him to deliver this letter to Gooch and to "forward to me the papers inclosed therein." ViU, Lee Family Papers.

2. The list of prisoners prepared by Gough is in the collections of PHi. See also Crew of the Continental Navy Ship *Ranger* who Participated in the Whitehaven Expedition, in NDAR 12: 589–90.

3. Jean-Hans Delap.

4. Benjamin Hill was a volunteer midshipman with Continental Navy ship *Ranger*.

5. David Cullam was master of *Ranger*; Elijah Hall was second lieutenant of *Ranger*.

ETIENNE ROUSSEAUX LACOMBE TO BENJAMIN FRANKLIN

[18 Juin 1778, à Blaye, France]

A Monsieur.

Monsieur Le Docteur Franklin

Monsieur

Suplie humblement Etienne Rousseaux Lacombe Bourgeois Et Negotiant De la Ville De Blaye Province De Guienne, Disant que Chargés De Six Enfans avec péu De fortune son unique Soin a Eté De leur inspirer les Sentiments De Probitté Et De Religion qui Caracterisant l'honneste homme; que lhumeur guerriere De Jean Rousseaux Son Second fis lui avoit fait preferer le services De mer Dés sa Plus Tendre Jeunesse: quaprès plusier Voyages Dans les Colonies françoises En qualité De Volontair, il avoit Sollicité Du Suppliant la Permissions De Passer a Boston pour offrir a ces héros De la liberté Toutes les Ressources que le Courages peut Inspirer, Le Suppliant Instruit Par le Papier Publics Dés nobles Efforts que les Etats unis De Lamérique faisoient Contre L'Esclavage le plus revoltant en faveur De la Liberté á fait Taire la nature Et a sacrifié son fils a sa Vénération Pour les Franklin, les Laurens, Et les Washington: ce fut sus ces heureux auspices qu Jean Rousseaux fis Du Suppliant Sembarqua le 11 May 1777 Sur le Brigantin le *Lexington* armé par le congré avec 16 Canons 12 Pierrier Et 84 hommes D'Equipages Commandé Par le Capitaine Henry Johnston, En qualité De Lieutenant avec Les appointements De Soixante Dix liveres par mois Et Part aux Prises¹ ils furent a Nantes, De la ils Dirigerent leur marche Vers le D'etroit De gibaltar avec Deux autres Navires² Du Congrè sous le Cap Ortégál Le *foudroyant* Vaisseaux Royaliste, les oblige De changér De Route; alors ils formèrent le Desséin Dassiegér q'uelq'ues Villes sur la Coste Dirlande mais ayant Rencontré Nombre De Vaisséaux Marchands Royaliste; ils les ont attaqués Et En ont pris Dix sept,³ le sieur Jean Rousseaux se Distingua Dans cette actions avec Un Bravoure Peu Commune a son age, il fut fait Capitaine Dun Vaisséaux De Deux Cent Tonnéaux chargé De sucre Et De caffé Revenant De S^t Domingue q'uil avoit pris lui méme le 15 Juin 1777 Et quil Conduisit á Morlaix Pour y Estre Vandu, le *Lexington* ayant En la chasse Dune frégatte Royaliste De 40 Canons⁴ se Réfugia ausy á Morlaix Et après setre fait Carenér, il Diriga sa Route pour Boston⁵ ayant a son Bord le Sieur Jéan Rousseaux fils Du Suppliant; il furent Réncontré le 19 7bre. 1777 Par le Capitaine Jéan Bazely Commandant Pour les Royalistes, En Vinrent aux Prises Et après Deux Combats opiniatres ou la Bravoure Balanca le plus souvant la Victoire Du Coté Du *Lexington*, accablé par le Nombre Et Percé De Toutes Pars il se Randit Et fut conduit a Douvres, les Prisonniers a Plimouth Dock.⁶ Tèlles sont Monsieur les aventures Dun Jéune homme qui Doit Intéresser votre grandeur Par les Sentiments q'uils a voué a votre Patrie. il m'ecrivit Dans la Tamps, Pour Reclamér més Bontés Et lui faire Passer Dés fonds Capables De soulagér les Malhéurs De sa Captivité, il manonce que nayant Touché que Deux cent livres De sa part sur Toutes les Prises qui ont Eté faites: il Espère De L'Equité Du Burau Etably Par le congré pour Distribuér a chaq'un le Prix De ces Ventés: q'uil Recevra Par més mains ces fonds Dés-tinés a Dédomager un Pére infortuné, Et á alégir les Péines Dun fils malheureux; á qui Porrais il madrèsser. Monsieur, qui Put me Randre Justice avec Plus De Succés qu'a L'homme que Toutte la France admire Et a qui Lamérique Doit son Indépan-dance, Et Dont le Nom sera gravé a Jamais Dans le Coeur De Tout homme q'ui sçait apprécier la Liberté; Monsieur De Béllot Gentilhomme Chavalier De S^t Louis Maire De cette Ville, en certifiant á votre grandeur la Veritté De ma Supplique, Légalisée Du

Juge Royal Veut Bién avoir la Bonté De la lui Présenter Et Prandre Tous les moyéens que votre grandéur lui Suggérera Pour Touchér lés fonds Dû au Courage De Mon Malheureux fils: votre asme Noble Et Sensible Jettera un regard favorable sur un Pere infortuné q'ui Pléure, Léloignement, Lés souffrances Et Péut Estre mésme la mort De son fils: Pour Tant Doéurzes De Justice le Ciél Protégera une Tésté aussy chére á Lamérique que l'est cèlle De votre grandéur, Et en Répandant un Esprit De Vértige sur lés Tirans qui véullent la Rendre Esclave, Elle Duera votre grandéur De cet Esprit De Sagésse qui la fera Triomphér De lés vains Efforts Et la Randra Recommandable Dans l'un et lauttre hémisphère. Téls sont lés voéux que formera Toujour. Monséigneur De votre grandéur Le Très humble Et Très obéissant Sérvitteur.

Etienne Rousseaux Lacombe

Nous pierre OLanyer, Consellier du Roy, juge Civil et Lieutenant criminel de La ville et prévosté royale de blaye, Certiffions que Le sieur Etienne Rousseau LaCombe, Est bourgeois habitant ci jurisdicte de La presente ville; Et que Le dit jean Rousseau fils Cadet Est actuellement prisonnier à plismout en angletairre que Cest le seing ordinaire du d[*il*] Estienne Rousseau La Combé par qui Est oppose au bas du present placet et mémoire, et foy doit y Estre ajoutée, tant en jugement que hors; fait à blaye en nôtre hôtel le dix huit juin mil sept Cent soizante et dix huit

OLanyer

[Translation]

[18 June 1778, Blaye, France]

My Lord

My Lord Doctor Franklin

My Lord

Etienne Rousseaux Lacombe, citizen and merchant of the city of Blaye, Province of Guienne, humbly petitions you by saying: that being blessed with six children and but little means, he took particular pains to inspire them with the sentiments of probity and religion, which distinguish an honest man; that the warlike spirit of Jean Rousseaux, his second son, made him prefer service at sea from his earliest youth; that after several voyages to the French colonies as a volunteer, he begged permission of the petitioner to go to Boston in order to offer to the defenders of liberty all the resources which courage can inspire. The petitioner, informed by the public papers of the noble efforts in behalf of liberty which the United States of America were making against the most revolting bondage, stifled his natural feelings and sacrificed his son to his veneration for the Franklins, the Laurenses, and the Washingtons. It was under these happy auspices that Jean Rousseaux, the son of the petitioner, embarked on the 11th of May 1777 in the brigantine *Lexington*, equipped by the Congress with 16 cannons, 12 swivel guns, and a crew of 84 men, commanded by Captain Henry Johnston, in the capacity of lieutenant with pay at the rate of seventy livres per month and a share in the prizes.¹ They were at Nantes. From there they set their course for the Straits of Gibraltar with two other ships² of the Congress. Below Cape Ortegal the *Foudroyant* royalist ship forced them to change their route. Then they formed the plan to lay siege to some towns on the coast of Ireland, but, having encountered a number of English merchant vessels, they attacked them and captured seventeen of them.³ Jean Rousseaux distinguished himself in these actions by a show of courage uncommon at his age. He was made captain of a vessel of two hundred tons laden with sugar and coffee returning from St. Domingue, which he had captured himself on the 15th of June 1777, and

which he took to Morlaix to be sold there. The *Lexington*, having been chased by a English frigate of 40 cannons,⁴ also took refuge at Morlaix, and after she had been careened she set her course for Boston,⁵ having on board Jean Rousseaux, the son of the petitioner. On the 19th of September 1777 they were engaged by Captain John Bazely, English commander, fought with him, and after two fierce engagements in which bravery several times almost turned the tide of victory in favor of the *Lexington*, overwhelmed by numbers and pierced on all sides, she surrendered and was taken to Dover, the prisoners to Plymouth Dockyard.⁶ Such, Your Lordship, are the adventures of a young man who ought to interest Your Grace by reason of the devotion which he as shown to your country. He wrote to me begging me to please send him funds that would alleviate the hardships of his captivity. He informs me that he received only two hundred livres as his share of all the prizes that had been taken. He hopes for justice on the part of the Office established by the Congress for the distribution to each one of the proceeds of these sales, so that he will receive through me these funds, which are to recompense an unfortunate father and to alleviate the sufferings of an unhappy son. To whom could I apply, Your Lordship, who could render justice to me with greater success, than to the man whom all France admires, and to whom America owes her independence, and whose name will be graven forever in the heart of every man who can appreciate liberty. Mr. de Béllot, gentleman, Knight of St. Louis, mayor of this city, in certifying to Your Grace the truth of my petition legalized by the Royal Judge, will have the kindness to present it to you and to take all the steps which Your Grace may suggest for obtaining the funds to which my unhappy son is entitled by reason of his courage. Your noble and compassionate soul will be favorably disposed towards an unhappy father who laments the absence, the suffering, and perhaps the death of his son. For such acts of justice Heaven will preserve a life as precious to America as that of Your Grace, and in spreading the spirit of wisdom against the tyrants who wish to enslave her, she will owe to Your Grace the spirit of wisdom that will make her triumph over their vain efforts and will make her commendable in both hemispheres. Such is the wish that will always be cherished, Your Lordship, by Your Grace's Most humble and obedient servant,

Etienne Rousseaux Lacombe.

We, Pierre OLanyer, King's Councillor, Civil and Criminal Judge and Lieutenant of the City and Royal Provost of Blaye, certify that Mr. Etienne Rousseaux Lacombe is a citizen living under the jurisdiction of this city, and that the said Jean Rousseaux's younger son, is now a prisoner at Plymouth, England, that this is the customary signature of the said Etienne Rousseaux Lacombe, by whom there is affixed at the foot of the present petition this memoir, and faith is to be given to it both for this judgment and for other purposes. Done at Blaye in our Town Hall on the eighteenth day of June one thousand seven hundred and seventy-eight.

OLanyer

L, PPAmp, Franklin Papers, vol. 57, fol. 17. Docketed: "Memoire/de M. Rousseaux/Lacombe."

1. John Rousseaux signed Continental Navy brigantine *Lexington's* shipping articles in the capacity of midshipman on 14 May 1777. NDAR 9: 506. See also Muster Roll of the Continental Brig *Lexington*, 28 May 1777, in NDAR 8: 875.

2. Continental Navy ship *Reprisal*, Capt. Lambert Wickes, commander, and Continental Navy cutter *Dolphin*, Capt. Samuel Nicholson, commander. The Continental squadron sailed on a cruise from St. Nazaire on 28 May 1777.

3. For *Lexington's* cruise and prizes, see *NDAR* 9: 429, 433, 440–42, 451–52, 457, and 461.
4. H.M. frigate *Burford*, Capt. George Bowyer.
5. *Lexington* departed Morlaix on 17 Sept. 1777.
6. *Lexington's* captor was H.M. cutter *Alert*, Lt. John Bazely, commander. See Journal of H.M. Cutter *Alert*, *NDAR* 9: 651–52; and Lt. John Bazely, R.N., to Philip Stephens, 24 Sept. 1777, *ibid.*, 657.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 18 At 10 am All the Commissioned Officers were summoned to the Cabin & held a Consultation concerning our Cruize, the Cap^t having discretionary Orders,¹ & they unanimously advised the Destruction of the Fishery on the Banks of Newfoundland.—

D, DLC, Journal of Lieutenant William Jennison, p. 10.

1. See American Commissioners in France to Captain Samuel Tucker, 13 Apr., in *NDAR* 12: 556–57.

June 19

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth, June 1778*]

19. I hear, privately, that the soldiers have orders not to fire on the prisoners if they see any making their escape; to fire only clear powder to alarm the guard; and they are not to strike any of us, nor offer a bayonet to us: thus their rigor has been abated since Burgoyne¹ has been taken.²

Herbert, *Relic of the Revolution*, p. 136.

1. Maj. Gen. John Burgoyne and his army had been captured by the Americans at Saratoga, N.Y., on 17 October 1777.

2. Dr. Jonathan Haskins wrote similarly in his prison journal this same date: "We've Intelligence that the Guard have Orders not to fire upon us if we Attempt to to make our Escape; but to take us Unhurt if Possible." MeHi, Jonathan Haskins Journal.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE, INTENDANT AT BREST

[Extract]

A Versailles le 19 Juin 1778.

. . . Le Roi approuve que pour faciliter aux Anglois blessés provenant d'une prise faite par la frégate le *Ranger*,¹ les moyens de retourner chez eux après avoir été guéris à l'hôpital, vous soyez convenu avec M. le C^{te}. d'Orvilliers de les faire embarquer sur la première frégate qui sera destinée pour S^t Malo, d'où ils pourront se rendre en Angleterre. . . .²

de sartine

[Translation]

Versailles, 19 June 1778.

. . . The King approves that, to accommodate the wounded Englishmen from the prize taken by the frigate *Ranger*,¹ you will confer with M. le Comte d'Orvilliers on the means of returning them after having been healed in the hospital and have them em-

barked aboard the first frigate bound for St. Malo, whence they will be able to depart for England. . . .²

de sartine

L, FrBAPM, série 1E191, fol. 775. Notation: "X le 24"; translation: "Answered on the 24th." The portions of the letter not printed concern administrative matters relating to the port of Brest.

1. For the capture of H.M. sloop *Drake* by Continental Navy ship *Ranger*, see Capt. John Paul Jones to the American Commissioners in France, 27 May, in *NDAR* 12: 755–61.

2. On 17 July, Sartine wrote De La Porte: "I approve that you and M. le Comte d'Orvilliers together have sent off . . . the Seven Englishmen coming from the prize taken by the United States frigate *Ranger* who, having been sent to the hospital, have become free." FrBAPM, série 1E192, fols. 129–30.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Fryday June 19th. 1778.

Saw two Sail to the Northw^d standing to the Eastw^d at 9 AM. brought too a Brig, George Fenley Comman^d belonging to Scotland, bound from Nuvus¹ to London loaded with Cream Tarter & Raizines. made a Prize of her, and sent her for Boston, with Joshua Goss, as prize Master, Jacob Tucker Mate, Thomas Stevens, Thomas Brimblecom, James Harris. (Tanique & Roussille Frenchmen) as privates. & W^m. Young a Prizioner.—

NB. the Brig is called the *John & Rebecca*²

Latt^d. ☉ Obs: 43.47.

Course	Dist:	x Latt ^d .	Depa ^r	Latt ^d . ☉ Obs:	xLong:	Long:In	M Dist:
No 83 ^d W	88m	11 No	87w.	43 ^d : 47 ^m	2 ^d :00	22 ^d :26 ^m	809 Wes ^d

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 18 June to noon of 19 June, following sea time.

1. According to the Journal of William Jennison, 20 June, below, the prize was bound from Cephalonia (Kefalonia), one of the Greek Ionian Islands.

2. Brig *John & Rebecca*, George Finlay, master, 85 tons burthen, built in Leith in 1765 and owned by the captain. *Lloyd's Register of Ships, 1777–1778*.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gentⁿ.

On Board the *Boston* Frigate June 19th. 1778

This my first oppertunity of sending you since I came out from France which was on the 13th Ins^t may serve to inform your Honours of my Situation which is very disagreeable and has been since I left Boston with Respect to my People[³] dissatisfaction,—there as been a Consparicy carried to a great Length, but fortunately discovered it the day before sailing from Bourdeaux, which I wrote the Hon^{ble}. Commissioners at Paris.¹ I had the Confiderates of Bourdeaux imprisoned and beleive they will be Banished if not hung.

Gentⁿ. these may be handed you by M^r. Goss² who will give you a just Account of my Situation, Gent^r I am in a great hurry seeing a Sail to Windward but still Remain [&c.]

S. Tucker

LB, MH-H, Samuel Tucker Papers (MS Am 812), Letter Book. Addressed below close: "To the Hon^{ble}. Navy Board/Eas^t Dep^t. Boston—/[*illeg.*]ty."

1. See Tucker to the American Commissioners in France, 28 May, in *NDAR* 12: 771.

2. See Tucker to Midn. Joshua Goss, this date, immediately below. Since the prize ship that Goss was bringing to America was recaptured, the Board probably never received this letter from Tucker.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
MIDSHIPMAN JOSHUA GOSS, CONTINENTAL NAVY

M^r. Joshua Goss

On board the *Boston a Sea*
June 19th 1778.

You being appointed by me Prize Master of the Brig *John & Rebecca*,¹ a Prize taken by the *Boston* Frigate myself commander, my Orders to you are that you Proceed Immediately to Boston or any other Port in america that you may think Safe and on your arrival you are to deliver my Letter to the Hon^{ble}. Navy Board² and the other to Gaberal Johonnet Esq^r³ agent for mySelf & Crew and you are to tarry on board Untill he Dismisses you Legally and in discharging these orders You will Due your Duty.⁴ Yours Well wisher

Samuel Tucker

NB M^r. Goss Remember me to all at home telling them I have no time to Write Seeing a Sail to windward

Copy, MH-H, Samuel Tucker Papers (MS Am 812). Docketed: "Copp^y of Orders to/Joshua Goss, Prize Master/of the *John & Rebecca*/June 19th. 1778.—"

1. For more on the capture of the brig *John & Rebecca*, George Finlay, master, see Journal of Continental Frigate *Boston*, this date, above.

2. See Tucker to the Continental Navy Board of the Eastern Department, this date, above.

3. Gabriel Johonot, Continental prize agent.

4. *John & Rebecca* was recaptured by H.M. frigate *Porcupine*, Capt. William Clement Finch, off the Newfoundland Banks on 8 July. Journal of Ambrose Serle, 8 July, above.

June 20

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

20th. of June Sunday, We've Rec^d. a Letter from one of the Committee of our Donation at Bristol Desiring us to Transmit to him Our Names former places of Abode Occupations &C. & he Assures us that there [*is*] a Prospect of an Exchange, for a Part if not the whole of us, he Likewise desires we would keep to good Order: & by no means Offer to make our Escape¹

D, MeHi, Jonathan Haskins Journal.

1. The list has not been found.

GABRIEL DE SARTINE TO BENJAMIN FRANKLIN

a Versailles le 20 juin 1778.

J'ai reçu, Monsieur, une Lettre de Nantes qui m'été ecrite par le S^r. J. W. Schweighausér, agent d'Etats unis de L'amérique septentrionale, qui comme chargé

de la Direction des prises faites et conduites à Brest par les fregates Le *Ranger* et La *Providence*, me demande les formalités à observer pour la vente des d. prises. je lui réponds qu'elle peut être faite soit à Bord soit à terre, à l'amiable; mais qu'il ne doit être question d'aucune des formalités qui s'observent en général pour des prises. je préviens les officiers de l'amirauté de Brest de ce que je lui marque à ce sujet; et je vous en fait part, étant à propos que vous en ay connoissance. j'ai l'honneur d'être [&c.]

de sartine

[Translation]

I have received, Sir, a letter from Nantes written to me by Mr. J. W. Schweighauser,¹ agent of the United States of North America, who, being entrusted with the disposition of the prizes taken and brought into Brest by the frigates *Ranger* and *Providence*, asks me the formalities to be observed for the sale of the prizes. I am answering him that the sale can be done on board or on shore, by private contract; but that it should only be a matter of the formalities that are observed in general for prizes. I am alerting the officers of the admiralty of Brest of what I am telling him on this subject; and I am informing you of it, it being appropriate that you have knowledge of it. I have the honor to be [&c.]

de sartine

L, MH-H, Arthur Lee Papers (MS Am 811.3), ser. IV, no. 151. Addressed at the foot: "M. Franklin Député des Etats unis de L'amérique septentrionale"; translation: "Mr. Franklin, Deputy of the United States of North America."

1. That is, Jean-Daniel Schweighauser. On 5 June 1778, the American Commissioners in France wrote him: "You request Directions relative to the part you are to act, on such Occasions towards the Custom House. All that We can say at present is, that the American Men of War must comply with the Laws: but We will endeavor to obtain explicit Directions from his Majesty, concerning this Subject." DNA, PCC, item 84, vol. 1, p. 143 (M247, roll 111).

JACQUES ODEA, FILS, TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

M^r A Whipple
Sir

Paimbeuf June 20 1778—

The Chevalier de la Forest brought on board the *Providence* Frigate ten Men, of which eight remain on board the others were desirous to go back again to Nantes to pay some debts they owe, I paid them nothing but I have advanced to the eight others fifteen Livres a piece—promising them fifteen Livres more when the Ship will return in her moorings, be so kind as to send another mast as soon as possible I have been twice a day to the Carpenter to entreat him to work with all the expedition possible, there is one piece of Oak Timber put into the mast and two others ready the Lieutenant Pitcher¹ has got the Top Mast painted today theres a Ballast boat along side now the Carpenter has told your Officers that he has not got an answer yet whether he shall hew a Top Mast here, if it is possible get a thousand livres from M^r Schweighauser² for the Butcher the Chevalier tells me he has about thirteen men & shall be able to get twenty more but he thinks it very advisable not to bring them on board, untill the Ship is ready to Sail and I think it would make a great noise & they might be claimed by superior Orders the Gentleman has paid for their Victuals at

Quoiron³ I am sir [&c.]

Ja^s Odea fils

LB, MiU-C, Abraham Whipple Papers. Notation in margin:

"I.O./to/A W/June 20th." Addressed below signature: "To Captain Whipple—."

1. Lt. Jonathan Pitcher.
2. Jean-Daniel Schweighauser, Continental Commercial Agent, Brittany Region, France.
3. Perhaps meaning *Quiberon*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* June 20th. 1778. Saturday

This Day Moderate Gales & pleasant Weather, all the People on Board well & in good Spirits. Saw a Vessell to the Northw^d. and gave Chase.

Latt^d. ☿ Obs: 44..04.

Course	Dist:	x Latt ^d .	Dep ^r	Latt ^d . ☿ Obs:	xLong:	Long:in	M Dist:
WNW	45 ^m	17N	41W	44 ^d : 04 ^m	56m	23 ^d :22 ^m	850 West

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 19 June to noon of 20 June, following sea time.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 20

At Dawn of Day discovered 2 Vessels both Dutch—At 4 am saw an other a head of us—We gave Chace & spake her at 6 am—she was from Cephalonia in Greece, bound to Glasgow which we made a prize her name was *John & Rebecca*—Capt Finlay M^r. Goss was put on board as prize master, who was ordered to L'Orient—¹ Cap^t. Finley was master of the Brig—which was cargoed with Cream of Tartar, Currants &c At 10 am Saw a Sail—at 2 pm Saw a White Flag at her Fore TopGallant Mast head—soon she fired a Gun to Leeward—Cap^t. Tucker ordered a Continental Jack at his Main Top Gallant Mast's head & fired a Gun to Windward. At 4 pm she came under our Stern, she proved to be Cap^t. Jones who left us at Isle d^e. Dieu—He & Cap^t. Ward dined with Us—²

D, DLC, Journal of Lieutenant William Jennison, p. 10.

1. As seen at Capt. Samuel Tucker to Midn. Joshua Goss, 19 June, above, *John & Rebecca* was ordered to America.

2. Jones commanded the Maryland privateer brig *Virginia*. Capt. Ward has not been further identified.

June 21 (Sunday)

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth, June 1778*]

21. Sunday. Notwithstanding our friend's advice,¹ we have a plan in agitation for mak-

ing our escape, and are resolved to go on with it. Our design is to get into a drain at the corner of the yard, where the last hole was found out, and dig up on the other side of the wall. For this purpose, yesterday afternoon three men took down a piece of wall under a window, in an old prison adjoining this drain. These men got into the prison and the wall was put up again, and plastered up with dirt. They dug into the drain and tarried there all night and till after we were let out in the morning, when we let them out. Last night, when we were counted into prison, three boys went in first and got out at the window, and were counted twice, to make up the number.

Herbert, *Relic of the Revolution*, p. 137.

1. On the "friend's advice," see Journal of Dr. Jonathan Haskins, 20 June, above.

LIEUTENANT PATRICK FLETCHER, CONTINENTAL NAVY,
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Honoured Sir,

S^t Martins 21 June 1778

I take this Oppertunity of Acquainting you that on the 16^h instant I arrived here and was in high spirits that I should get away next Day but unfortunately found that the Brig would not float to high Springs there not being 7 feet water in the Dock¹ therefore to make all the Dispatch that was in my power got a bark along side and took out 28 Pipes in Order to lighten her just as we were going to heave her out of the Dock, M^r Luther recieved a Letter from the Agent at Nantes² for to stop the Brig by all means & not to let her go without further Orders, as he wrote that you sent for the Vessel without his knowledge therefore M^r Luther insisted that the Brig should not go out of the Dock untill it was determined by you and the Agent what should be done, I have been to Rochelle along with M^r Luther to see what the Wine could fetch by the Pipe and to know whether the Vessel must be Condemned by the Court of Admiralty in Case the Vessel and Cargoe should be sold here but got no Satisfactory Accompt about it³ please to send me Orders as soon as possible that I may know in what manner I must conduct myself M^r Gardner joins me in Compliments to you and all the Officers on board this from [&c.]

Patrick Fletcher

LB, MiU-C, Abraham Whipple Papers. Notation in left margin: "P. F./to/A W/June 21—."

1. In a letter of this date, Fairholme & Luther explained that they had moved the prize brig *Lord Grosvenor* to their dock for better security from "Guernsy & Jersey Privateers that hover about this place." MiU-C, Abraham Whipple Papers, Letter Book.

2. That is, Jean-Daniel Schweighauser. See his letter to Whipple of 16 June, above.

3. In their letter to Whipple of 21 June, Fairholme & Luther reported that they had been offered "but £200 per pipe by a person who never tasted it, we expect if put to sale it would give from 3 to 400 Livres." MiU-C, Abraham Whipple Papers, Letter Book. Livres tournois were sometimes called "French pounds," so presumably the offer for the wine was 200 livres tournois.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Sunday June 21st 1778.

Moderate Gales & pleasent Weather, the Sail in Chase proved to be Cap^t Jones,¹ that saild in Company with us from Bourdeaux, he and his People were all Well, Cap^t Jones came on Board & tarried, a Considerable Time.

Latt^d. ☉ Obs: 44..00—

Course	Dis:	x Latt ^d .	Dep ^r :	Latt ^d . ☉ Obs:	xLong	Long. in	M Dist:
West	107m	4 So	107	44 ^d : 00 ^m	2 ^d : 29 ^m W	25 ^d :51 ^m	957 st

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 20 June to noon of 21 June, following sea time.

1. Jones was commander of the Maryland privateer brig *Virginia*.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[June] 21 [Frigate *Boston*, at sea, off France]
 Cap^t Tucker At 1 PM told Cap^t Jones¹ that he could not keep Company with him farther South than NW by W. upon which Cap^t Jones gave us 3 Cheers & discharged 13 Guns—Cap^t Tucker returned 3 Cheers & 4 Quarter Deck Guns—

D, DLC, Journal of Lieutenant William Jennison, p. 10.

1. Commander of Maryland privateer brig *Virginia*.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU
 CHARLES-RENÉ, CHEVALIER DE GRAS-PRÉVILLE

[Juin 1778.] [*en mer*]

Dimanche 21. depuis hier à midy jusq'aujourd'hui a la même heure la
 route corrigée m'a Vallu L'o So. 2.^o
 Chemin Corrigé 18. li.
 L'attitude observée 29^o 50'
 Longitude estimée 64^o
 Longitude observée 65 30'

a 8 h. du matin nous avons Signalé un bâtiment que le Général nous a ordonné de Chasser et que nous avons atteint vers les 4. h ce bâtiment est un Sloop Americain qui manquait de la Virginie depuis 14 jours.¹ Sa Cargaison consiste en tabac qu'il va déposer a la Martinique ; nous nous Sommes mis endevoir de le Conduire au général, mais le Calme nous a Surpris, et a duré toute la nuit.

[Translation]

[June 1778.] [*at sea*]

Sunday 21. since yesterday noon until today at the same time the
 corrected course I reckon WSW 2.^o
 Distance Corrected 18. leagues
 Latitude observed 29.^o 50'
 Longitude estimated 64^o
 Longitude observed 65 30'

at 8 o'clock in the morning we Signaled a vessel, which the Commandant ordered us to chase and which we reached toward 4 o'clock. this vessel is an American Sloop that left Virginia 14 days ago.¹ Its Cargo consists of tobacco which it is going to dispose of in Martinique; we set ourselves to Conduct it to the commandant, but the Calm

took us by Surprise and lasted all night.

D, FrPNA, Marine B⁴, vol. 147, fol. 51.

1. The sloop, the name of which has not been identified, was commanded by a Capt. Selby, perhaps William Selby of Pitts Landing, Va. See Maryland Council of Safety to William Selby, 28 June 1776, *NDAR* 5: 792.

June 22

BENJAMIN FRANKLIN TO ALL COMMANDERS OF ARMED VESSELS BELONGING TO THE UNITED STATES OF AMERICA

To all Commanders of armed Vessels belonging to the United States of America
Gentlemen

Whereas the Religious Society commonly called the Moravian Brethren, have established a Mission on the Northern Part of the Labradore Coast for the good purpose of civilising & converting to Christianity the Barbarians who live there,¹ and by that means put an End to their Custom of plundering and murdering the People of our Fishing Vessels and others passing in those Seas. And whereas those Missionaries and their Families depend for Subsistence in that unfertile Country on the Supplies annually sent them, and on the Friendship of the Natives, which is maintain'd by little Presents of Iron Ware, all furnished by charitable Subscriptions in England; the Interruption of which Supplies might hazard the Loss of those pious Missionaries, and ruin an Enterprize beneficial to Humanity. I do therefore hereby certify, that the Sloop *Good Intent*, burthen about 75 Tons, Capt. Francis Mugford, carrying in the present Voyage about 5000 Bricks for building Chimneys with Provisions & Necessaries for the Missionaries and their Assistants, and some Ironmongery and Tin Ware for the Indians; The Crew consisting of the Captain, Mate, three Men & a Boy; and the Passengers One Man and three Women; is the Vessel employ'd in the above Service for the present Year. And I request if the said Vessel should be met with by any of you that you would not consider her as a Merchant man, proper to be made a Prize of, but rather concur benevolently in promoting so good a Design, by permitting her to pass freely, and affording her any Assistance which the Casualties of the Sea may have rendered necessary, in which I am persuaded your Conduct will be approved not only in your own Breasts, but by the Congress, by your Owners, and by all Mankind. Wishing you all Success and Prosperity, I have the Honour to be [&c.]

Paris Jun 22. 1778

B Franklin
One of the Plenipotentiary
Ministers of the United States
at the Court of France.

DfS, DLC, Benjamin Franklin Papers, series 2, vol. 18, fol. 463. Notation on top of first page: "22 June 1778." Franklin enclosed this safe conduct in a letter of 23 June to James Hutton, an Englishman and friend of Franklin's, who had requested it. DLC, Benjamin Franklin Papers.

1. The Moravians had established a settlement at Nain in 1771 and another at Okak in 1776 as missions to the Inuit.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERRemarks on Board the *Boston* Monday June 22^d 1778

Steady Gales & pleasant Weather, at 4 PM. Cap^t. Jones¹ parted with us & saluted with 9 Guns, I returned 4—

Nothing Remarkable—

Latt^d. ☿ Obs: 44..40—

Course	Dis:	x Latt ^d .	Dep ^r	Latt ^d . ☿ Obs:	xLong:	Long:in	M Dist:
North 65 ^d Wes ^d	95m	40 miles N.	86w	44 ^d : 40 ^m	1 ^d : 59 ^m W	27 ^d :50 ^m	1049 miles W

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 21 June to noon of 22 June, following sea time.

1. Jones was commander of the Maryland privateer brig *Virginia*.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 22 We had a great Battle with the Engine—¹

D, DLC, Journal of Lieutenant William Jennison, p. 10.

1. A fire-engine, which consisted of a lifting pump operated by two levers that acted alternately. Falconer's *Marine Dictionary*.



Charles-Henri Comte d'Estaing, Knight of the Orders of the King, Lieutenant General of his Armies, Vice Admiral of France

VICE-AMIRAL COMTE D'ESTAING'S RESPONSES
TO CONRAD-ALEXANDRE GÉRARD'S SUPPOSITIONS

Réponses aux suppositions de M. Gérard.¹

La variété des circonstances maritimes et militaires rendent incertains les projets les plus probables; les bases les mieux établies ne sont que trop souvent renversées par un événement imprévu; si les données elles-mêmes se trouvent n'être que des spéculations douteuses le problème n'est plus que chimérique, on nage dans le doute; mais on cause, et causer c'est chercher à se connaître, c'est beaucoup: deux hommes attelés à la même besogne s'en devinent mieux; mettre cependant trop de confiance dans un aperçu toujours susceptible d'une multitude de variantes ce serait s'égarer; on aperçoit de loin des ressemblances de position qui disparaissent lorsqu'on est proche et l'on doit être prevenu d'avance que les inductions tirées de ce qui va être dit seront très fréquemment contrariées par la loi toujours impérative du moment.

reponce à la supposition numro un. la promptitude est la première des armes, ettonner c'est presque avoir vaincu: c'est ce qui est desirable; c'est ce qui sera peut-être: on fera très assurément l'impossible pour y parvenir. surprendre le lord et l'amiral Howe par une opération mixte aussi compliquée que celle de remonter d'abord environ vingt deux lieues et ensuite environ treize lieues d'une rivière c'est se flatter que des vents, des marées différentes, des sondes, des manœuvres, celles de l'ennemi tout concoureront à une promptitude qu'un rien peut ralentir. si nous étions instruit de ce que nous ignorons des circonstances, si nous avions dans nous même des secours qu'il faudrait chercher ailleurs, des pilotes, si les éléments et les positions nous étaient également favorables, il nous resterait encore à établir un concours nécessaire entre les forces de terre des Américains et l'escadre sans cette unité d'action nos succès dans une rivière ne seraient que momentanés ils pourraient devenir dangereux. Le roman qu'on se plairait à adopter, celui qui jetterait le plus de certitude sur l'avenir de la campagne serait de trouver à la mer les forces navales des ennemis: la supériorité acquise par un combat accélérerait, faciliterait, elle influencerait d'une manière prépondérante. Il ne resterait plus qu'un genre de calcul celui des défenses terrestres et de la possibilité des attaques on n'aurait plus à prévoir que la chance éloignée des secours imprévus que l'Angleterre peut envoyer inopinément ils deviendront dangereux en raison de ce qu'ils trouveront sur les lieux et de ce qui pourra agir avec eux. Vaincre à l'atterrage est donc ce qui est à souhaiter de même qu'après le malheur d'une paix, d'une trêve signée ou d'une escadre fort supérieure ce qu'on croit le plus défavorable serait de ne trouver que la plus petite partie des vaisseaux de guerre Anglais avant que de s'enfoncer dans la Delaware. L'épisode d'un désir et d'un soupir est pardonnable elle suffit voilà une seconde préface; imaginons supposons et racontons: les fictions deviennent rarement une réalité; n'importe nous prenons connaissance de terre entre le cap Henry et le cap Hinlopen on aurait cherché sans hasarder la certitude de l'atterrage à ne se laisser apercevoir que le plus près qu'il aurait été possible de ce dernier: des bâtiments américains ou Anglais, plus parfaitement mauvais voiliers que nos frégates, ou très hardis auront été joints, nous serons instruits et si ce qu'ils auront dit est conforme au texte de la supposition si ce premier bonheur a lieu il sera la source de tous les autres, si les embarcations rencontrées ont échappé si une seule l'a fait si aucune n'a paru, ce sera à l'extrême promptitude à réparer ces inconvénients ou l'ignorance informé ou doutant de tout on est

enfin par le travers du cap hinlopen il faut alors avant de dépasser indian river et reho bay se décider a envoyer une frégate plus ou moins soutenue pour visiter un lieu qu'on dit être le dépost des prises faites par les anglais, on le designe aussi comme un des deux endroits ou l'on pourrat trouver des pilottes. le soutien de cette frégate exigera des reflexions il faudrat qu'elles soyent courttes le parti qu'on prendrat serat nécessairement hasardé tout dépost peut et doit être bien gardé bien defendu bien choisi Les gros vaisseaux aprocheront ils de tère? la fregatte même pourrat elle le faire? des chaloupes suffront elles? ne seront elles pas absolument compromises; deux ou trois vaisseaux fourniront ils asses de monde? et leur separation quelque courtte qu'elle soit ne deviendrait elle pas une faultte majeure? tout retard de la part de la totalité de l'escadre n'en paraitroit elle pas une plus grande? On présume que la croisiere sans doute a l'ancre des vaisseaux de guèrre anglais doit être Nord Est et Sud ouest entre le cap james et le cap may c'est la surtout où il faut ariver avant d'être attendu par le fort ou evité par le faible: ne serat ce que lorsqu'on y serat parvenu que ce ferat le detachement d'indian river? les vents les courants le permettront ils encore? et le depost ne serait il point échapé? il est probable qu'il faudrat mouiller sur son champ de bataille, evenement rare a la mer: un second détachement d'une frégate serat necessaire au même instant elle ne devrat point laisser tomber son ancre pour être plus tost a portée d'envoyer sa chaloupe a terre ou Pilot town; le nom de cette ville promet, mats tiendrat il parole une simple chaloupe de frégate ne pourroit elle pas au lieu de ramener des pilottes être arestée? il est infiniment a craindre qu'une flotte anglaise navigant sans cesse dans la de la War toute son embouchure ne soit ou Royaliste ou tres assujétie.

Les pilotes sont a bord le detachement d'indian river se rallie les vents et la marée favorisent on n'a perdu que douze heures moins s'il est possible ; il a fallu que pendant ce peu de temps le ministre plénipotentiaire du Roy et l'envoye de l'Amérique² ayent scu ou est le congres si les communications sont rares, leur parti doit être pris et eux débarqués avec leurs gens et ce qu'ils voudront de leurs effets ou leur sejour a bord peut se prolonger plus qu'ils ne le voudront ce débarquement est cependant une chose d'importance premiere non seulement pour le personel interessant de M^s Gerard et Dean mais aussi pour la chose générale l'extremse importance de remonter vite si le parti est pris de le faire dominera les considérations les plus imposantes il faudrat avoir combiné décidé et exécutté ou le débarquement serat remis. ne serat il pas utile dans tous les cas que des duplicata de lettres en chiffres pour le congres et pour le Général Washington soyent remises aux fregattes d'indian river et de pilot town[?] ces depesches a mediter a preparer d'avance a se comuniquer devront être nécessairement en chiffres M^r Dean peut seul en avoir un et les écrire; at il ce chiffre? ce quelles contiendront déciderat peutetre du sort de toute la campagne: remonter le plus haut possible s'emboquer, attaquer, demander en reponce l'indication de l'instant: ne faire que bloquer, affamer, [laisser entre ?] pendant combien de temps on pourat le faire; interoger sur ce que M^r Washington croit qu'il en faudrat consommer dans ce rosle passif et plus redoutable que l'action ouvrir l'idée d'une diversion sur New York presenter ce que le general américain desireroit que l'escadre fit sur le champ en cas d'une retraite du Lord Howe par les jerseys voila les quatres points principaux de ces importantes épîtres elles sont indispensables mais seront elles possibles[?] la correspondance du gouvernement de l'amérique est dit on plus qu'au bercau et tres vitieuse dussent elles être inutiles ces lettres leur preparation ne scauroit être trop prochaine n'y trop reflechie de pareils en cas sont majeurs

et décisifs j'ose espérer qu'on aurat le bonheur de les employer et M^r Washington est trop homme de guêrre pour ne pas répondre nettement et promptement il sentirat et il serat convenable de lui faire insinuer que la possibilité d'aujourd'hui peut echapper demain.

Les depesches en chiffres sont parties l'escadre est sous voile le main ship channel nous a conduit avec un brasseyage que les carttes annonce suffisant jusque Nord et sud de Bombay island et de Stow creek. le mouillage de Reedy island est celui que l'inspection des carttes et que ce qu'on a entendu dire font croire le meilleur on voudroit pouvoir le suposer l'endroit de la seconde station mais avant de s'y rendre on ne trouve plus que quatre brasses anglaises, c'est a dire un fonds de 22 pieds six pouces francais on peut sans doute s'alléger mais laisser un mur entre la mer et soy est il prudent? on a pu, on n'a pas craint de le faire on est mouillé a Reedy island y attendrat on la reponce du general Washington[?] y parviendrat elle[?] combien faudrat il y sejourner[?] descendrat on tout de suite jusqu'a billings fort moins inquietant parce quil parait qu'on peut s'y embosser de tout pres que le fort red Bank couvert d'un banc qui en eloigne et qui otteroit par la aux vaisseaux toute la superiorite qu'ils ne doivent qu'a la proximite des batteries qu'ils attaquent. L'isle aux quatre redouttes et sans nom³ qu'on voit sur la cartte, environ au Nord Ouest quart de Nord de Red bank est aparament celle ou les anglais n'on pu parvenir suivant les relations qu'en allegeant des vaisseaux de cinquante canons combien ne faudrait il donc pas diminuer le tirant d'eau des notres. puisse la force des vents et du courant permettre de le faire sans trop hasarder une stabilité soumise au calcul des poids puisse l'attaque de M^r Washington etre soutenue par la notre et par la terrible diversion de notre artillerie puisse les vaisseaux nouriciers et de transport etre détruits jusque sous philadelphie même puissions nous y marquer les logements du Congres et repartir pour New york avant meme qu'il soit arrive et puisse tous ces veux ne pas etre totalement batis sur les brouillards de la de la War.

reponce a la suposition numéro deux. le premier concours est celui du fonds. les carttes ne font voir que trois fathoms and half non seulement sur la bare continue resserée par les deux bancs de coney island et de false hook mais encore dans le petit passage formé entre ce second banc et celui qui tient a Sandy hook 19 neuf pieds huit pouces trois lignes mesure française sont le produit de trois brasses et demies anglaises les marées des mortes eaux que la cartte de la de la War spécifie tandis que celle de la riviere d'HUDSON se tait sur cet objet important ne sont que de quatre pieds et demi Anglais qui vallent 4 pieds 2 pouces 9 lignes francais ce total ne donnerait donc a la mer haute que 23 pieds 11 pouces le tirant d'eau du *Languedoc* est de 22 pieds six pouces celui du *Tonnant* est de 23 pieds 10 pouces et tous les vaisseaux de 74 de l'escadre tirent de 21 a 22 pieds d'eau eux seuls peuvent avoir quelque superiorité sur le nombre des vaisseaux de 64 et de cinquante qu'ont les anglais la levée d'une embouchure de riviere ou la mer du large est resserée par des bancs n'est plus celle de l'intérieur de la de la War seise pouces d'eau audessous de soy n'y sont pas sufisament rassurants: la stabilité du navire est bien plus aisement compromise en embouquant que dans un chenal enfoncé dans les têtes.

on est passé. les vents apres avoir permis de mettre le cap a l'ouest ont laissé raportter au Nord au Nord Est, les Narrows sont déjà loin et l'affaire Nautique est terminée il est demandé par la chose militaire quel est le concour de terre que les Ameriquains devront fournir. Le décider le presumer même est impossible et seroit ridicule avant de se douter seulement de ce que l'on aurat a combattre. le plus de

moyens sera toujours le meilleur l'infanterie anglaise est bonne excellente elle a vu abandonner a son aproche les forts independance et Washington⁴ il est a craindre que si elle les a repris une seconde fois ce qui est plus que possible elle ne les cede pas aussi aisement la foule pourat l'étonner une attaque environante qui laisseroit ces forts derriere qui les négligeroit s'ils ont été repris, la mer dont nous serions maitres choses contre nature pour des têtes anglaises nos vaisseaux qui tonneroient contre new york une descente des américains dans long island du gros canon de l'escadre des mortiers etablis par eux et avec notre secours sur la pointe du brook land, l'isle du gouverneur enlevée, occupée par nos troupes, ses batteries tournées contre la ville qu'elles deffendaient un ensemble d'operations rapides pourat ébranler la fermete ordinaire des troupes britanniques mais il paroît nécessaire en stipulant un concours de ne point oublier qu'il doit etre plus que proportionné que les troupes du Nord et surtout celles de Boston sont les plus acoutumées à voir les anglais de pres et que le moindre acte de foiblesse ou de timidité rejetant tout le poids de l'action sur nous pouroit être très funeste: une pertte inutile en hommes en aparaux ou en munitions dont le port de Toulon a ete si cruellement avare seroit trop et notre inaction subsequente deviendrait aussi nuisible aux Américains qu'a nous même

le mouvement de la machine militaire entrainerat peutetre trop vitte la circonspection politique le ministre du Roy serat peut etre obligé de presser la demande des compensations et d'exiger dans le meme instant les reponces les plus cathegorique tout enfant qu'est le gouvernement ameriquain il aurat deja ses finesses et toute republique a des lenteurs et fort peu de secret le Canada apartiendrait au Congres s'il avait dans les comencements scu promptement et suffisamment secondér le general Arnold: il faudrat donc vaincre l'adresse presser sans choquer pousser l'incertitude aprendre a ne pas mettre son vray sure ses malles et subjuguier vivement des volontes diverses et des interets peut etre oposés le chef deuvere en serat plus grand il est digne de celui qui a quitté pour l'entreprendre le gouvernail intérieur du cabinet de Versailles si l'on croyait soumettre des idées mal ou trop peu digerées a son experience et a ses lumieres on diroit que les premiers mots politiques qu'il prononcerat doivent être sacramentaux qu'il aplanirat bien des difficultes et qu'il s'évittera a lui meme beaucoup d'épines si la premiere conference regle pour préliminaires invariables compensation d'efforts mutuels dans toute l'amerique en general possession garantie et comode pour la pêche sans rien designer et tous genres de facilité d'entretien pour l'escadre libératrice. les numeros suivants ebauchent un peu cet aperçu informe

reponce au numero trois. ce qui a été établi dans l'article precedent se trouve renfermer ce que le present article exige Le concours des Américains doit etre non seulement calculé sur ce que New york aurat de deffenseurs mais sur la quantité de temps qu'il faudroit pour que les secours de philadelphie pussent y arriver une diversion qui n'est que cela, qui n'a point la reussitte pour objet n'est qu'un moyen trop secondaire il consomme du temps, l'effet est douteux l'attaque reeslle est la seule diversion admissible le succes la produit il devient deux fois utile il l'est par ce qu'on a fait et par ce qu'on a empeche [*de faire*] mais tatter sans frapper et seulement pour distraire serait selon mon opinion dans le comencement et avec des Anglais le plus pernecieux de tous les parttis, songer au peu de temps que la saison nous laisse pour operer le prouve nos enemis m'ont fait jadis l'honneur trop grand de craindre un peu mon activité c'est une illusion préteuse il faut s'il est possible

qu'elle renaisse promptement.

reponce au numero quatre. je crois aux secours de vivres de provinces méridionales, je compte sur ceux de Boston, mais je crains de manquer des rafraichissements les plus ordinaires et les plus utiles pendant le temps que nous serons dans la de la War et dans la rivière d'HUDSON ces auberges la ont été trop frequentées on y vit depuis trop longtemps a discrétion l'engorgement de denrées de la partie du Sud pourat sans doute les faire promptement refluer sur nous, il est probable que la cote une fois purgée des croiseurs anglais les ameriquains se serviront de leurs embarcations s'il leur en reste mais la Marine Anglaise est ponctuelle et opiniatre il n'est pas demontré que ces officiers aussi exacts qu'ils sont patients et intelligents l'eventront les stations qui leur sont assignées des qu'ils me scauront au dessous d'eux ils pouroient fort bien en conclure au contraire que le dessein de l'escadre n'est pas de remonter qu'ils sont en sureté et qu'ils doivent restter ou on leur a ordonné d'être ; il faudroit pour les en chasser avec certitude, atterir au sud et ranger la costte cela retarderoit peu et les canaux seroient indubitablement debouchs mais on auroit sonné le tocsin et c'est la le pis de tout les dilemmes militaires ont trop souvent l'inconvenient douloureux d'avoir des branches qui se croisent qui se nuisent entre elles et en elagant celle qui paroît la moins importante on perd quelque fois la plus productive on pense cependant qu'il ne faut pas mettre l'accessoire en concurence avec le principal. les bruits répandus par ordre du congres d'une expedition dans le sud des preparatifs ordonnés pour nous y recevoir magasins qui ne seroient pas perdus puisqu'ils pouroient ensuite nous parvenir par mer une manœuvre feinte qui si le vent le permettait ne consommerait que deux ou trois jours et qui nous feroit voir de terre porttant ou nous ne voudrions pas aller petit moyen qui peut reunir le double avantage de tromper egallement l'endroit ou l'on vat et celui qu'on ne veut que delivrer le dernier parti enfin toujours fort dangereux d'un détachement des vaisseaux de l'escadre pendant que le surplus s'occuperoit de l'attaque de new port forme l'enumeration⁵ des choses a faire et a discuter si les stations Anglaises du sud conservent toute la tenacité qu'un avantage marqué et d'eclat leur otteroit elles conserveront la vraisemblablement si les bruits publiques ne les ebranlent pas.

se faire proposer ce qu'on desire appartient trop a la politique pour s'apesantir en parlant a un aussi grand maitre dans l'art diplomatique sur l'utilité d'un procedé de premier principe. si l'on n'executtait rien de plus important que New port il faudroit bien au moins faire cela et ce moins pourrait etre beaucoup les aparaux de la Marine Anglaise y seront peutetre déposés New port peut etre devenu le point milieu des forces navalles l'Amiral Howe le regardoit comme le plus comode puisque c'est de la qu'il a voullu faire partir le general Burgoine⁶ C'est encore sur cet objet comme sur tous les autres d'apres ce que l'endroit attaque renfermerat et d'apres ce qui le deffendrat qu'il faudrat solliciter et regler le concours si l'on n'a rien fait et s'il est possible de se passer totalement du secours des troupes des provinces unies reserver leur bonne volonte et leurs moyens pour la derniere operation donneroit le droit d'exiger alors davantage et de demander un plus grand equivalent en vivres des pratiques surs, des intelligences avec les gens du pays avec les citoyens de Newport, des gens de confiance qui ayent la leur; seront un concours necessaire partout et on pense qu'on pourrat et qu'il faudrat promptement l'obtenir pour ce lieu comme pour les autres l'enseigne de la liberté porté par des mains Amériquaines et marchant devant les armes du Roy peut devenir l'arche du Seigneur et faire tomber les murailles⁷ on a besoin d'un prodige lorsqu'il faut lacher de faire

autant de choses en aussi peu de temps: un assortiment de vivres pour les operations de l'escadre dans les isles serait un équivalent d'autant plus grand que ne pas les affamer qu'y portter ou y convoyer des comestibles pour leur propre consomation s'est travailler a leur bonheur comme a leur déffence, et qu'apres le succes de l'entreprise l'economie dans les depences de l'escadre est ce qu'il y a de plus desirable

reponce au numéro cinq. l'armistice de fait semble si rapproché de celle de droit et toute convention tacitement agreee ou signee sans la France paraitrait desormais si contraire aux interets du Roy que cette idée seule fait fremir hattons nous sans nier une suposition possible de passer a celle de l'attaque d'halifax. plus les états unis considereront cette operation comme etant d'un interest majeur et plus la compensation prevue par la cour pourrat etre considerable plus elle serat facile a obtenir on pence que les secours que les ameriquains donneront en troupes et en embarcations pour les portter doivent etre fort exageres et infiniment au dessus du besoin reeslle par une infinité de motifs en spécifier quelques uns ferat embrasser d'un seul point de veu tous les autres: la saison avancée forcerat de brusquer halifax si l'on perd encore beaucoup d'instantans au service du Congres pour lequel on aurat tout fait gratuitement il n'en resterat plus pour celui de sa Majesté l'hiver n'attend pas il chasse ou il faut le passer ou l'on se trouve ce qui serait affreux et nous rendrait nuls pour six mois: il ne faudrat plus dans l'arriere saison penser a remonter vers le sud ce serat du nord qu'on devrat faire routte pour les isles du Vent: les états laisseront sans doute une forte garnison a halifax elle diminuera ce qui operera avec nous et pour nous: ce mot ramenne a la désignation de l'isle elle exige une épisode: mes instructions sans etre exclusives noment l'isle de S^t jean: le Ministre plenipotentiaire du Roy d'apres ce qu'il m'a dit panche pour terre neuve c'est le foyer de la pêsche; l'isle de s^t jean n'est que fertile les matelots sont la denree qu'il nous faut la morue les fait pousser s^t jean est petite l'Espagne toujours possedee de la manie teritoriale ne peut avoir une grande part que sur un large territoire si le compas ne s'ouvre point sur la cartte elle croirat qu'on ne lui offre rien je pense totalement comme M^r Gerard mais je suis servile en fait d'instructions je voudrais qu'il fut possible de satisfaire tout voici mon chateau en Espagne un système pour etre parfaitement bon doit etre général et ne faire qu'un celui de l'Amerique est la liberté que tère Neuve la conserve qu'elle envoie aussi s'il se peut, au congres que sa ville de plaisance dans la quelle il y a seise mille ames ou que sa ville de s^t jean dont les anglais ont fait le chef lieu soient aussi souverains que Boston mais qu'attendu l'importance dont il est pour l'amerique comme pour l'europa que les anglais ne redeviennent pas pecheurs uniques l'isle de terre neuve uatorsieme province ou unie a une des treise, soit sous la speciale protection de la France que l'Espagne puisse y acceder, que l'une et l'autre couronne possedent en souveraineté de grandes portions de l'isle actuellement peu établies comme la Plage des Trépassés,⁸ ou ce cap sufisament designé dans le traité d'Utrecht et que la mauvaise foy anglaise n'a jamais voullu qu'on nommat le cap riche⁹ que les parties de l'est on de louest et cetera soient partagées que les trois puissances se garantissent la pesche exclusive en specifiant, pour evitter toutes contestations sur toutes les costtes de terre neuve et que le droit d'échafaut sera reservé et resseré au territoire de chacun que la France et l'espagne aussi dans le cas ou tel est son plaisir, veillent a la surete de l'isle en general par des troupes a elles, par des subsides meme accordes a la province ameriquaine de terre neuve pour l'entretien perpetuel de troupes reglées d'officiers d'ingenieurs d'artillerie et de fortification affin que cet im-

portant joyau maritime ne puisse jamais par aucun cote retomber entre les mains de l'enemi comun que ces subsides, que la preponderance qu'ils donneront dans le gouvernement dans celui de t re Neuve forme un chainon un lien de plus entre nous et le congres et qu'enfin les etats unis cedent et garantissent au Roy la souverainete de la petite isle de s'Jean beaucoup moins utile pour la pesche que pour pr parer consommer et assurer la revolution ou la conquestte du Canada et par consequent etant plus avantageuse dans les mains de la France aux etats unis qui veulent ou cette revolution ou cette conquette du Canada qu'a nous memes qui n'y songeons pas et qui ne trouverions dans l'isle de s'Jean par sa culture actuelle et par la bonte de son sol que des moyens comestibles pour soutenir nos nouveaux etablissemens de terre neuve: que cette isle de S' Jean en devenant sujette du Roy ne perde rien des droits que l'angleterre a voullu enlever a l'amerique qu'au contraire ils y soyent porttes au plus haut degre qu'ils y soyent consacres s'il se peut de maniere a rendre impossible   tout ministre et ce qui est cent fois pis   tout chef de burau aveugle a tout gouverneur despote d'en troubler l'organisation que les am ricains y voyent sans cesse sous leurs yeux un exemple absolument opose aux erreurs Anglaises que quelques uns d'entre eux viennent y chercher la veritable libert  d'action de discours et la tranquillite que l'inquietude la jalousie et l'ingratitude et tous les petits chocs du gouvernement republicain font plutost perdre que trouver sous le bonnet un peu chimerique d'une pretendue libert  parfois tres ideale et souv nt reine plus soucieuse que ne l'est sa Majeste l'authocratrice de toutes les Russies telle est la chimere que je croirois infiniment utile de voir r aliser comme elle ressemble fort a la fable du pot au lait¹⁰ Helas apres tous mes que qui seront trop probablement des que retranches j'ai au moins le droit de dire tout au milieu de mon songe, comme la petite laiti re il me semble deja que je vois tout cela

Des Apotres envoy es le plus tost possible a Plaisance a s'jean de terre neuve et a l'isle de s'jean m me sont un des plus grands moyens de r aliser ce resve il faudrait que la mission eut deja  t  bien et solidement presch e lorsque l'escadre irait lever les scrupules plus il y auroit d'Americains avec nous et plus notre evangile deviendroit plausible le bon choix, le nombre de ceux qui le soutiendront l'acceleration de leur depart l'aplanissement des difficult s les instructions ou tout serat prevu des bases bien donn es ce seront la les grands services que le Ministre pl nipotentiaire du Roi rendra a sa Majeste cest ce qui m'a fait dire dans le comit  que du choix de celui qui accepterait cette difficile commission dependait davantage la reussite que de la nomination du G n ral: si mon rabachage sur cet article a d cid  le voyage de M^r Gerard je me f liciterai d'avoir  t  v ritablement utile a la chose; M^r Gerard sentirat mieux que personne l'importance des moyens ocultes. Ils seront au moins aussi fructueux que les ostenssibles; les premiers seront les siens, tout l'honneur lui en apartiendrat; il partagerat aussi la gloire des troupes Am ricaines qui nous seconderont ou les lui devrat.

ce qu'il m'a fait l'honneur de me dire au sujet de la Bermude m'a engag    r flechir profondement sur cet objet: ce n'est point la conversation que j'ai eue il y a un an avec M^{re} le C^{te} Daranda¹¹ qui m'a fait marquer de l'eloignement pour y convoquer une flotille americaine les raisonnemens de M^r l'ambassadeur d'Espagne ne m'avoient point alors persuad  aujourdui que la roue a pris tout son mouvement peutetre que M^r d'Aranda ne penseroit plus de m me c'est l'embarras Nautique de ne pouvoir mouiller aux Bermudes de ne faire que croiser dans un parage fertile en coups de vents ou en calmes d' tre oblig  de m'en eloigner tout a coup et d'y laisser

des gens qui ne manqueroient pas de croire qu'on les abandonne c'est le temps beaucoup trop long qu'ils voudroient peutetre consommer a consolider leur revolution cest celui que je perdrais qui me feroit balancer. Je certifie que les raisons politiques ou que le fort médiocre derangement de la routte ne m'inquieteront point dans une operation a la quelle je consentirai si M^r. le Ministre Plenipotentiaire continue a la croire aussi bonne elle me paroît tout bien examiné, elle etre avantageuse, soit pour la sureté de notre comerce soit pour infestter a jamais celui des anglais elle doit etre adoptée si M^r. Deane a conservé de loin ce que ses confreres dans la revolution ont perdu en restant sur les lieux leur crédit et leur place au congres et si notre pelerinage aux bermudes donne des facilités dans les négociations et un moyen de plus pour obtenir davantage de secours contre terre neuve contre l'isle de s' jean et s'il se pouvoit contre la barbade je trouverai peutêtre necessaire d'attaquer cette derniere isle avant que l'on ne me scache aux isles du vent et si je suis parfaitement instruit des forces maritimes je me deciderai probablement a ne relascher a la Martinique qu'apres avoir comencé a agir contre ce qui est le plus auvent parce que remonter contre lui est trop long et parceque surprendre vaut plus que quatre batailles qu'un vaisseau de ligne et que trois fregattes d'augmentation. si l'operation des Bermudes procurait l'assurance d'un grand Convoy de vivres pour nos isles. cette certitude me paroitroit suffisante pour faire risquer les inconvenients d'un coup de vent douteux, et du triste role de spectateur non agissant. les batiments chargés d'objets a vendre pourraient l'etre aussi de soldats a débarquer mais il faudrait absolument que toutes les embarcations marchassent comme nos mauvais voiliers ce qui n'est pas pretendre a une grande vitesse.

nous serons donc dans le cas satisfaisant d'operer meme aux isles du vent sous l'influence politique du caducée de M^r. Gerard il partagerat d'autant plus nos succes qu'il nous aurat augmente nos moyens ceux du second ordre ne seront pas les moins intéressans on comprend, sous ce titre les bons pilottes les carttes les plans dettaillés soit pour l'executtion d'un projet soit pour la conaissance des lieux une demi douzaine d'emissaires ou satellittes hardis intrigants les nouvelles et un achat de dix ou douze negres esclaves qu'on affranchiroit dont l'employ projette exige une spécification un peu moins tronquée que celle des autres objets mes instructions me prescrivent avec la plus grande raison de ne conserver que la Dominique expédition qui ne se ferait qu'en sortant du fort Royal. tout ce qui m'est d'ailleurs prescrit d'attaquer doit être abandonné il m'est ordonné de faire le plus de mal possible au comerce Anglais: donner la liberté a tous les negres qui voudront me joindre avant la prise ou la reddition de chaque lieu serat sans contredit une perte irréparable pour l'angleterre c'est otter tout a la fois a l'agriculteur ses bestiaux et au manufacturier ses ouvriers; remettre sous le fouet d'un comandeur des esclaves une fois déchaînes est difficile laborieux et quelquefois impossible les negres devenus libres que j'aurais armés ou que j'aurais laisse s'armer ceux que je n'enleverois pas en qualite de soldats formeroient sur les lieux et apres mon depart un levain de rebellion infiniment incommodé le sucre s'en ressentiroit longtemps et s'ils avaient quelqu'un pour les conduire ils embarrasseraient autant les isles du vent anglaises que les negres des montagnes bleues¹² ont tourmenté les Colons de la jamayque s'ils avaient été dans le temps secretement animés et armés, les anglais etaient chassés ou toutes leurs plantations detruites pour longtemps mes émissaires blancs et noirs seroient employés des l'instant du débarquement a repandre dans les habitations le desir et la certitude de la liberté il faut pour cela des gens

qui parlent anglais les noirs seront plus tost crus par ceux de leur couleur que les blancs mais quelques uns de ces derniers seront necessaires pour conduire la machine et pour etre au besoin les espions des autres le choix de ces divers instruments me semble infiniment important c'est tout dire ce qui l'est dans les affaires majeures ne paraitrait je l'espère jamais indigne de ceux qui sont depuis longtemps acoutumés a diriger les grandes entreprises par tous les ressorts qui les font jouer a l'egard de l'argent, il ne peut selon mon opinion y en avoir de mieux employé. il m'est prescrit dans mes instructions de laisser la nouvelle colonie du nord et celle de la Dominique a l'abri de toute insulte J'employerai pour l'execution d'un ordre aussi difficile j'implorerai pour toutes les deux isles du septentrion et du [midi] la meme divinité la liberté les nègres et soldats soutenus et contenus par ce que je pourrai tirer des garnisons de la Martinique et de la Guadeloupe et par ce que je laisserai moi même sont le moyen unique que je puis avoir pour rendre la Dominique difficile a reprendre: ce moyen est bon: je l'ai éprouvé c'est principalement par le secours de negres rendus libres faits soldats et devenus matelots que j'ai réussi dans mon expedition de [l'Inde]¹³; ils y ont donnée des preuves de courage de fidelité et de discipline qui ont effacé de mon esprit tous les prejugués contraires l'expérience m'a démontré la verité de deux principes le 1^{er} c'est que tout ce qui s'apelle homme quand il passe dans un etat meilleur et qu'on l'y contient qu'on l'y occupe et qu'on lui inspire l'emulation peut etre conduit et animé le second est que si l'on se battait dans le feu il faudroit tacher d'y employer des salamandres¹⁴ les tropiques sont l'element des negres et presque partout le poison des blancs.

je n'ignore pas que ce qui est selon mon opinion sans inconvenient reesle n'y marqué pour la Dominique reconquise rencontrerait ailleurs des obstacles presque insurmontables je scai que tout colon de S^t Domingue et de la Martinique regarde un negre armé comme un monstre prest a le devorer et a venger ses [semblables.] ces Colons abuses voyent cependant sous leurs yeux ce qu'ils ont pu remarquer comme moy c'est que les negres libres sont ceux qui traitent les esclaves avec le plus de rigueur ils en sont les plus cruels et les plus mortels enemis. j'ai surveille arrestte et puni leur barbarie pendant trois ans¹⁵ je prévois que les riches Abitants diront que les Anglais s'ils prennent S^t Domingue ou la Martinique feront la meme chose que moy et qu'ils les ruineront en affranchissant une partie de leurs esclaves il n'y auroit pas grand mal quand cette crainte salutaire et peu fondée augmenteroit dans les cœurs le desir de se bien deffendre nos concitoyens d'amerique ordinairement plus spirituels que profonds en donneroient une nouvelle preuve par ce raisonnement les Anglais aiment trop ce qui raporte pour gatter ainsi leur gibier nos enemis croiront trop longtemps encore a leur superiorité maritime pour ne pas esperer de conserver ce qu'ils auront pris au lieu de diminuer le nombre de negres travaillants ils l'augmenteront c'est ce qu'ils ont fait a la Guadeloupe et a la Martinique pendant qu'ils l'ont eu leur système seroit encore le meme le mien est celui du moment c'est uniquement celui des lieux qu'on abandonne et celui de la Dominique petite islle sans moyens actuels de deffence et qu'on veut conserver: je ne pretends pas attendre mon projet plus loin il ne blesse point le droit de la guèrre ni des gens si les negres ne sont que bestiaux les armées dans tous les pays se servent des chevaux et des bœufs elles les enlèvent si ces hommes noirs sont des payisans ceux de la Saxe ont été très malgré eux créés soldats Prussiens je ne projette que de faire des recrues volontaires ou de recompencer ceux qui auront été utiles aux troupes du Roy: les raisons legales et celles de l'interest present ou avenir vu dans le plus grand

éloignement militent donc en faveur de mon systeme mais, au lieu d'un aperçu je fais un mémoire pour le soutenir; il est temps de retourner a nos moutons.

Reponce a l'observation. tous les comestibles toutes les denrées seront infiniment cheres c'est aussi mon opinion cent mille raisons me le persuadent. on dit qu'on ne s'est pas plu a Paris a conseiller ou a faire faire de fort bons marches aux ameriquains il faut s'attendre a pis et toutes représailles a part les dévastations le papier monoye nos lettres de credit qui ne vaudront tout au plus que ce papier qui ne sont que des assignations sur quelqu'un qui doit et le taux sans doute exorbitant des marchandises rendront le trop grand nombre de nos besoins non seulement tres ruineux mais fort difficiles a obtenir c'est ce qui me fait desirer ce que le peu de marche de nos frégattes nous a empeche et nous empechera d'avoir, une prise chargée de choses qui manque aux ameriquains et il leur en manque beaucoup. Je pense que dans leur position, comme dans la nôttré ce ne sont que par les échanges faits entre des objets mutuellement nécessaires que les magasins s'ouvrent et que les marchandises peuvent être ramenées a un taux raisonnable. rien sans doute ne seroit plus utile que d'engager le congres a se charger de la fourniture des vivres a un prix convenu et moderé mais il faudroit en le faisant qu'il demeurat bien convaincu de toute l'importance dont il est pour lui même de ne pas promettre ce qu'il ne tiendrait point. a l'égard des rafraichissemens locaux la police peut a paris taxer les denrées et ce qui est plus difficile forcer a les vendre mais dans un pays qui est le théâtre de la guérre dans une republique toute neuve dont tous les fibres ne sont pas encore bien correspondants n'y a leur place cet ordre au lieu d'être utile éloigneroit peut être les vendeurs. une exhortation bien patetique produiroit peutêtre davantage le congrès y diroit que ce sont les liberateurs des cotes ceux qui vont faire renaitre la navigation et labondance les Amis enfin de la patrie qu'il faut secourir faire subsister et ne pas éloigner par des prix excéssifs, telle est mon opinion je la soumets a celle de M^r. Gerard. M^r le Chevalier de Borda¹⁶ travaille a un etat de vivres fort detaillé. son esprit d'ordre son zèle et ses talens promettent qu'il ne laissera rien a desirer je me contenterai d'observer d'avance qu'il sera convenable de tenter de remplacer par les choses possibles celles qui ne le seront pas comme par exemple des salaisons par de la viande ou du poisson boucané s'il y en at: tous genres de légumes conserves et surtout le choux croutte si on en peut faire seront de grands antiscorbutiques: les fours de Boston pourraient des les l^{ers} instants faire du biscuit il nous seroit envoyé a Newport; les briques pour construire un second four a bord de chaque vaisseau me paraissent la premiere chose a demander pour la partie des vivres comme six Diabes ou triqueballes seront la premiere chose que la partie militaire exigera et cela peutêtre même pour l'expédition de New york et de New port ils seroient indispensables pour halifax Chaque triqueballe consiste dans deux roues du plus grand diametre de la plus grande largeur de jenttes et force de rayes qu'on peut trouver ayant un essieu assez fort en bois ou en fer pour soutenir un canon de vingt-quatre qu'on suspend par dessous une fleche ou timon sert a tirer C'est ainsi que les pieces de vingt-quatre de fer ont été mises facilement en batterie aux sièges de Madrats et du fort S' David¹⁷ si ces triqueballes pouvaient être au nombre de douse cela n'en serait que mieux il faudroit aussi de quoy faire des chariots composes pour mettre les munitions a couvert et pour les voitures et [*illeg.*] ce que a été¹⁸ oublié ou refusé à Toulon et de la poudre sans balles ne tue pas même des cailles L'etat de ces trois objets sera dressé et donné particulièrement

[Translation]

Responses to the Suppositions of M. Gérard¹

The variety of maritime and military circumstances render uncertain the most probable projects; the best established foundations are only too often reversed by an unforeseen event; if the informations themselves are found to be only dubious speculations, the problem is nothing more than chimerical, one floats in doubt; but one discusses, and to discuss is to seek to know yourself, it is much; two men applying themselves to the same work understand it better; to place, however, too much confidence in an appearance always susceptible to a multitude of variants would be to be led into error; one perceives from afar some appearances of the position that disappear when one gets closer, and we should be warned in advance that the conclusions drawn from what is going to be said will very frequently be contradicted by the always imperative law of the moment.

Response to supposition number one.— Speed is the first of weapons; to surprise is almost always to have vanquished: this is what is desirable; this is what may perhaps be; one may very assuredly do the impossible to attain it. Surprising Lord and Admiral Howe by a mixed operation as complicated as that of ascending some twenty-two leagues at first and then about thirteen leagues up a river, this requires that the winds, the tides, the soundings, our maneuvers and those of the enemy will all conform to expectations and allow a momentum that nothing can slow. If we were informed of those circumstances about which we are at present ignorant; if we could provide that assistance—such as pilots—that we must seek elsewhere, if the elements and circumstances proved favorable, it would still remain for us to establish a necessary cooperation between the American land forces and the squadron. Without that unity of action, our success in the river would be fleeting; circumstances could become dangerous. The fiction that one would very much like to assume, which would cast the most certitude on the future of the campaign, would be to find the naval forces of the enemy at sea: Superiority acquired by an engagement would hasten, facilitate, and influence events in a preponderant manner. There would remain no more than a kind of calculation, that of land defenses and the possibility of attack. We would only have to plan for the remote chance of unexpected reinforcements from England. They might become dangerous by reason of what they will find in places and what could be done with them. To vanquish on making landfall is what is to be desired, in the same way as that, aside from encountering a peace, a signed truce, or a much superior enemy squadron, the most unfavorable event would be to find only a handful of the English warships before entering into the Delaware. The episode of a desire and a sigh is pardonable; it suffices. There is a second proposition that we might imagine, suppose, and discuss, though fictions rarely become reality; it does not matter if we make ourselves acquainted with the land between Cape Henry and Cape Henlopen. One might be found without hazarding a landing through the following manner: American or English ships, slower than our frigates, or very daring, will be encountered; from them we may garner information that, if it conforms to what we believe, if this first fortunate event takes place, it will be the source of all the others; however, if the small boats we encounter escape, even just one, or if we find none, it will require extreme speed to make up for these inconveniences or ignorance. Informed, or doubting everything, we arrive at Cape Henlopen. It is necessary then, before passing the Indian River and Rehoboth Bay, to send a frigate more or less supported to visit a place said to be the depot of prizes made by the English. It is also said to be one of two places where one

can find pilots. Supporting this frigate demands some brief reflections; the route they take will be necessarily risky. Every depot should and must be well guarded, well fortified, well chosen. The ships of the line, do they seek to land? the frigate itself, could it do so? some ship's boats, will they suffice? will they not be absolutely compromised; will two or three ships of the line furnish enough men? and their separation, no matter how brief, would it not become a major mistake? every delay on the part of the whole squadron, would it not loom like a larger one? One presumes that the cruising ground of the English warships, without doubt lying at anchor, must be northeast and southeast between Cape James and Cape May. It is there, above all, that we must arrive before being expected by the strong or evaded by the weak: will it be only when we have arrived there that we will send a detachment for Indian River? the winds and the currents, will they allow it still? and the depot, would it not have escaped? it is probable that it will be necessary to anchor in order to fight, an occurrence rare at sea: sending off a second frigate at the same time will be necessary; it must not drop anchor in order to be sooner capable of sending its ship's boat ashore at Pilot Town; the name of this town promises, but will it fulfill its promise? Could a single frigate's boat, instead of bringing back pilots, be taken? it is infinitely to be feared, because if an English fleet is patrolling the Delaware, the river's entire mouth may be royalist or very much under subjection.

The pilots are on board. The Indian River detachment is rejoined. The winds and the sea are favorable. We have lost only twelve hours, less possibly. It is necessary that during this short interval the King's minister plenipotentiary and the American envoy² learn where Congress is; and, if they meet with encouragement, their route must be chosen and they must be landed with their people and arrangements made for their belongings, or their stay on board may last longer than they would desire. The landing is a matter of the first importance, not only for Messrs. Gérard and Deane personally, but also for the general cause: it is vitally important to travel quickly, for if the party is taken en route, it will impose daunting considerations. It will have been necessary to have made plans, decided, and implemented where the landing would take place. Will it not be useful in any case that duplicates of the letters in cipher intended for the Congress and for General Washington be given to the frigates intended for Indian River and Pilot Town? these dispatches, which should be thought out and prepared in advance, must be in cipher. Only Mr. Deane can possess the necessary cipher and can write the letters; does he have this cipher? the contents of his letters will perhaps decide the destiny of the entire campaign. If we are to ascend as high as possible, to bring broadside to bear, to attack, demands information be sent immediately; or are we only to blockade, to starve the enemy, for as long as possible; to consult with Mr. Washington on whether he thinks we must stay in this passive role, more dreadful than action. Broach the idea of a diversion against New York. Ask what the American general desires the squadron to do first in the case of a retreat by General Howe through the Jerseys: those are the four principal points these important letters must address. They are indispensable, but will they be possible? the correspondence of the government of America is, it is said, more than in its infancy and very vicious. These letters might have been useless, their preparation cannot be too soon or too well considered. Similar ones in case are major and decisive. I dare to hope that we shall have the chance to employ them and Mr. Washington is too much the man of war not to respond clearly and promptly. He will sense and it will be appropriate to insinuate to him that today's possibility can disappear tomorrow.

The dispatches in cipher are sent. The squadron is under sail. The main ship channel is, according to the charts sufficiently deep until north and south of Bombay Island and Stow Creek. The anchorage at Reedy Island is the one that is best based on an inspection of the charts and what has been said. We would like to assume it would be the site of the second station, but before going there, we must consider that it is no more than four English fathoms, that is to say, a depth of 22 French feet six inches. We can undoubtedly lighten ship, but is it prudent to leave a barrier between the sea and ourselves? we have been able, we have not feared doing it; we have anchored at Reedy Island, should we wait for General Washington's answer? would it arrive? how long must we stay there? shall we descend immediately to Billingsport, less troubling because it appears that our broadsides can command the river bank as opposed to near Fort Red Bank where the bank prevents ships from anchoring close, thus negating the advantage of the ships of the line to the batteries that they attack. The unnamed island³ with the four batteries that one sees on the chart, northwest one quarter north of Red Bank, is apparently the one that the English were able to reach, according to accounts, only by lightening their fifty-gun ships. How much, then, must we reduce the draft of our ships. Could the winds and the current permit doing so without hazarding too much stability subject to the calculation of burden; could an attack by Mr. Washington be sustained by ours, and by the terrible diversion of our artillery; could the victualers and transports be destroyed though they are just below Philadelphia; could we reserve there lodgings for Congress and set out again for New York even before Congress arrives in the city, and would all these plans be built entirely on the fogs of the Delaware?

Response to supposition number two. The first item of assistance would be information about the depth of the river. The charts show only three and a half fathoms not only over the bar stretching continuously between Coney Island and False Hook, but also in the small passage formed between False Hook and Sandy Hook. 19 feet eight inches three lines, French measure, are the equivalent of three and a half English fathoms. The tides at still water—which the Delaware chart specifies, are not given on the charts of the Hudson River—those tides are only four and a half English fathoms, which equate to 4 feet 2 inches 9 lines French. This would yield only a high-sea depth of 23 feet 11 inches. The *Languedoc's* draft is 22 feet six inches; that of the *Tonnant* is 23 feet 10 inches, and all the squadron's 74-gun ships draw from 21 to 22 feet of water; they alone can have superiority over the 64- and fifty-gun ships that the English possess. The sea swell at a river's mouth where banks confine the open sea is no longer that of the inner Delaware; sixteen inches of water below oneself is not sufficiently reassuring; the stability of the ship is much more easily compromised in entering a strait than in a channel sunk into the earth.

We have passed. The winds, after having permitted placing the cape to the west, have allowed bearing to the north to the northeast, the Narrows are already behind and the nautical business is finished. It is asked by the military planners what cooperation on land should the Americans furnish. To decide, even to presume, is impossible and would be ridiculous before learning what we must fight. The greatest force is always best. The English infantry is good, excellent; it has seen Forts Independence and Washington abandoned at its approach.⁴ It is to be feared that if they have taken them a second time, which is more than possible, they would not give them up as easily. The mob could surprise these forts, an encircling attack might bypass these forts, thus ignoring them, if they have been retaken, the sea of which we would be masters,

things against nature for English heads, our ships of the line would bombard New-York, a descent of Americans on Long Island, some large cannon from the squadron, some mortars set up by them and with our help on the point of Brooklyn, Governor's Island seized, occupied by our troops, its batteries turned against the town, that they defended, a collection of rapid movements could shake the customary firmness of the British troops; but it would appear necessary, in stipulating a cooperation, not to forget that it must be more than proportioned, that the troops from the North and especially those from Boston are the most accustomed to seeing the English up close, and that the least evidence of weakness or timidity resulting in throwing all the weight of the action on us would be fatal: a useless loss of men, equipment, or munitions, of which the port of Toulon has been so cruelly miserly, would be too much and our subsequent inaction would become as injurious to the Americans as to ourselves.

Movement of the military machine perhaps too quickly will involve political circumspection. The King's minister will perhaps be obliged to press the request for compensation and to demand at the same time the most categorical answers. Yet even in its infancy as the American government is, it will already have its subtleties and every republic exhibits dilatoriness and has very little secrecy. Canada would belong to the Congress if it had, in the beginning, known promptly and sufficiently how to assist General Arnold: it is therefore necessary to vanquish the cunning, to push without giving offense, to press the uncertainty, to learn not to put one's true name on the mail and to subjugate sharply diverse wills and perhaps opposing interests. The resulting masterpiece will be the greater. It is worthy of him who has left the cabinet at Versailles in order to take the helm. If one thought to submit bad ideas or ones too little digested to his experience and his understanding, one might say that the first political words that he might pronounce must be sacramental, that he will smooth over difficulties well and that he may avoid many thorns if the first conference establishes certain preconditions: compensation for mutual efforts in all of America in general, guaranteed and convenient possession of the fishery, without any qualifications, and assistance in maintaining the liberating squadron. The following expand a little on this informed summary:

Response to number three. What has been established in the preceding article reinforces what the present article requires. American cooperation must be calculated not only on the number of defenders at New York, but on the amount of time it will require for assistance to arrive from Philadelphia. A diversion which is merely that, which does not have victory as its objective, is only a minor advantage: it consumes time, the result is doubtful; a real attack is the diversion that matters; only success produces it; it becomes doubly useful; because one has achieved success and impeded the enemy from acting; to attack without hitting hard and only as a diversion would be, in my opinion, in the beginning and with the English, the most pernicious of all courses. To consider how little time the season allows us to operate proves it. Our enemies have formerly done me the too great honor of fearing a bit my activity, this is a precious illusion. It must be, if possible, immediately reestablished.

Response to number four. I believe in obtaining help with provisions from the southern provinces. I count on those from Boston, but I fear a shortage of the most common and useful provisions while we are in the Delaware and Hudson Rivers; the inns there have been too often frequented; one has lived there too long at discretion; the obstruction of provisions from the South could without doubt make them promptly flow back on us; it is probable that after the coast has been cleared of English cruis-

ers the Americans would make use of their ships, if there are any remaining, but the English navy is punctual and obstinate; it is not proven that those officers, as exacting as they are patient and intelligent would abandon their assigned stations when they learn that I am below them; they may very well conclude to the contrary that the intent of the squadron is not to ascend again; that they are secure and that they should remain where they have been sent; it would be necessary, in order to chase them away with certitude, to make landfall to the south and to sail up along the coast; that would delay us a little and although the channels would undoubtedly be cleared, one would have sounded the tocsin, and that is the worst yet. Military dilemmas have too often the sad inconvenience of having branches that cross themselves, that injure each other, and in lopping off the one that seems the least important, one loses at times the most productive one. one thinks, however, that one must not elevate secondary concerns to the level of the primary object. Rumors spread by Congress's ordering an expedition in the south, and preparations arranged for receiving us there, stores would not be lost, since they could afterwards be sent to us by sea, there could be a feinting maneuver that, if the wind allows, would consume only two or three days and would give us a sight of land bearing where we would not want to go, a limited operation that can bring together the double advantage of disguising equally the place we are going and the place we only want to free. The last option, finally, still very dangerous, is detaching ships of the line from the squadron while the remainder applies itself to an attack on Newport. This forms the enumeration⁵ of things to do and to discuss if the English tenaciously maintain their stations to the southward that our marked advantage in ships and unexpected attack would deprive them of. They very likely would maintain their stations if public rumors do not unsettle them.

To have what we desire proposed belongs too much to politics to weigh one down, in speaking to so great a master in the diplomatic art, on the utility of a process of the first principle. If we execute nothing more important than Newport, it would be necessary at least to do that and this least thing could be much. The British Navy's rigging is deposited there perhaps. Newport could become our primary naval base. Admiral Howe regarded it as most convenient, since it is from there that he wanted to send General Burgoyne.⁶ With this target as with all others, on what the place attacked contains and the force defending it depends how much assistance we must ask for. If nothing has been done and if it is possible totally to dispense with the help of troops of the united provinces in order to preserve their good will and their resources for the final operation, this would then give us the right to demand more and to request a larger equivalent in provisions; sure aids, intelligence from trustworthy inhabitants, including citizens of Newport, is a necessary cooperation everywhere. One thinks that one could obtain such things and that it will be necessary to obtain them promptly; for this place as for others, the flag of liberty borne by American hands and marching in front of the king's arms can become the ark of the Lord and make the walls fall.⁷ One needs a miracle when so much must be done in so short a time. An assortment of provisions to support the squadron's operations in the islands would be an equivalent so much the larger than needed merely to keep the squadron from starving, that to bring or to convoy edibles there for their own consumption is to work toward their happiness as to their defense, and that after the success of the undertaking the economy in the squadron's expenses is what will be the most desirable.

Response to number five. A de facto armistice appears so similar to a de jure armistice, and every convention tacitly agreed to or signed without France would appear

henceforward so contrary to the King's interests, that merely considering it makes one shudder. Let us hasten, without denying the existence of such a possibility, to the matter of an attack on Halifax. The more the United States will consider this operation as being in its best interest, the more considerable can be the compensation expected by the French court, and the easier it will be to obtain. One believes that the assistance that the Americans will provide in troops and in vessels to carry them will be extensive and infinitely above actual needs for an infinity of reasons; specifying a few of them will enable you to extrapolate the others. The advanced season will force us to hasten Halifax; if we lose much time in the service of the Congress, for which we will have done everything freely, no time will remain for the service of His Majesty. Winter does not wait, it chases; or one must spend it where one finds oneself, which would be a travesty and render us useless for six months: It will no longer be necessary in the last season to think of returning to the southward, it will be from the north that we shall need to make for the Windward islands: without doubt the States will leave a strong garrison at Halifax, it will diminish the number that will operate with and for our sake: this word brings us to the designation of the island; it requires a digression: my instructions, without being exclusive, name the Island of St. John: the King's minister plenipotentiary, judging from what he has told me, leans toward Newfoundland, it being the seat of the fishery; while the island of St. John is fertile; seamen are the commodity we need, the cod fishery produces them; St. John is small; Spain, always possessed of a territorial mania, will only accept the greater part of a large territory, if the compass does not open on the map, she will believe that one is offering her nothing. I agree totally with Mr. Gérard, but I am servile to instructions: I would like if it were possible to satisfy everything. Here is my castle in Spain; a system in order to be perfect must be general and uniform; that one for America is liberty; that Newfoundland may preserve its liberty, that it may send, if it can be done, representatives to the Congress; that its town of Plaisance in which there are sixteen thousand souls, or St. John, which the English have made their headquarters, may be as sovereign as Boston, but considering the importance to America as to Europe that the English do not return as the only fishermen of the island of Newfoundland, make it the fourteenth province or united to one of the thirteen, either under the special protection of France, so that Spain can accede to it, or arrange it so each crown is sovereign in portions of the island currently not settled, like the shore of Trepassey,⁸ or this cape sufficiently designated in the treaty of Utrecht, and which English dishonesty has never wanted that anyone would call it, Cape Riche;⁹ that the eastern or western parts et cetera may be divided, so that the three powers guarantee each other exclusive fishing rights in specific areas, in order to avoid arguments, that on all coasts of Newfoundland, each nation's right of drying fish will be reserved and restricted to its own territory; that France and Spain too, in case such may be their pleasure, protect the security of the island, in general with their own troops, paid for by subsidies to the American province of Newfoundland for the perpetual upkeep of regular troops, officers, engineers, artillery, and fortifications, so that this important maritime jewel can never, by any means, fall again into the hands of the common enemy; that these heavy subsidies paid to the government of Newfoundland might form a link, a link moreover between us and Congress, and that finally the United States cede and guarantee to the King sovereignty over the little island of St. John, much less useful to the fishery than as a supply base, to assure the revolution or the conquest of Canada, and in consequence of being in the hands of France more advantageous

to the United States, which desire this revolution or this conquest of Canada, than to ourselves who do not think about that and who would find on the island of St. John, by its current cultivation and by the goodness of its soil, merely food supplies to sustain our new establishments of Newfoundland: that this island of St. John, in becoming subject to the King, may lose nothing of the rights that England wanted to take from America, that to the contrary they may be carried there to the highest degree, that they may be consecrated there, if it may be, in a manner to render it impossible for any minister, and, what is a hundred times worse, any blind bureau chief or despotic governor to tamper with the organization; that Americans may have constantly in view a counter-example to the English errors, that some among them may find there true freedom of action, of discourse, and tranquility that worry, jealousy, and ingratitude, and all the small shocks that republican government cause to be lost rather than to be under the cap, a bit chimerical, of a pretended liberty sometimes ideal and often a queen more anxious than is Her Majesty the autocrat of all the Russias; such is the chimera that I believe infinitely useful to be realized; as it strongly resembles the fable of the milk pot.¹⁰ Alas, after all my “thats”, which will too probably be some abridged “that’s”, I have the right at least of telling everything that is in my dream, like the little milkmaid: it seems to me already that I see all that.

Apostles sent as soon as possible to Plaisance, to St. John, Newfoundland, and to the island of St. John itself are the best for realizing this dream; it would be necessary that the mission be preached well and solidly when the squadron goes to remove scruples; the greater the number of Americans with us, the more our gospel would appear plausible. Choosing good people, and of such numbers to sustain it, speeding their departure, overcoming difficulties, providing instructions in which everything will have been foreseen, laying a good foundation, these would be the great services that the King’s minister plenipotentiary would render to His Majesty. This is what made me say in the committee that success depended more on the choice of him who would accept this difficult commission than on the naming of the general: if my tiresome repetition on this head has resulted in the voyage of M. Gérard, I shall felicitate myself on having been truly useful in the matter. Mr. Gérard will sense more than anyone the importance of covert means. They will be at least as fruitful as overt ones; the first ones will be his doing, all honor will belong to him; he will also share the glory of the American troops who will assist us or it will owe it to him.

What he has had the honor of saying to me on the subject of Bermuda has brought me to reflect deeply on this object: it is not the conversation that I had a year ago with Mr. the Count Aranda¹¹ that made me refrain from inviting an American flotilla there, the arguments of the Spanish ambassador had not persuaded me then. Today the wheel having turned perhaps Mr. d’Aranda would not think the same way. It is the nautical impediment of not being able to anchor at the Bermudas, of only making a cruise in a region rife with hurricanes or with calms, of being obliged to depart from it totally and of leaving people behind who could not help thinking that they had been abandoned, it is the long time that might be consumed in consolidating their revolution, it is that which tipped the balance for me. I assure you that political reasons or the very minor disruption of the mission do not worry me at all in an operation to which I will consent if Mr. the Minister plenipotentiary continues to believe it so beneficial; it appears to me, everything considered, to be advantageous, for the security of our trade, or in order to interfere always with that of the English, it ought to be adopted if Mr. Deane has preserved while abroad what his colleagues in revolu-

tion have lost by remaining in their places, their credit and their place in Congress, and if our pilgrimage to the Bermudas provides some advantages in the negotiations and an additional means to obtain more assistance against Newfoundland, against the island of St. John, and, if possible, against Barbados. I may find it necessary to attack this latter island before it is known that I am in the Windward islands; and if I am perfectly informed of the maritime forces, I will probably decide to put into Martinique only after having begun to act against that which is farthest to the windward, because to return against the wind is too time consuming and because surprise is worth more than four battles, more than a reinforcement of a ship of the line and three frigates. If the Bermudas operation assured a large supply of provisions for our islands, this certitude would for me be sufficient to risk the inconvenience of a possible gale and the sad role of an inactive spectator. Ships laden with merchandise could also carry troops; but it is absolutely necessary that all the vessels sail like our bad sailers, which do not pretend to great speed.

We shall therefore be in the satisfying position of operating even in the Windward islands under the political influence of the caduceus of Mr. Gérard. He will share so much more our success when he will have augmented our means. Assistance of the second order will not be less important. Falling under this heading are good pilots, charts, detailed plans either for the execution of a project or for knowledge of places. A half dozen emissaries or brave, intriguing subordinates, news, and a purchase of ten or twelve negro slaves who would be freed, whose projected employment requires a specification a little less truncated than that of the other objects. My instructions rigidly enjoin me to retain only Dominica, an expedition to be made only by leaving from fort Royal. Everything else that is enjoined on me to attack will be abandoned; I am ordered to do as much injury as possible to English trade: to give freedom to all negroes who may join me before the capture or surrender of each place which will be, without doubt, an irreplaceable loss for England. It deprives the farmer of his livestock and the manufacturer of his workers all at once, to return under the lash of an overseer slaves once unchained is difficult, laborious, and sometimes impossible. The negroes whom I free that I do not enlist as soldiers I would arm, or I would allow to arm themselves, and they would form in the places and after my departure an infinitely troublesome leaven of rebellion, the sugar would feel the effects for a long time, and if they had someone to lead them, they would inconvenience the English Windward islands as much as the negroes of the blue mountains have tormented the colonists of Jamaica;¹² if they had been, at that time, secretly encouraged and armed, the English would have been expelled or all their plantations would have lain destroyed for a long time. My emissaries, white and black, would be employed from the instant of landing to spread among the habitations the desire and the certitude of freedom. For that purpose people who speak English would be needed; the blacks will be sooner persuaded by those of their own color than by the whites; but some of the latter will be necessary to direct the machine and to be, in a pinch, spies on the others; the choice of these various instruments seems to me infinitely important; that is all to say; he who is in major affairs will never, I hope, appear unworthy to those who have for a long time been accustomed to directing large undertakings by all the means that they have; in regard to money, it cannot, in my opinion, be better employed. It is enjoined on me, in my instructions, to leave the new colony in the north and that of Dominica protected from any insult. I shall employ, for the execution of such a difficult order, I shall plead for both islands of the north and of the middle the same

bleeding, freedom. The negroes and the soldiers supplied by what I can draw from the garrisons of Martinique and Guadeloupe and by what I shall leave myself are the sole means that I have to render Dominica difficult to recapture: this method is good, for I have tested it; it is principally through the assistance of freed negroes, made soldiers and sailors, that I succeeded in my expedition in India;¹³ there they proved themselves men of courage, faithfulness, and discipline, which erased from my mind all contrary prejudices. For me, experience has proven the truth of two principles; the first is that everything that calls itself a man, when he attains a better condition, if one uses him there, occupies him, and inspires emulation in him, can be led and animated; the second is that if one fought in fire, one would have to try to use salamanders in it;¹⁴ the tropics are the element of the negroes and almost everywhere poison for whites.

I am not unaware that what is, in my opinion, without real inconvenience nor suitable for the re-conquered Dominica, would elsewhere meet almost insurmountable obstacles. I know that every colonist of St. Domingue and of Martinique sees an armed negro as a monster ready to devour him and to revenge his fellows. These deceived colonists see, however, under their eyes what they could have noticed as well as I, that is that free negroes are those who treat slaves with the greatest rigor; they are their cruelest and most mortal enemies. I watched over, stopped, and punished their barbarity for three years;¹⁵ I foresee that the rich inhabitants will say that the English, if they take St. Domingue or Martinique, will do the same thing as I and that they will ruin them and free a part of their slaves. It would not be a great evil if this beneficial and ill-founded fear would increase in their hearts the desire to defend themselves well. Our fellow citizens of America ordinarily more witty than profound would give a new evidence by this reasoning: the English like too well whatever enriches them thus to spoil their game; our enemies will trust too long in their maritime superiority for them not to hope to preserve what they will have taken; instead of diminishing the number of negroes working, they will increase them; that is what they did at Guadeloupe and at Martinique when they had them; their system would still be the same; mine is that of the moment; it is uniquely that of the places that we shall abandon and that of Dominica, a small island currently without means of defense and that we wish to retain. I do not pretend to extend my project farther; it does not offend the law of war or of nations; if the negroes are only beasts, armies, in every country, make use of horses and oxen; they carry them away; if these black men are peasants, those of Saxony have been, very much despite themselves, made into Prussian soldiers. I only plan to make voluntary recruits or to recompense those who will be useful to the King's army. The legal reasons and those of the present or future interest seen in the largest extent militate thus in favor of my system; but, instead of a cursory view, I have made a memorandum to explain it; it is time to return to the subject at hand.

Response to the observation. All the provisions, all the commodities will be infinitely dear; this is also my opinion; one hundred thousand reasons persuade me of it. It is said that no one has been inclined in Paris to advise or to offer the Americans very good bargains. We must expect the worst and all manner of retaliation; the devastations, paper money, our letters of credit, which will only be worth this paper at most, which are only orders to pay on someone who owes, and the, without doubt exorbitant, rate of merchandise will render the excessive number of our needs not only very ruinous, but very difficult to obtain; that is what makes me desire that which the limited speed of our frigates has prevented and will prevent us from getting, a prize laden with things that Americans lack, and they lack much. I think that in their position, as

in ours, it is only by exchanges of things each side needs that the warehouses will open and that merchandise can be returned to a reasonable price. Without doubt, nothing would be more useful than to have Congress take responsibility for providing victuals at a suitable and moderate price; but it would require that while doing it, Congress remained convinced that it is vital not to make promises that it cannot keep. In regard to local provisions the authorities in Paris can set the price of commodities and, even more difficult, force their sale; but in a country that is a theater of war, in an entirely new republic in which all the sinews of government are not yet well formed, nor in their place, this order, instead of being useful, would perhaps drive vendors away. A strong exhortation would perhaps yield more: the Congress could say on the occasion that it is the liberators of the shores, those who will reanimate shipping and abundance, in a word, friends of the nation who must be assisted, subsisted and not be driven away with excessive prices; such is my opinion; I submit it to that of Mr. Gérard. Mr. the Chevalier de Borda¹⁶ is preparing a very detailed report on provisions. His orderly mind, his zeal and his talents promise that he will leave nothing undone; I shall content myself with observing in advance that it is necessary to replace with things that are possible those that will not be, such as, for example, salt provisions with meat or smoked fish if there are any to be had; all kinds of preserved vegetables and especially sauerkraut, if we can make any, they are great anti-scorbutics. Boston's ovens could, from the first, make biscuit; it would be sent to us at Newport; bricks for constructing a second oven on board each ship of the line seem to me the first thing to request in reference to provisions, as six luggage-trucks or timber-carts will be the first thing that the army will demand, and perhaps even for the expedition against New York and Newport; they would be indispensable for Halifax. Each timber-cart consists of two wheels of the largest diameter, of the greatest width of rim and strength of spokes that can be found, having a strong axel-tree, of wood or iron, in order to support a twenty-four-pounder cannon that will be suspended beneath it; a tree trunk or pole serves to pull it. It is thus that the iron twenty-four-pounders were easily placed in battery at the sieges of Madras and of Fort St. David.¹⁷ If we could obtain twelve of these timber-carts, that would be even better. We also need some covered wagons for protecting munitions and for the carts and what was¹⁸ forgotten or refused at Toulon, for powder without balls does not kill even quails. A statement of the need for these three objects will be particularly drawn up and provided.

Df. FrPNA, Marine B¹, vol. 143, fols. 12–21. Doniol dates this essay, “En mer, ce 22 juin 1778”; “At sea, 22 June 1778.” Doniol, *Histoire de la Participation de la France* 3: 252. Doniol's entire transcription is on pp. 239–52.

1. These responses are to Gérard's written questions to d'Estaing of 15 June, above.

2. Silas Deane, former American Commissioner to France, recalled to America and passenger in *Languedoc*.

3. Mud I.

4. During the New York campaign, Fort Washington surrendered to the British on 17 Nov. 1776. By Fort Independence d'Estaing may mean Fort Lee, which was also call Fort Constitution, across the Hudson from Fort Washington. The Americans abandoned Fort Lee on the approach of the British on 20 Nov. 1776. The American abandonment of the fortifications on Mount Independence in conjunction with the 5 July 1777 withdrawal from Fort Ticonderoga does not fit the context here, which clearly refers to the vicinity of Manhattan. Nor does the so-called “Fort Independence fiasco” of 17–25 Jan. 1777 fit the context, since this involved a failed American attempt to capture a Hessian-held post north of Spuyten Duyvil Creek, not an American withdrawal on the approach of the English infantry.

5. In the course of revising this text, at one point this section read, “de partir il faudrat discuter s'il erat tem prendre les stations Anglaises,” or, “to begin with we shall have to discuss if there will be time to take the English stations.”

6. In his negotiations with the Americans, Howe proposed sending Burgoyne and the Convention Army back to England via either New York or Newport.

7. In *Joshua* 6, while the Hebrews were besieging Jericho, their priests carried the ark of the Lord around the city wall blowing trumpets, until the seventh day, when the wall fell, enabling the Hebrews to take the city.

8. Trépassés, or Trepassey, is located in Trepassey Bay, on the southeastern corner of Newfoundland's Avalon Peninsula.

9. Paragraph 13 of the 1713 Treaty of Utrecht, while confirming Newfoundland to Great Britain, allowed French subjects rights to fish and dry their catches on the island in an area beginning at Cap-de-Bona-Vista, continuing to the extreme northern point of land, and from there westward to Pointe-Riche. M. Charles Giraud, *The Treaty of Utrecht* (London, 1847), Appendix XI, pp. xl–xli.

10. In Jean de La Fontaine's fable "La laitière et le pot au lait," ("The Dairymaid and her Milk-pot"), a young farmer's wife hurries off to the market to sell a jug of milk. Along the way, she thinks about buying eggs with the proceeds, imagines hatching chicks from the eggs, raising the chicks, selling the chickens in return for a piglet, and raising the piglet into a fat pig, whose pork she would exchange for a cow and calf. At this last thought, she jumps for joy, dropping the jar and losing all the milk, along with the animals of her reverie. The moral of La Fontaine's story brings to mind d'Estaing's reference at the beginning of this paragraph to his castle in Spain: "Who buildeth not, sometimes, in air/ His cots, or seats, or castles fair?/ From kings to dairy women, —all, — / The wise, the foolish, great and small, — / Each thinks his waking dream the best . . ." *The Fables of La Fontaine, Translated from the French*, by Elizur Wright Jr., (Boston, 1841 [and later editions]), book 7, fable 10.

11. Pedro Pablo Abarca de Bolea, Conde de Aranda, Spanish ambassador to France.

12. In 1760 a slave revolt, known as Tacky's Rebellion after one of its leaders, and its suppression resulted in the deaths of 60 whites and more than 300 slaves, and the deportation of about 600 slaves to the Bay of Honduras. Five years later, a slave uprising designed to take place simultaneously on 17 plantations was suppressed when it broke out prematurely. In 1766 31 slaves rose and killed 19 whites. In 1776, two years before d'Estaing wrote this report, Jamaican authorities suppressed a widespread revolt, subsequently trying 135 slaves for rebellion, executing 17, sentencing 11 to corporal punishment, and transporting 45 to another colony. Jamaica also had autonomous maroon communities with which the British government had an uneasy relationship. Michael Craton, *Testing the Chains: Resistance to Slavery in the British West Indies* (Ithaca, NY: Cornell University Press, 1982), 125–39; Andrew J. O'Shaughnessy, *An Empire Divided: The America Revolution and the British Caribbean* (Philadelphia: University of Pennsylvania Press, 2000), 38, 40–43, 151–52.

13. D'Estaing (1729–1794) had become a musketeer before he was ten years old. He served with distinction as a French army officer during the War of the Austrian Succession in Flanders. Having risen to the rank of brigadier general by the Seven Years War, he commanded troops at the sieges of Fort Saint David and Madras, India. He was taken prisoner by the British at the latter. After his release, he commanded two armed vessels on a cruise of 20 months that destroyed several British settlements on the Persian Gulf and along the west coast of Sumatra. His accomplishments led to his appointment to naval rank. For a book-length biography, see Michel, *Comte d'Estaing*.

14. In Greek mythology, a salamander is an animal able to endure fire without harm.

15. D'Estaing was governor of St. Domingue from 1764 to 1766.

16. Lieutenant de vaisseau Jean-Charles, Chevalier de Borda.

17. Fort St. David, a British fort near Cuddalore, 100 miles south of Madras, fell to the French in 1758. The French besieged British-held Madras, on India's Coromandel Coast, from 1758 to 1759.

18. Doniol's transcription, from "voiture" ("carts") to this point, reads, "il faudrat aussi, ce qui ne serat pas facile à trouver, du plomb," or, "also needed will be, something that will not be easy to find, shot." Doniol, *Histoire de la Participation de la France*, 3: 252.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Juin 1778.] [*en mer*]

Lundi 22. une Legere brise de S E nous a mis aportée du général, nous avons alors mis le Canot à la mer, ci-nous y avons embarqué le Capitaine du Sloop qui a temoigné au Général, la Crainte qu'il avait de tomber entre les mains des Anglais: M. le Comte

D'Estaing S'en alors déterminé à acheter Sa Cargaison, et à L'escorter jusqu'en Amérique: depuis hier à midy

la route Corrigée m'a Vallu	5° ¼ So 2.° 3'
Chemin Corrigé	24 li ½
L'attitude observée	29° 32'
Longitude estimée	65.° 20'
Longitude d'arrivée observée	66.° 50'

[Translation]

[June 1778.] [*at sea*]

Monday 22. a Light breeze from the SE brought us to the commandant, we then put a boat in the water in which we embarked the Captain of the Sloop,¹ who testified to the Commandant to the Fear that he had of falling into the hands of the British: M. the Comte d'Estaing then decided to purchase his Cargo and to escort him to America: since yesterday noon

the Corrected course I Reckon	5 W ¼ SW 2.° 3'
Distance Corrected	24 ½ leagues
Latitude observed	29° 32'
Longitude estimated	65.° 20'
Longitude arrived at by observation	66.° 50'

D, FrPNA, Marine B¹, vol. 147, fol. 51.

1. Capt. Selby, perhaps William Selby of Pitts Landing, Virginia, master of a sloop, the name of which has not been identified, encountered the previous day. See Journal of French Navy frigate *Engageante*, for 21 June, above.

June 23

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

23^d. Wednesday last Night the Miners at work; & About 8. o'Clock Was discover'd taken & Carry'd to the B[*lack*]. hole; after which the Guard come into Our Prison, & finding M^r. Buntin & Cap^t. Boardman¹ walking below, they Order'd them to bed, which they Refused to Do as they was Walking Peaceably, for Non-compliance they were Carry'd to the B. hole

D, MeHi, Jonathan Haskins Journal.

1. Lt. John Buntin of Massachusetts privateer brigantine *Dalton*, Capt. Offin Boardman, commander.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Passi June 23 1778.

As We have a Prospect of an Exchange of Prisoners, you are desired to send Us with all possible dispatch, a List or Return of all the Prisoners you have in your Custody, and We shall give orders concerning them as soon as We shall be informed to what Place they are to be sent to be exchanged.

As to your future Destination, We desire you to take on Board your Frigate as many

Arms and Cloaths or other Merchandises as you can, without impeding her in Sailing or fighting, and no more, with which you are to acquaint M^r Schweighauser, who will send them on board.

If M^r Schweighauser Should have a Vessell bound to America, with stores for the public you are to take her under your Convoy.

You are to Use your best Endeavours to make Prises, in the Course of your Passage and in all Respects to annoy the Enemy, as much as you can and are at Liberty to go out of your way, for so good a Purpose.

If you can take or destroy any of the Ennemy's Fishery, on the Banks of Newfoundland, you are not to omit the opportunity.

As Transports are constantly passing between England and Hallifax[,] Rhode Island, New York and Philadelphia, and from each of those Places to all the others, you will use your best Endeavours to intercept some of them.

If you Should have Dispatches committed to your Care, either from the Government of this Kingdom, or from Us, you are to have them carefully encased in Lead, and in Case of Misfortune, which God forbid, you are to take effectual Care, by sinking them, that they may not fall into the Enemies Hands. We wish you a prosperous Cruise and Voyage, and are [&c.]¹

B Franklin
Arthur Lee
John Adams.

L, MiU-C, Abraham Whipple Papers. Addressed below close: "Captain Abraham Whipple/of the *Providence* Frigate." Notation: "Rec'd from Paris the 30th Instant by M Lee from Schweighausers/House Nantes—."

1. Whipple replied on 2 July, below.

AMERICAN COMMISSIONERS IN FRANCE TO JEAN-DANIEL SCHWEIGHAUSER

Sir

Passi June 23^d. 1778.

We had this day the Honor of your Letter of the 18th of June,¹ and are obliged to You for the Information you have given Us concerning the freight of Ships.

We have ordered Captains Whipple and Jones to prepare their Frigates forthwith to return home, and have ordered them to take on Board as many Arms and other Stores as they can, without obstructing them in sailing or fighting and no more, of which they are to inform You, that you may order them on board accordingly. There are some Arms repaired, which We wish to have sent on board these Ships if they can take them, or any of them.²

We inclose you Resolutions of Congress concerning the distribution of prizes,³ by which you will govern yourself in the distribution of those of the *Providence* and the *Ranger*.—The *Drake* belongs wholly to the Captors. The Bounties upon Men and Guns are not to be paid by Us or by You, but by Congress in America until they shall order otherwise. That part of the other prizes, which by the Resolutions of Congress, belongs to the United States you will receive, and giving Us Notice of the Value or Amount of it, will carry to the Credit of the United subject to our orders.

We have a prospect of exchanging the prisoners & have ordered Returns of them all to be made to Us, that We may transmit them to England.

NB. Admiral Byron's Fleet having sailed & probably for America, it is desired that the Notice⁴ sent of its having been countermanded, may not be sent to America.

(Copy)

Copy, DNA, PCC, item 84, vol. 1, p. 150 (M247, roll 111). Addressed before the nota bene: "M^r Schweighauser."

1. Schweighauser's letter has not been found.
2. See American Commissioners in France to Capt. Abraham Whipple, this date, above.
3. Presumably a copy of Congress' resolutions of 23 Mar. 1776. *NDAR* 4: 477–80.
4. See American Commissioners in France to Any Captain Bound to America, 10 June, above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Tuesday June 23^d 1778

The first part of this 24 Hours, light Breezes & Cloudy Weather, saw a Sail to the Northw^d gave Chase and at Noon came up with her—she proved to be the Brig *Brittania*. William Baker Comm^d from Newfoundland,¹ bound to Oporto, took the Master & Crew out, and sent her for Lorient, wth. Giscard prize Master, W^m. Atkins, Mate. (Alary, Arnaud Battiste, Leger, Grasia, & Goodwin. all Frenchmen as Hands). She was loaded with ab^t 1700 Quin^t. Fish.

Latt^d ☉ Obs: 44..56.—

Course	Dis ^{cc} :	x Latt ^d .	Dep ^r	Latt ^d ☉ Obs:	xLong:	Long:in	M Dist:
NEbN½N	18	16 N ^o .	8 ^m E	44 ^d : 56 ^m	12: 6	27 ^d : 38 ^m W	1035

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 22 June to noon of 23 June, following sea time.

1. Brig *Britannia*, William Baker, master, 90 tons burthen, built in New England in 1766 and owned by Jackson & Co. *Lloyd's Register of Ships, 1777–1778*.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE
CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gent^h.

On Board the *Boston* Frigate June 23^d 1778

In the Lattitude of 45..10..N. & Long: 26..30.—I have this Ins^t taken the Brigantine *Britania* from Newfoundland bound to Port oPort^l William Baker former Commander & do Endeavour to Conduct her to your Honors by Ramond Giscard one of my Midshipman as Prise Master and am Glad to acquaint your Honours that I am well with my Officers and Crew. I wish my two Prizes may have come to hand because they were so very Valuable.—² one of Effects to please the Ladies the other with good Medicine for our Worthey Army. I am not able to tell you when I shall come home, but not this two Months if not Success, as I have Provisions on Board for that time.—Gen^t I am [&c.]

Sam^l Tucker

NB. the Brig I ordered afterwards into L'Orient

LB, MH-H, Samuel Tucker Papers (MS Am 812), Letter Book. Addressed below close: "To the Hon^{ble}. Navy Board/Eas^t Deper^t Boston."

1. That is, Oporto, Portugal.
2. The prizes were ship *Martha* and brig *John & Rebecca*. The latter, carrying medicine, was recaptured by H.M. frigate *Porcupine*, Capt. William Clement Finch, before reaching America.

FRANCIS MONTRESOR TO BENJAMIN FRANKLIN

Honourable Sir

Bord^x June the 23th 1778

Since my departure from paris i have Been very Busy in fitting out for m^r Basmarin, and m^r Chaumont the frigate *vengeance*,¹ mounted with 24 nine pounders Thirtly swivels, 24 oars, 220 good men, most part foreigners The tender *Rangler* mounted with six three pounders, 20 swivels, 36 oars, and 50 men, Commanded By Lieuten^t Barsed one american,² having part of her Crew of the same Nation, all will Be ready in twenty days for the farthest³ i am in great hope of finding somme good oCasion at giving the strongest prouve of my good will for the wellfare of Liberty and our attache-ment for the united states your honour will Be so kind to send me his orders as soon as possible and if in Case there is some perticulars that my Be of service in anoying the Ennemies i should Be very proud to Be of some service in this oCasion Let the things Be as it please i shal allwais Be [&c.]

francis montresor

at M^r Basmarin in Bordeauxmy humble respects to the honourable deputies of y^e Congress/

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 53. Docketed: "M^r Montresors Letter from/Bourdeaux 23^d June 1778."

1. The merchant house of Basmarein & Raimbaux was responsible for the fitting out *Vengeance* under *Lettres de Représailles* issued by Louis XVI, allowing them to recoup the loss of certain of their merchant ships after their appeal for French naval assistance, seconded by the American Commissioners in France, was rejected. With the *Lettres de Représailles* in hand, the firm successfully launched a mass subscription "and Bordeaux watched the preparations with excitement." *Benjamin Franklin Papers* 26: 472–74 and n.

2. That is, James Barnett, a former British prisoner.

3. *Vengeance* sailed in August. *Ibid.*, 677n.

June 24

LIEUTENANT SILAS DEVOL, CONTINENTAL NAVY,
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir—

Providence Friget 24th. June 1778—

After my Compliments I would Inform you That the Officers are all well and hearty on bord Except M^r Goodwin and he is I hope out of Danger we have this day Clean^d. One Side of the Ship And to Morrow Expect to Clean the Other Side—we are Oblig^d. to pay her over with Tallow as we Cannot Come at anything Else at present. we Cannot Come at her Keel for mud being So Soft. Sir we have Nothing more than Cap^t Jones Informs you in his Letter¹ I am Sir [&c.]

Silas Devol—

P.S. The Officers Compliments to Cap^t Whipple & M^r Richards

L, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r/Commander of the Continental/Ship *Providence*/at Nants—." Docketed: "L^t Devols Letter/June 24 1778/Paimbeuf."

1. See Capt. William Jones, Continental Marines, to Whipple, 25 June, below.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERRemarks on Board the *Boston* Wednesday June 24th

The first part of this 24 Hours, steady Gales & pleasent, the Boats imployd in bringing

the Prisoners, Chest &c. from the *Britannia*,¹ Dispatchd her & she proceeded for Lorient.— John Carter one of the Carpenters on Board us, by accident fell over Board, had the Pinnice hoisted out & was just Time enough to save him from Drowning.—

Saw a Sail & gave Chase

Latt^d ☿ Obs: 45..01.—

Course	Dis ^s :	x Latt ^d .	Dep ^r	Latt ^d . ☿ Obs:	xLong:	Long:in	M Dist.
East 8 ^d North	37 ^m	5 ^m N	36 ^m .E	45 ^d : 01 ^m	51: E	26 ^d : 47 ^m	999 m Eas ^d

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 23 June to noon of 24 June, following sea time.

1. Prize brig *Britannia*, William Baker, master.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

24
June 24

at 5 pm. Capt. Tucker asked me when on the Quarter Deck if I wished to [*go*] to Boston where possibly we should be lying unemployed, or tack about and make for L'Orient whither All our prizes had been ordered—I answered that I should prefer to go to L'Orient—he immediately went down to the Cabin and called all his Officers & proposed to alter his Course—for L'Orient—they all declared in the Affirmative except M^r Livingston¹ who was anxious to get to his Family in Virginia—but the American Decision “A majority” overruled him, and we proceeded for L'Orient, where we arrived safe July 2nd.

D, DLC, Journal of Lieutenant William Jennison, pp. 10–11.

1. Lt. Musco Livingston, first lieutenant of *Boston*.

June 25

CAPTAIN WILLIAM JONES, CONTINENTAL MARINES TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

On Board Ship *Providence* 25 June 1778

we had the Pleasure to Recieve Your Favour of the 23^d Instant, Shall with pleasure at At all times observes its Contents

Our Ship is now Cleansed & moor'd at her former Station & we have The Lighter along Side taking out Provision Guns &C She Goes for our water in the morning, as we Cannot have our mast this four or five Day its Generally Thought best to have the Provisson Imedeatly—M^r. Goodwin is Somewhat better than he was, I have nothing More of Consequence to mention only that we are In want of new Drum therefor Beg You would Send me directions or if Convenient Procure one Yourself &C—I Have the honor to Remain [&c.]

Will^m. Jones

L, MiU-C, Abraham Whipple Papers. Addressed: “Abraham Whipple Esq^r/At/Nants—.” Docketed: “Capt

W Jones/June 25 1778/Paimbeuf.”

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Thursday June 25th

Steady Gales & pleasant, the Sun this Afternoon in the Ecliptic,¹ at 7 PM. came up with the Chase the Cap^t pretended to be a Frenchman from Newfoundland bound to Oporto, he afterwards proved a Jersey Man, Mann'd her & sent her for Lorient, with John Vickery one of my Mates as Prize Master, John Elliot, Laour, Roussett, Imasurign, Daniville, & Bourguignon, with him.—The Prize was a Brig. commanded by Thomas Anquetit, called the *Elizabeth* and Loaded with Fish.—² in Chase after another Brig. gave her several Shott.—

Latt^d ☉ Obs: 45..35.—

Course	Dist:	x Latt ^d	Dep ^r	Latt ^d . ☉ Obs:	xLong:	Long:in	M Dist:
No 80 ^d Eas ^d	158	34 ^m N.	155	45 ^d : 35 ^m	3 ^d : 39 ^m W	23 ^d : 08	844 ^m w

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 24 June to noon of 25 June, following sea time.

1. On the afternoon of 24 June a total solar eclipse occurred over parts of the southern United States, the North Atlantic, and northwestern Africa. The Bay of Biscay experienced a partial eclipse, beginning about 3:40 pm, reaching its maximum of about 69 percent an hour later, and ending about 5:40 pm. NASA Eclipse Home Page, Solar Eclipse Search Page, <http://sunearth.gsfc.nasa.gov/eclipse/SEsearch/SEsearch.php>.

2. Brig *Elizabeth*, Anquetin, master, 80 tons burthen, built in America and owned by T. Durell. *Lloyd's Register of Ships, 1777–1778*. This brig is sometimes referred to as *Nontompa*.

June 26

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,
FRIDAY, JUNE 26, 1778

LONDON, *June*, 20, 21.

An American ship, with 350 hogsheads of tobacco, &c. is taken by the *Defiance* privateer, Capt. Mallet,¹ and carried into Jersey.

1. British letter of marque vessel *Defiance*, Capt. N. Mallet, commander, 40 tons burthen, built in Britain in 1773, owned by the Captain & Co., carrying six 2-pounders. *Lloyd's Register of Ships, 1777–1778*. The prize was probably the *Caswell*, Thomas Williamson, master, captured on a voyage from Virginia to France. UKLPR, H.C.A. 32/288/8.

LLOYD'S EVENING POST, AND BRITISH CHRONICLE, WEDNESDAY, JUNE 24 TO FRIDAY, JUNE 26, 1778

LONDON.

They write from Barbadoes, that the *Union*, a privateer fitted out at that Island, had taken thirteen American vessels, and carried them into Carlisle Bay.—The cargoes of the above vessels are said to be worth upwards of 10,000l. sterling.

The *Alexander*, Cale, from South Carolina, for France, with rice, indigo, and to-

bacco, is taken by a letter of marque, and carried into Antigua, where the cargo has been sold for 3500l. and the vessel for 120l.

JOURNAL OF DR. JONATHAN HASKINS

[Extract]

[*Mill Prison, Plymouth, June 1778*]

26th. Saturday Yesterday afternoon 4 from the B.h.¹ & One from the Hospital Made their Escape thr^o. the Drean of that Vault & got about ¼ of a Mile then was taken again² & Com^{td}. to y^c Bh. & this After Noon was Sent up to this Yard but Still kept on ½ All^{w.3}

D, MeHi, Jonathan Haskins Journal.

1. That is, black hole.

2. In his account of this escape, Charles Herbert adds that the men "got a boat" before they were caught. Herbert, *Relic of the Revolution*, p. 139.

3. That is, allowance.

AMERICAN COMMISSIONERS IN FRANCE TO FRANCIS COFFYN

Sir,

Passi June 26th 1778.

We have had the Honor of your Letters of June 18th and 19th, referring to a former Letter respecting a Surgeon's Bill, which we have received.¹

As to the Surgeon's Bill, We leave it wholly to You, to settle with him and allow him what you shall think just. The Account appears to Us to be too high, and We think with You, that the Deduction you mention ought to be made.

We are obliged to You, Sir, for the Articles of Intelligence you have sent Us, and wish for further favors of that kind, and approve much of your proposal of transmitting Intelligence to America by every Opportunity.

The Whalemens and other Seamen you mention, We wish may be sent to Brest or to Nantz, to serve on Board our Frigates, where they will find many of their Countrymen and Comrades. At Nantes or Brest they will find M^r. Schweighauser or his Agent, who will find them Employment immediately: Unless they should be willing to engage with M^r. Amiel, which We should prefer.²

Inclosed with this, you have a Commission, Instructions and a Bond.³ The Bond We wish you to see executed with the usual Formalities, and when executed transmit it to Us. The Commission and Instructions, you will deliver to Captⁿ. Amiel. We are [&c.]
(Copy)

Copy, DNA, PCC, item 84, vol. 1, pp. 151–52 (M247, roll 111). Addressed below close: "Francis Coffyn Esq^r." John Adams made a copy of this letter for his diary with the following comment following it: "This Mr. Coffin was a Friend and Correspondent of Mr. Chaumont and conducted our Affairs always, as far as I ever heard with Candour, Intelligence, and Fidelity." Adams, *Diary* 4: 143.

1. Coffyn's letter of 18 June is above; his letter of 19 June is discussed in the notes at the 18 June letter.

2. Peter Amiel, a Bostonian, was slated to command a privateer owned by the Dunkerque firm of Poreau, Mackenzie & Cie. The plan fell through whereupon Amiel was commissioned a lieutenant in the Continental Navy and served under John Paul Jones as secretary and translator until June 1779. James C. Bradford, *Guide to the Microfilm Edition of the Papers of John Paul Jones* (Alexandria, VA: Chadwyck-Healey, 1986), p. 87; *Benjamin Franklin Papers* 26: 221n, 672n.

3. The "Instructions" were a copy of Congress' instructions to commanders of private ships of war of 3 Apr. 1776. American Commissioners to Peter Amiel, 23 June 1778, *Benjamin Franklin Papers* 26: 672. On the

commission and bond, which were for Amiel and his proposed command, sloop of war *Alliance*, see Peter Amiel: Oath of Allegiance to the United States, 23 June 1778, *Adams Papers*, 6: 232–33 and n.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Fryday June 26th-1778

The first part of this 24 Hours, pleasant; Came up with our Chase & spook with the Cap^t she was a Brig from Baltimore, bound to Nantz commanded by Alexander Murray, out 17 Days.— a fine Sailing Brig, pierced for 16 Carrage Guns.¹

At 10 AM: saw a Sail & gave Chase.

Latt^d. ☉ Obs: 46..05N^o.

Course	Dis:	x Latt ^d .	Dep ^t .	Latt ^d . ☉ Obs:	xLong:	Long:in	M Dist:
North 76 ^d E	126	30 ^m N.	122:E	46 ^d : 05 ^m	2: 56m	20 ^d : 12 ^m	722 st

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 25 June to noon of 26 June, following sea time.

1. Maryland letter of marque brig *Saratoga*.

June 27

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

27th. Saturday this Day about 3 P.M. M^r Shoemaker & Kirk¹ Scaled the Walls but the Centry was Timorous & Alarmed the Guard took them & Com^{td}. to the B[*lack*]. hole Immediately²

D, MeHi, Jonathan Haskins Journal.

1. Lt. Anthony Shoemaker of sloop *Charming Sally* and Midn. Arthur Kirk of Continental Navy brigantine *Lexington*.

2. In his journal, Charles Herbert adds that the two officers “had an invitation by the sentry to go over the wall.” Herbert, *Relic of the Revolution*, p. 139.

JOHN THOMPSON TO BENJAMIN FRANKLIN

[*Brest, 27 June 1778*]¹

The humble petion of John Tompson embarked Gunner on board the *Lexington*² at baltimore the 18 of february 1777 Sheweth

That your humble petioner has been taken by the *Lark* Cutter the 19 of december after a Smart engagement where he lost his Leg and was brought to england,³ whence after remaining five months in the hospital he escaped to Dunkirk where your goodness was kind enough to order him a Suit of Cloaths half a dozen of Shirts a hat a pair of Shoes and a rideing Coat whence your humble petioner passed for Nantes the 3^d of may in order to get a passage for America, but being driven by contrary winds to Conquais.⁴ hearing of american fregate being in Brest, your humble petioner went there, assisted by the french Commissary who advanced a Guinea for his passage and gave him half a Guinea, when arived he was sent by the Intendant to the hospital, where he

still remains as the Chief Surgeons acknowledgment here annexed testifies

Your goodness and the pleasure and Satisfaction it gives you to relieve Such as are wounded in the American service gives your petitioner the greatest hopes that your honour will be kind enough to order him Some Cloaths Shoes Stockins a little money to pay for his washing, and that you will facilitate his passage for america Your petitioner as in Duty bound will for your welfare ever pray.

L, PPAmp, Benjamin Franklin Papers, vol. 60, fol. 44. In every other reference found, his name is spelled Thompson. To his petition, Thompson annexed a certificate by French naval port surgeon Billans. Docketed: "John Thompsons Petition"; and "John Thompson's Petition/Gunner of the *Lexington*/at Brest wounded."

1. The date and place are taken from the French surgeon's certificate.

2. Continental Navy brig *Lexington*, Capt. Henry Johnson, commander. In a monthly return prepared in March 1777, Thompson, a native of Ireland, is listed as gunner. Monthly Return for the Continental Navy Brig *Lexington*, 31 Mar. 1777, *NDAR* 8: 238.

3. Thompson erred badly in his facts concerning the capture of *Lexington*; it was taken by H.M. cutter *Alert* on 19 Sept. 1777. *Alert's* commander, Lt. John Bazely, in his report on the capture of *Lexington* did write that the *Lexington's* gunner had been wounded during the engagement. Lt. John Bazely, R.N., to Secretary of the Admiralty Philip Stephens, 24 Sept. 1777, *NDAR* 9: 657.

4. Possibly, Le Conquet, France.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

Honoured Gentlemen

Nantes June 27. 1778

In my last Letter I wrote you Captain Jones¹ informed me that you had some Goods on hand that belonged to the States and that it was in my power to take a Considerable Quantity, My Ship² is now Graved and taking in ballast & Water. If it is purposed that I take Goods should be extremely glad to know that I may stow the Ship Accordingly. I have made all my masts serve both main and fore top Masts, when I found the great Cost of Lower Masts I thought on Repairing the Old ones, which I believe will hold in till we Arrive in America—the Ship will certainly be Ready without any unforeseen Accident intervenes by the 20 of July, and if Agreeable to your Honours I should be glad to have Orders by the fifteenth for I am in hopes to be Ready by that time with four months Provisions onboard for which have given Indent to the Agent. My Officers and men exert themselves all in their power to get to sea as they have been Blockaded at home so Long, which makes me very desirous not to be detained after my Ship is in Order for Sailing—My Main Mast will be fit to get in in three days. if your Honours have any Remarkable News from America not of a Private Nature should think myself favoured with the Account have the pleasure to Remain [&c.]

A Whipple

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "Honble B. Franklin. A. Lec. J. Adams Esq^{rs}/Amer Comm. Paris." Notation in left margin: "A W/to/Comm^{rs}/June 27th."

1. Continental Marine Capt. William Jones. Whipple's letter to the Commissioners, dated 15 June, is above.

2. Continental Navy frigate *Providence*.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
LIEUTENANT PATRICK FLETCHER, CONTINENTAL NAVY

Sir—

Nantes June 27. 1778

Your Letter bearing date the 21st ins^t had the pleasure of rec^g and acknowledging by this Oppertunity as it is agred for the Vessel to stay there & be sold, would desire that you return back again to the Ship¹ since it will be of no service to continue there I expect that the prize² will be sold this Week shall send the Necessary Orders to M^r Gardiner³ and furnish him and the Men properly so as to Repair to the Ship with my Compliments to him and all enquiring friends I am [&c.]

A Whipple

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "L' Patrick Fletcher Isle of Rhé." Notation in left margin: "1778/A W/to/P F/June 27."

1. The "Ship" was Continental Navy frigate *Providence*.
2. Brig *Lord Grosvenor*.
3. Second Mate Nicholas E. Gardner.

LIEUTENANT SILAS DEVOL, CONTINENTAL NAVY, TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Providence Frigate 27th June 1778—

I have the pleasure of your Letter and am happy To hear of your halth the Ship is at her Mooreing And the Lighter is Discharg^d. and Gone up the River After wat[er The] main Top Sail yard and Topmast Will be done to Day and the main mast and Caps Will be Done on Wednesday Next: Our Barge is Cork^d. And painted things Goes on well at present which I Doubt not but will Continue— The Cannon is all mounted and the provision is Stodde away forward we Shall want Oars for our Boats. M^r Goodwin is Recruiting—¹ I am [&c.]

Silas Devol 2 Lieu^t

L, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r/Commander of the/Countenan- tual Ship/*Providence*/At Nants." Docketed: "M^r Devols Letter/June 27, 1778/Paimbeuf."

1. "Recruiting" as used here means recovering from illness.

JOSEPH GARDOQUI & SONS TO ARTHUR LEE

Honoured Sir

Bilbao the 27th: June 1778

We have R this post, Received the very pleasing satisfaction of your Esteemed lines under the 9th Instant¹ & are not a little sorry to informe you, in Repply thereto, that, Cap^t Hodge & West² haveing sailed hence the 18th of this month & no other American Vessell being now in port we are deprived of the oppertunity of commu- nicatting the Inteligence you Require; & Really much fear that we shall scarcely see any American with us untill the Wintter sets in—there being such pleany number of Jersey small Privateers Cruzing from Cape Ortegall down to this Port, that it is morally Impossible that any Vessell Can scape without being taken; & it is Really no small pity that a Couple of well armed American Vessells should not be Stationed off of this port to protect the Trade.—

Our Freind at Madrid,³ haveing given us the orders you mentione upon the old

plan, we have of Course given the needfull dispositions to purchase as many Blanketts as Can be made & procured, therefore have now the pleasure to informe you that with those we have acutally in Loadge there will be Ready in a couple of months about 6000 Blanketts & the same dispositions haveing also been taken with Respect to good Strong Shoes, we have allready Engag'd for 10000 pair which will be made in avery short time; as likewise avery handsome parcell of Stockings, & In case you should think proper to order any Rigging good Russia Duck Raven's Duck or Tent Cloath, as there is an Expeciall assortmment at present of the latter articles & the Rigging may be made with us in few days, we Can Eassily dispatch any Vessell in avery short time aGoverno—⁴

We hear that the Cutter *Revenge* Cap^t Cunningham putt in at Ferrol, she really is a fitt Vessell to carry alight load of the above Articles, therefore cordially wish you could give her orders to touch here to take them & proceed home—

As we are flattered with hopes that some bills on Paris may probably be accomodattted against the next post we Intend than to value on your old Account on M^r LeGrand⁵ for the Ballance thereof, meanwhile most Respectfully Salutting you Remain [&c.]

J.G. & C^o

L, MH-H, Arthur Lee Papers (MS Am 811.3), ser. IV, no. 156a. Addressed: "Monsieur/Monssieur Arthur Lee Ecuir/a Challiot/Près de/Paris."

1. Lee's letter has not been found.
2. Capt. John Hodge and Capt. Benjamin West.
3. Probably James Gardoqui.
4. Possibly a corruption of *a su gobierno*, i.e., at your direction.
5. Rodolphe-Ferdinand Grand, banker for the American Commissioners in France.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Saturday June 27th. 1778

The first part of this 24 Hours, Light Winds and Clear Weather, Saw a Ship & gave Chase, at 3 PM the Wind took our Ship aback, got our Starboard Tacks on Board & set all Sail by the Wind. At 4 PM. Very moderate the Ship gaind from us. Bore away and gave over Chace. at 6 hove out the pinnace and I Went on board Cap^t. Murray,¹ M^r Reed my first Lieu^t.—Cap^t. Murray sent me some American Papers to perruse which I am much oblidge to him for.

Latt^d. Observd in 46^d: 14^m North Latitude

Course	Dist ^{ce} :	x Latt ^d .	Dep ^r	Latt ^d . & Obs:	x Long:	Long: in	M Dist ^{ce} :
E ½ North	118	9 N	116 E	46 ^d : 14 ^m	2 ^d : 47E	17: 25	606m W

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 26 June to noon of 27 June, following sea time.

1. Alexander Murray commanded the Maryland letter of marque brig *Saratoga*.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO CAPTAIN ALEXANDER MURRAY

[27 June 1778]¹

Cap^t Tuckers Compliments to Cap^t Murray and Returns him his Pappers & is much oblidge to him for the Perruesal of them² hopes to have the Pleasure of See-

ing him in france.

on board the *Boston* Saturday afternoon

Sir if we Loose Each other and fall in Sight I Shall hoist a Long Pennent at the fore top Gallant mast head in answer you may Lower your Ringtail³ if Satt or Drop your Peek⁴

if Night

You may know me by two Lights one over the other where I think you may Discover them best in answer you fire one Gun and I will Return two—

Sir these are Sufficient in Case of Loosing one or the other because it is Probable if I should Chase any think

Copy, MH-H, Samuel Tucker Papers (MS Am 812). Docketed: "Coppoy of Signals/to Capt. Murray/at Sea.—"

1. The date of 27 June 1778 was derived from the Journal of Continental Navy Frigate *Boston*, Captain Samuel Tucker, 27 June, immediately above.

2. Murray, captain of the Maryland letter of marque brig *Saratoga*, had sent Tucker the newspapers accompanied by a note dated "Friday Even*." In that note, Murray asked that the papers be returned and expressed pleasure that *Boston* would accompany *Saratoga* to France. MH-H, Samuel Tucker Papers (MS Am 812).

3. A "ring-tail" is a kind of studding-sail, set between gaff and boom, abaft the leech, of a fore-and-aft sail. *Encyclopedia of Nautical Knowledge*.

4. A "peek" or "peak" is the upper or outer end of a gaff; or, an upper after corner of a gaff, a lug, or a lateen sail; or, an upper corner or head of a jib or triangular staysail. *Encyclopedia of Nautical Knowledge*.

June 28 (Sunday)

EXTRACT OF A LETTER FROM GUERNSEY, JUNE 28

"A large Chasse-maree, outward-bound for America, laden with ammunition, &c. after having been taken by the *Active* of Jersey,¹ was chased for twenty-nine hours, by a French frigate, and in all probability would have been taken, but luckily the French frigate carried away her main-top-mast, which prevented her continuing the chase, upon which she fired her broadside, but to no purpose, as the prize was out of shot. The *Brunswick*, formerly a transport, after having been taken and retaken several times, is sent into Guernsey by one of their privateers.²

"The *Speedwell*, Capt. Bushell,³ has sent in a French brig, outward bound for America, laden with salt, brandy, and bale goods; she was chased by a French frigate very closely, but having a good pilot on board; she run among the rocks, and so got clear.

"The *Vultur[e]*, Capt. Chabot, is arrived at Jersey;⁴ he had made two or three prizes, but was so closely pursued by several French frigates, as to oblige him to take him men from them, and leave them for the enemy. Several French ships of war are cruising about Guernsey, with numberless other cruizers, which renders it very difficult for the prizes to get in."

Hibernian Chronicle (Cork, Ireland), 9–13 July 1778.

1. Jersey privateer cutter *Active*, Amos Carrel, commanding, 110 tons burthen, carrying 12 3-pounders, 12 swivel guns, and a crew of 48 men; owned by a syndicate of Guernsey merchants. UkLPR, H.C.A. 26/62, p. 91.

2. Massachusetts ship *Brunswick*, John Holmes, master, captured while on a voyage from South Carolina to France. UkLPR, H.C.A. 32/286/5. Formerly a British merchantman, *Brunswick* had been captured by the Massachusetts privateer brigantine *Fancy* during the summer of 1777. See Captain John Jervis to Philip Stephens, 10 Aug. 1777, in *NDAR* 9: 560. For another account of the *Brunswick*'s capture, which attributes

it to a brace of Guernsey privateers, see *Lloyd's Evening Post and British Chronicle*, 26–29 June, below.

3. Guernsey privateer ship *Speedwell*, Abraham Bushell, commanding, 160 tons burthen, carrying 14 4-pounders, 16 swivel guns and a crew of 60 men; owned by Guernsey merchants John Le Marchant and Peter de Jersey. UKLPR, H.C.A. 26/62, p. 119.

4. Jersey privateer ship *Vulture*, Peter Cabot/Chabot, commanding, 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.

LOUIS XVI TO LIEUTENANT GÉNÉRAL DES ARMÉES NAVALES
COMTE D'ORVILLIERS

Mons.

L'insulte faite à mon pavillon par une Frégate du Roi d'Angleterre envers ma frégate la *Belle Poule*; la Saisie faite par une escadre Anglaise au mépris du droit des gens de mes Frégates la *Licorne* et la *Pallas* et de mon Luger le *Coureur*;¹ La Saisie en mer et la confiscation des navires appartenant à mes Sujets, faites par l'Angleterre contre la foi des traités; le trouble continuel et le dommage que cette Puissance apporte au commerce maritime de mon Royaume et de mes Colonies de l'Amérique, soit par ses bâtimens de guerre, soit par les Corsaires dont elle autorise et excite déprédations: tous ces procédés injurieux, principalement l'insulte fait a mon pavillon m'ont forcé de mettre un terme à la modération que je m'étais proposée, et ne me permettent pas de suspendre plus long tems les effets de mon ressentiment: la dignité de ma Couronne et la protection que je dois à mes Sujets, exigent que j'use enfin de représailles, que j'agisse hostilement contre l'Angleterre, et que mes vaisseaux attaquent et tachent de S'emparer ou détruire tous les vaisseaux, frégates ou autres bâtimens appartenant au Roi d'Angleterre qu'ils pourront rencontrer; et qu'ils arrêtent et se saisissent pareillement de tous navires marchands Anglais dont ils pourront avoir l'occasion de s'emparer. Je vous fais donc cette lettre pour vous dire que mon intention est que dans les instructions que vous aurez à donner aux Commandans des vaisseaux, frégates et autres bâtimens qui partiront de Brest² sous votre commandement, ou que vous jugerez nécessaire de détacher pour des croisières particulieres, soit pour les escortes à donner aux navires du Commerce, soit pour croiser sur les côtes et au large sans êtres chargé d'ecortes, vous leur prescrirez D'attaquer tous bâtimens appartenans au Roi d'Angleterre qu'ils pourront rencontrer, s'ils jugent pouvoir le faire avec avantage; et après s'en être emparés de les conduire dans le port dont ils se trouveront le plus près; et que vous leur prescrirez également d'arrêter tous les navires marchands Anglais qu'ils pourront trouver à la mer pour les faire conduire dans les ports de mon royaume ou de mes Colonies. Je suis assuré de trouver dans la justice de ma cause, dans la valeur et dans l'habilité des officiers généraux de mon armée navale, dans le talent et la bravoure de mes Capitaines, dans le dévouement de mes officiers et la fermeté de mes équipages, et dans l'amour de tous mes sujets—les ressources que j'ai toujours éprouvées de leur part.

En la présente &ca³

Ecrit à Versailles, le 28. Juin 1778. (le date (28) de la main du Roi)

De la main du Roi, Aprouvé, à lamiraute qu'est au Bureau des ports.

[Translation]

My Lord,

The insult done to my flag by a Frigate of the King of England towards my frigate

Belle Poule; the seizure made by an English squadron in contempt of the law of nations of my frigates *Licorne* and *Pallas* and of my lugger *Coureur*;¹ the seizure at sea and the confiscation of ships belonging to my subjects, made by England against the faith of treaties; the continual trouble and the damage that this power brings to the maritime trade of my Kingdom and of my Colonies in America, whether it be by ships of war or by the privateers which it authorizes and incites to depredations; all these injurious proceedings, principally the insult done to my flag, have forced me to put an end to the moderation that I was proposing to myself, and do not permit me to suspend any longer the effects of my resentment; the dignity of my Crown and the protection that I owe to my subjects require that I make use, finally, of reprisals, that I act hostilely against England, and that my ships attack and attempt to capture or destroy all the ships of the line, frigates, or other ships belonging to the King of England that they might be able to encounter; and that they stop and seize as well all English merchantmen that they may have the occasion to capture. I am thus writing this letter to you to tell you that my intention is that in the instructions that you will give to the commanders of the ships of the line, frigates, and other ships that will leave Brest² under your command, or that you will judge necessary to detach for individual cruises, whether it be to convoy commercial shipping, or whether it be to cruise along the coasts and at sea without being entrusted with convoys, you will require them to attack all ships belonging to the King of England that they may encounter, if they judge that they can do it with advantage; and after they have been captured, to lead them into the nearest port; and that you will also require them to stop all the English merchant ships that they may find at sea in order to have them brought into the ports of my kingdom or of my Colonies. I am assured of finding in the justice of my cause, in the valor and sagacity of my general officers of my navy, in the talent and bravery of my captains, in the devotion of my officers, and the steadfastness of my crews, and in the love of all my subjects, the resources that I have always met with on their part.

In the present etc.³

Written at Versailles, the 28th of June. (the date (28) in the hand of the King)

In the hand of the King, Approved, at the Admiralty which is in the Offices of the port.

Copy, FrPNA, Marine B¹, vol. 286, fol. 66. Notation: "Copie de la lettre du Roi/à C^{te} d'Orvilliers, L^e g^{al}. des armées Navales/Du 28. Juin 1778"; translation: "Copy of the letter from the King to Comte d'Orvilliers, Lieutenant Général des Armées Navales, 28 June 1778." Nearly identical letters were sent to the Mediterranean fleet and other naval ports. Doniol, *Histoire de la participation de la France* 3: 150–51. The king addressed a similarly worded letter dated 10 July to Jean-Louis de Bourbon, duc de Penthièvre, his cousin, who held the title of "Admiral de France." That letter is reproduced in part in Lacour-Gayet, *La Marine Militaire*, pp. 118–20.

1. On 15 June, Isaac-Jean-Timothée Chadeau de La Clocheterie, Lieutenant de vaisseau of the French Navy, commanding a squadron consisting of his own frigate, *Belle Poule*, frigate *Licorne*, Chevalier Gouzillon de Bélizal, corvette *Hirondelle*, and lugger *Coureur*, sailed from Brest for a cruise in the English Channel. On the 17th, this squadron fell in with the English fleet under Adm. Augustus Keppel. With the British fleet gaining on his command, de La Clocheterie gave Gouzillon de Bélizal permission to do as he thought best, ordered *Hirondelle* to seek shelter where it could—the latter put into the Île de Batz—and kept *Coureur* with him. H.M. frigate *Arethusa* intercepted *Belle Poule* and demanded that the French commander alter his course to speak to the admiral. De La Clocheterie refused the demand and a prolonged artillery duel ensued. Eventually the British fleet came up in *Arethusa's* support and *Belle Poule* gained the protection of Camplouis Bay, near Plouescat, on the Normandy coast. In the meantime, H.M. cutter *Alert* made prize of *Coureur*. The next morning, Gouzillon de Bélizal found himself in the midst of three British ships of the line, to which he surrendered *Licorne*. Also on the 18th, the French frigate *Pallas*, cruising independently, fell in with, and was seized by, the British fleet. De La Clocheterie's report of *Belle Poule's* engagement with

Arethusa is printed in Doniol, *Histoire de la participation de la France* 3: 163–64. For the British version of the encounters, see Adm. the Honorable Augustus Keppel to Philip Stephens, 18 and 20 June, UKLPR, Adm. 1/94, 375–80 (published in the *London Gazette*, 23–27 June 1778). The French government considered the attack on *Belle Poule* the same as a declaration of war. The Comte de Vergennes informed the Spanish ambassador: “Comme nous ne pouvons considérer cette attaque que comme une rupture préméditée, nous allons agir de la même manière que si la guerre étoit déclarée”; “As we can consider this attack only as a premeditated rupture, we shall act in the same manner as if war were declared.” Doniol, *Histoire de la participation de la France* 3: 149.

2. The word *Brest* is written above a dotted line, suggesting the substitution of the names of ports for the purpose of sending the same orders to various commanders. Letters of reprisal had already been issued to merchants whose ships had been taken and confiscated by the British. Doniol, *Histoire de la participation de la France* 3: 150–51.

3. The fuller phrase implied is some variant of: “Et la présente n’étant à autre fin, je prie Dieu qu’il vous ait en sa sante et digne garde”; “And the present having no other purpose, I pray that God may guard you and keep you well.”

LIEUTENANT PATRICK FLETCHER, CONTINENTAL NAVY, TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Honoured Sire,

S^t Martins June 28 1778—

I take this Oppertunity of acquainting you that I am well hoping these few lines will find you and all your Officers in the same I wrote to you the 21^t int^t that M^r Luther had stopped the Brig¹ according to M^r Schweighausers Orders but has recieved no Answer from you therefore I am uneasy as I do not know what to do, there has been Several Merchants from Bourdeaux that has wrote to M^r Luther about buying the Ves- sel & Cargo but he has given them no Answer as he does not know How it will be deter- mined by you and M^r Schweighauser about the Vessel. there is water sufficient in this harbour at present, so as the Brig floats once a tide but this is owing to the springs if you conclude to have the Vessel brought to Nantes write me as soon as possible so as to get away before the Nep tides come on there has been three Guernsy Privateers taken by a french frigate & brought in to Rochfort & Rochelle friday last, M^r Gardner² joyns me in Commending to you and all your Officers

Patrick Fletcher

LB, MiU-C, Abraham Whipple Papers. Addressed below close: “To Abraham Whipple Esq^r Comm^d *Provi- dence*.” Notation in left margin: “P F/to/A W/June 28.”

1. Prize brig *Lord Grosvenor*; see Fletcher to Whipple, 21 June, and Whipple to Fletcher, 27 June, both above.

2. Second Mate Nicholas E. Gardner.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* on Sunday June 28th

This 24 Hours pleasant Weather spoke with Cap^t Murray¹ who told me that one of his Men fell from the Yard & hurt himself Hoisted out the pinnace & sent the Docter on Board him. the Man had put his Shoulder out.—At 10 AM. saw a Sail and gave Chase

Nothing more remarcable

Latt^d. Observd in 46^d. 14^m North

Course	Dist:	X Latt ^d .	Dep ^r	Latt ^d . Obs:	X Long	Long ^d in	M Dist.
East	180 ^m	00	180 ^m	46: 14	13: 04 Long ^d in	4 ^d : 21 ^m Diff Long ^d	426

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 27 June to noon of 28 June, following sea time.

1. Alexander Murray commanded the letter of marque brig *Saratoga*.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

[June] 28 Fresh Breeze & rough Sea—At 9½ am Saw a Schooner, Gave Chace & carried away the Main Topsail Clue, soon after she carried away her Topmast—but she escaped Us—at 6 pm Very foggy—when it cleared away, saw 2 Brigs—gave Chace, & spoke One with English Colours, bound from Glasgow up the Streights—Captured her¹ & put Mons^r Tanais prize master, ordered her to L'Orient—her name ---- Cap^t Allen—

D, DLC, Journal of Lieutenant William Jennison, p. 11.

1. Marginal notation: "Prize."

June 29

LLOYD'S EVENING POST AND BRITISH CHRONICLE, FRIDAY, JUNE 26, TO MONDAY, JUNE 29, 1778

LONDON.

The *Sally*, Capt. Scott, from St. Kitt's to New York, with rum, was taken the 16th of March last, by an American privateer of 12 guns, and carried into Martinico.

The *Alarm* and *Hero* privateers, belong to Guernsey, have taken and brought in there an American ship, called the *Brunswick*, laden with thirty hogsheads of tobacco, and 600 barrels of rice.¹

1. Ship *Brunswick*, John Calef (or Holmes), master, from South Carolina to France. UKLPR, H.C.A. 32/286/5.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO THE
OFFICERS OF THE CONTINENTAL NAVY SHIP *RANGER*

Gentlemen,

Passy June 29th. 1778.—

On my arrival at Versailles I obtained permission from the French Ministry to dispose of our Prizes to the best Advantage without being subject to any expence from the Admiralty—I have also got the Commissioners to write to the person who sold our Prizes at Bourdeaux in express terms to remit the Captors part and some of it is since come to the hands of M^r Williams—¹ It shall be my care to get the Prisoners Exchanged as soon as possible—to Realize our Prizes, and to obtain leave to return on a Cruize to America—All this I believe I shall very soon be able to effect—and

therefore you may publish it in the Ship for the General Happiness and Satisfaction— There will I am persuaded nothing interfere with our proceeding to America unless the *Ranger* should be previously employed as a Cartel in the approaching exchange of Prisoners—This may or may not happen: and as it will be a Work of little time and of no Danger it cannot but be agreeable to the feelings of Humanity, it might I think be Accomplished before the Prizes can be realized—I only wait here for the list of prisoners which I wrote for some time ago and which I hope will be very exact.—² If the List is not already forwarded I desire it may be immediately sent to Doctor Franklin—let it express the Names and Quality of every Prisoner—Let the Officers (Prisoners) upon rec^t: of this be served whole allowance, and the private Men two thirds Allowance of Liquor provided they make no undue use of it.—

I rest satisfied that what I have already said will afford General Satisfaction in the Ship and I rely on every person to exert himself Cheerfully for the Honor which we have already acquired, as well as for their own interest and that of the Service—I shall soon be able to Convince every person under my Command that I take particular pleasure to make them Rich and Happy.—

As Brest is not a place of Commerce I would not recommend that the Prize Goods should be sold without having first given information to the Merchants at L'Orient & Nantes &c to attend the Sale that they may raise the Prize [*i.e.*, *Price*]—I do not expect that the Sale will begin before I reach Brest as I may perhaps bring some purchasers with me—but if it should begin I desire that Thirty Hogsheads of the Best porter with all the Packages of Baggage and Plate &c may be carefully Stored and preserved until I come down³

I beg as a particular favor that I may have the pleasure of finding the *Ranger* perfectly Clean an in Complete Order—her Bottom excepted I am [&c.]

N.B. Desire M^r Bursolle⁴ to keep any letters which may appear for me until I see him unless in the meantime I should write him to the Contrary.

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 46–47. Addressed below close and before the *nota bene*: “The Commanding Officers/of the *Ranger*/Brest.”

1. See note at Jones to the American Commissioners to France, 10 June, above.

2. See Jones to James Gooch, 18 June, above.

3. Jones repeated what he wrote in the paragraph preceding this note in letters he sent on this date to Jean-Daniel Schweighauser at Nantes (MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 47–48) and to Schweighauser's agent at Brest, Berubé de Costentin (PCC, item 168, vol. 1, p. 113, M247, roll 185). In a letter to John Ross, Jones discusses the sale of the prizes including the fact that few of his instructions given here had been followed. John Paul Jones to John Ross, 23 Aug. 1778, DLC, Peter Force Collection (*John Paul Jones Papers*, no. 6805).

4. Emmanuel-Yves Bersolle, a Brest merchant and postal director.

JAMES MOYLAN TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentlemen

L'Orient 29th June 1778

The Frigate *Oiseau* who convoyed a Virginia Schooner out of the Bay w^{ch}. I dispatched from hence, is returned yesterday with the prize *Hope*, John Poignestre Master belonging to Jersey, a privateer of six Guns,¹ who had taken the Brig *Sally* Captain Rapeal² belonging to the state of Massachusettes the 3^d of May, with a cargo of Rice & Indigo from Charles Town on pu[b]lic acc^t, bound to Bilboa. on board of said privateer, the following sailors belonging to Marble Head were prisoners. Thomas

Collie, James Howard, & John Fowler, for whose liberty I apply'd to the Commissary, who granted my request, and in order to save the expence that wou'd naturally attend their delay here, for an opportunity to return to their Country, I prevailed on the Captain of the *Oiseau* to take them to Brest and deliver them to Cap: Jones of the *Ranger*, who I make no doubt will receive them I have the honor to be respectfully [&c.]

James Moylan

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 69. Addressed: "The Honorable Plenepotentiary/Ministers of the United States/of America/at/Passy." Docketed: "M^r Moylan 29. June/1778."

1. Jersey privateer schooner *Hope*, Capt. John Poingdestre, commander, burthen 50 tons, carrying ten 3-pounders, six swivel guns and a crew of 25. UKLPR, H.C.A. 26/62/8. *Hope* is also described as a single deck schooner, ——— Poingtree, commander, 70 tons burthen, mounting six 3-pounders, built in America in 1769, owned by P. Robin & Co., of Jersey. *Lloyd's Register of Ships, 1777–1778*.

2. Brig *Sally*, George Rappell, master. UKLPR, H.C.A. 32/446/32.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* on Monday June 29th

The first part of this 24 Hours fresh Gales & Hazy Weather, in Chase of a Schooner at 5 PM gave over Chase. at 7 PM saw 2 Sail gave Chase & come up with them, the one was a Scotch Brig from Glasgow bound to S^t Ubes, the other a Sweed I took the Scotch Brig & sent for Lorient¹ at 6 AM saw another Sail, gave Chase & came up to her she proved to be a French Men.

Latt. Obs^d. 46.. 04—

Course	Dist:	x Latt ^d .	Dep ^r	Latt ^d . Ⓢ Obs:	X Long:	Long: in	M Dist:
E½ South	111	10 ^m So	110 ^m E	46 ^d : 04 ^m	2 ^d : 38 ^m	10 ^d : 26 ^m W	316 West

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 28 June to noon of 29 June, following sea time.

1. For more on the capture of this unnamed brig, see Journal of Lieutenant William Jennison, 28 June, above.

CAPTAIN ALEXANDER MURRAY TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

D^r Sir

I have thought proper to acquaint you that I have many Letters of great importance to our Agents & other Gentlemen, of rank, & consequence, in France that may be of a very bad tendency if they should miscarry, as I have the strictest charge to through them over board if I should be taken, if by any means you can convoy me well in, I make no doubt but you will have the thanks of Congress, & render a very great satisfaction to all the Friends of America now in France, the Letters I have give an exact detail of all American proceedings¹ I am [&c.]

Brigg *Saratoga* at Sea June 29th [1778]²

Alex Murray

L, MH-H, Samuel Tucker Papers (MS Am 812). Addressed: "Captⁿ. Sam^l Tucker/of the Frigate *Boston*." Docketed: "Alexander Murrays/Letter June 29th/at Sea.—/Copp^y'd."

1. Tucker explained his failure to accompany *Saratoga* to France in a letter to the American Commissioners in France, 3 July, below.

2. The year was taken from a letter book copy of Murray's letter, also at MH-H.

June 30

LORD WEYMOUTH TO LORD GRANTHAM

N^o. 11S^t. James's¹ 30 June 1778

My Lord,

The several Letters from your Excellency to No [*blank*] have been received, and laid before the King.²

It is much to be wished that the Reprimand sent by M. de Florida Blanca³ to General O'Neil,⁴ may be the means of preventing Cunningham from being again allowed to enter into the Ports of Spain, where he has so frequently received Assistance that has enabled him to make Depredations on Our Trade with that Kingdom. The Conduct of His Catholick Majesty⁵ towards this Country is so much an Object of general attention, that Circumstances that would be immaterial at any other Time, become important at the present. Your Excellency will express to M. de Florida Blanca, His Majesty's Satisfaction at the Orders given on that Subject, and his sincere Desire to avoid making any Complaints, as His Majesty most earnestly wishes the utmost Confidence should subsist between the two Kingdoms, and you are directed to assure His Catholick Majesty, through that Minister, that every attention shall be given to preserve entire the Harmony so happily subsisting between the two Crowns. I am &c.

Weymouth

L, UKLPR, S.P. (Foreign) 94/205, fol. 258. Addressed at top: "His Exc^t. Lord Grantham." Docketed: "S^t. James's 30 June 1778/To/His Excellency Lord/Grantham/N^o 11."

1. St. James's Palace, London, England.

2. King George III of England.

3. Conde de Floridablanca, Spanish Minister of State.

4. Don Felix O'Neille, Commandant General of the province of Galicia, in which the port of Corunna is located. On the reprimand, see Lord Grantham to Lord Weymouth, 14 May 1778, in *NDAR* 12: 695.

5. King Carlos III of Spain.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, June 1778*]

30th. Tuesday for this long time past we've been served with Bad Beef, Some times with Maggots in it; Accordingly we have order'd Butchers that go in not to Cut it up if bad, & this day found it Extremely bad, therefore Refused to Cut it up: & the Agent Order'd his Cook to do it; which was done and According to Custom bro^t in at 12 o'the Clock, but all both Officers & people Refused taking of it. But M^r. Cowdrey Desired we would take it as it was Cooked & Depend you shall have better for the Future, but we've been Deceived Often Enough by him therefore we Concluded if we took it we Might in future be served with as bad or worse therefore they was Obliged to take it out again & Dispose of it Otherways

D, MeHi, Jonathan Haskins Journal.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Sir

Passi June 30th 1778

We have the Honor of inclosing to Your Excellency a Protest [*in*] relation to one

of our Vessels,¹ which was made prize of by the English, when under the protection of the French Coast. As they have always reclaimed the prizes made by our Cruisers in such Circumstances, We hope your Excellency will think it just, that We should dedammaged² out of their Effects in this Kingdom. We have the Honor to be &^{ca}

Copy, DNA, PCC, item 84, vol. 1, p. 152 (M247, roll 111). Addressed above salutation: "To His Excellency Monsieur de Sartine."

1. The protest has not been found.

2. The draft of this letter has this as "be indemnified." See Adams, *Diary*, 4: 143.

PENET, DACOSTA FRÈRES & CO. TO SAMUEL PHILLIPS SAVAGE,
PRESIDENT OF MASSACHUSETTS BOARD OF WAR

Sir

This by our schooner ready to depart serves to announce to you y^e happy arrival of the Ship *Adams* Cap^t Turner¹ he is this minute arrived with a Cargo of Rice on Acc^t of your State we shall make y^e best sale possible of y^e Cargo & dispatch y^e Ship Immediately agreeable to request—Cap^t James² & Proter³ are here from England we shall endeavor to forward y^m. to y^e Continent y^e best we can

Nothing miterial having ocured since y^e Departure of y^e *Nantes*⁴ & *Penet*⁵ which we hope may be safe arrived 'ere this We beg Leave to remain with respect Sir [&c.]
penet DaCosta freres & Co.

Nantes June 30^h. 1778/.

L, M-Ar, Mass. Archives Collection, vol. 205, (2d ser., Revolution Letters to the Board of War and various State officials, 1775–1783), fol. 380. Addressed at top: "Samuel Philip Savage Esq^r."

1. Massachusetts State trading ship *Adams*, Capt. Luther Turner, master. For more on this voyage see: Massachusetts Board of War to Luther Turner, 20 Feb. 1778, *NDAR* 11: 385; Massachusetts Board of War to Morris, Pliarne, Penet & Co., 25 Feb. 1778, *NDAR* 11: 426; George Williams to Timothy Pickering, 22 Mar. 1778, *NDAR* 11: 757–58; John S. Cripps & Mey to President of Massachusetts Board of War, 3 Apr., *NDAR* 12: 27–28; and President of Massachusetts Board of War to Penet, DaCosta Frères & Co., ca. 9 June, above.

2. Capt. Richard James commanded Massachusetts State ship *Union* on a voyage to Nantes, France. *Union* was captured in early March 1778 and taken into Falmouth, England, by the privateer *Lapwing*, of London. See "Extract of a Letter from Falmouth, March 7," *NDAR* 11: 1066. For the fitting out of *Union*, see Richard James to Massachusetts Board of War, 18 Jan. 1778, *NDAR* 11: 155; Minutes of the Massachusetts Board of War, 26 Jan. 1778, *NDAR* 11: 207; and Minutes of the Massachusetts Board of War, 30 Jan. 1778, *NDAR* 11: 234.

3. Capt. Joseph Proctor commanded Massachusetts State trading ship *Gruel* also on a voyage to Nantes. *Gruel* was captured some distance off Nova Scotia on 3 Feb. 1778 by H.M. frigate *Milford*. Journal of H.M.S. *Milford*, 3 Feb. 1778, in *NDAR* 11: 271. *Milford* evidently escorted *Gruel* to England. For the fitting out of *Gruel*, see Maj. Gen. Eyre Massey to Gen. Sir William Howe, 2 Jan. 1778, *NDAR* 11: 16–18; Timothy Parsons to Massachusetts Board of War, 17 Jan. 1778, *NDAR* 11: 149; Minutes of the Massachusetts Board of War, 21 Feb. 1778, *NDAR* 11: 395; George Williams to Timothy Pickering, 22 Mar. 1778, *NDAR* 11: 757–58.

4. Massachusetts State trading brigantine *Nantes*, Capt. Joseph Chapman, master, arrived at Nantes on 3 March 1778. Jonathan Williams to the American Commissioners in France, 3 Mar. 1778, *NDAR* 11: 1058–59. *Nantes* returned to Boston on 1 July. Massachusetts Board of War to Penet, DaCosta Frères & Co., 2 July. M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 186.

5. Massachusetts State trading snow *Penet*, Capt. John Harris, master. For the fitting out of brigantine *Penet*, see John Bradford to Thomas Morris and William Lee, 9 Jan. 1778, *NDAR* 11: 74; Minutes of the Massachusetts Board of War, 23 Jan. 1778, *NDAR* 11: 192–93; Minutes of the Massachusetts Board of War, 30 Jan. 1778, *NDAR* 11: 234; and George Williams to Timothy Pickering, 22 Mar. 1778, *NDAR* 11: 757–58.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, at sea, off France]

[June] 30 Spoke a Dutchman to Port a Porte—¹ At 6 pm Saw a Cutter, made Sail after her & came so high as to fire a Shot over her; she eat us out of our wind, & escaped—

D, DLC, Journal of Lieutenant William Jennison, p. 11.

1. That is, Oporto, Portugal.

July

SURGEON JAMES BREHON, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

May it please your Excellency Forton July. 1778
 Having addressed you twice before which I imagine have never reached you from my receiving no Answer and nothing but distress could have induced me to trouble you so often which distress has indeed of late been allevated in a great measure by the Generosity of the British People which I believe you have already been informed of and the sums which the so generously Voted for our Support is as we are Informed almost expend'd owing to the great number of other Prisoners added to our number since that time, and our former distress begins to stare us and we already anticipate the horrors of our former situation, & In order to remedy in Some measure the wants which I am likely to feel I make bold to demand of you a small sum of Money which I should not do were I not intitled thereto by being in the Continental Service as you are already Informed by a List carried over by M^r Thornton from hence¹ and the Number of Prisoners committed Since his departure am^t to 78 Amoungst which is Cap^t Hindman of the Con^l Ship *Alfred* and four of his Officers which Joyned to the four of us belonging to the *Hornet* are all the Continental Officers which are in this Prison.²

From your Natural Love of the Rights & Liberties of Mankind and your well know Sympathy for those who tho Unfortunate are sill Suffering in the Same Glorious Cause by which your are Animated will I hope Influence you To grant the Assistance which I write for which will be allways Acknowledged as an Eternal Obligation and Chearfully Allowed in Acc^t by y^r Excellencies Most Obedient Humble Serv^t

Jam^s Brehon

L, PHi, Benjamin Franklin Papers, Vol. 2, no. 33. Addressed: "His Excellency/Benjamin Franklin Esq^r/Paris." Docketed: "Brehon/Prisoner."

1. See "List of the American Prisoners Confined in Forton Prison Dec^r 29th: 1777," and John Thornton's Memorandum for the American Commissioners in France, between 5 and 8 Jan. 1778, *NDAR* 11: 888–91, 885–87.

2. Capt. Elisha Hinman and Lt. Charles Bulkeley of Continental Navy ship *Alfred* and Lt. Edward Leger of Continental Navy sloop *Hornet* escaped from Forton Prison shortly after Brehon wrote this letter.

July 1

LORD GEORGE GERMAIN TO GENERAL OFFICER COMMANDING IN WEST FLORIDA

Copy
Sir

Whitehall, 1st July 1778

The last Advices from West Florida represent that Province to be in a State of great Alarm, on Account of the depredations committed by a Party of the Rebels upon the Mississippi and the Reports they spread of a larger Body preparing to follow them, intending to establish themselves in that Country. I trust the Measures taken by Gov^r. Chester and the Superintendent,¹ will have had the Effect to prevent those Plunderers doing further mischief and that you will have arrived in time to repel any more serious Attack that might have been meditated by a greater Number. But as the Command of the Navigation of the Mississippi & of the Communications from thence to the Indian Nations in the Southern District is essential to the Security of His Majesty's Possessions in West Florida, and to the protection of the King's faithful Subjects, and their Property, and also of great Importance to the Trade of this Country, it is determined immediately to establish a considerable Post upon that River. The Situation that appears most proper for the purpose is the Entrance of the Mississippi into the Ibberville at or near the place where Fort Bute stood.² But it is left to your Judgement assisted by the engineer to fix upon the Spot. I am therefore to signify to you the King's Command that you do, with all convenient dispatch, proceed to the Mississippi taking with you such part of the Troops under your Command as you shall think necessary and the proper Persons in the Engineer's Department, together with such Ordnance, and a proportion of Stores as may be wanted and can be spared from Pensacola, and there lay out and erect a Fort of such Form, and as capacious as you shall judge proper, taking care that it be so constructed as to be capable of being defended by a Garrison of 300 Men for which Number Barracks are to be provided and a Magazine also built. As this is intended to be a permanent Establishment, the Materials should be of the most durable Nature that can be procured in the Country and the best adapted to resist the Effect of the Climate, and the greatest frugality is to be observed in the procuring of them, and in every part of the Work. And I think it necessary to recommend to you, to pay particular Attention to these Circumstances, as Experience has shewn that all the Works hitherto constructed in West Florida except the Barracks built at Pensacola by Captain Hutchinson³ have been only a Waste of the public Money. The Officers of the Board of Ordnance will receive Orders to draw upon that Board for defraying the Expence, but as the Works are to be carried on conformable to your directions and under your Orders, your Certificate expressing your Approbation of the Service for which the Bills are drawn, will be necessary to accompany them in order to secure their payment and every Voucher that is transmitted must carry a Mark of having been inspected by you.

If you shall find that the great Width of the Mississippi & the Rapidity of the Current at certain Seasons may make it necessary to have a floating Guard upon that River for the effectual Security and Command of the Navigation, you are to build or provide two or more Row Gallies properly armed for that purpose, to be manned occasionally by the Troops of the Garrison, and a proper Dock for them to lie in under the protection of the Guns of the Fort, must be prepared.

Governor Chester acquaints me in his last dispatch that the Works which M^r Durnford had been constructing at Pensacola were fallen into Ruin as soon as finished & that in consequence of the Representation of Lieutenant Colonels Stiell & Dickinson and Captain Johnstone he had directed him to provide other Materials and set about other Works for the Defence of the Place.⁴ It is however His Majesty's pleasure that you should take these Works also under your direction, and I have acquainted Governor Chester that nothing of that Nature is to be undertaken or carried on in the Province,

nor any Troops raised but by your Orders. The Governor also acquaints me that he had issued Commissions for raising two Provincial Corps. You will soon be able to form a Judgement whether it will be necessary to continue them on foot. If the War continues and you have Instructions from Sir Henry Clinton to undertake any Operations against the Rebellious Colonies they may be of Use, but if a Treaty takes place they will of course be disbanded.

I have only further to recommend to you to take every precaution to avoid disputes with or giving Occasion of Offence to the Subjects of Spain, or the Indians in Alliance with Us. At the same time it is the King's express Command that you do give all proper Protection and Countenance to His Majesty's faithful Subjects in carrying on their lawful Commerce, and in cultivating & improving their Lands. I am &c.

Geo. Germain

Copy, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 11, no. 1252. Addressed at foot of first page: "General Officer Commanding/in West Florida." Docketed: "from Lord George/Germain to the/General Officer/Commanding in/West Florida dated/Whitehall, 1st July 1778"; "in N^o. 53." This copy was enclosed in Germain to Sir Henry Clinton, 1 Apr. 1779. No officer had been appointed by Clinton to command at West Florida when Germain wrote this letter; not until 27 Oct. was Brig. Gen. John Campbell appointed to the post. J. Barton Starr, *Tories, Dons, and Rebels: The American Revolution in British West Florida* (Gainesville, University of Florida, 1976), p. 130.

1. That is, Gov. Peter Chester of West Florida, and John Stuart, Superintendent for Indian Affairs, Southern district. The "Party of Rebels" was the force commanded by Capt. James Willing, Continental Navy. The report of a large force to follow was untrue.

2. Fort Bute had been located at Manchac, West Florida.

3. That is, Capt. Thomas Hutchins.

4. In his letter to Germain of 26 Mar. 1778, Gov. Peter Chester had enclosed a letter from William Stiell, Alexander Dickson and William Johnstone charging that the works at Pensacola constructed in 1777 by Lt. Gov. Elias Durnford, who was engineer and surveyor for West Florida, had been built with improper materials leaving the garrison in a defenseless situation.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

1st. of July Wednesday last Night Six men in the L[ong]. Prison got out thr^o. the Window into the Yard in order to make their Escape, but was Discover'd by the Centry, & they all Return'd the same way they got out, before the Guard could get in, therefore they Could not find any one to Carry to y^c. B[lack] h[ole]

D, MeHi, Jonathan Haskins Journal.

CAPTAIN WILLIAM JONES, CONTINENTAL MARINES, TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

I Had the Pleasure to hear of Your Health Yesterday by Cap^t Bennet & Last Evening by Your Letters to the officers—

Must Confess that I was Disappointed in hearing that we were not like to have Your Company to Conduct us & Join in Celebrating the The ever memorable 4 July.

Yet hope that you may Spend the day with Still Greater Satisfaction in Nants— Our affairs in the Ship go on with greatest Dispatch & Good Decorum But the want of our masts Lays us under Many Disadvantages for be asured that the Conduct of our Carpenters on Shore is intolerabl for there is not a Single Hoop on the mast^l

Yet—Methinks that if the almighty had been as Long making Such a number of frenchmen (As there are) as that they are finishing our mast, he might have had Business for ages yet to Come, and they would have been Somewhat Like other Parts of his workmanship It would Give me infinite Satisfaction if I Could make them Understand what I would Say, whereas talking has no Effect May he who Superintend the universe Deliver us from the hands Of those infernal Souls &c we are much in want of a Person whose thundrings would make these the worst of all gods Creation to Shudder—

I Mean not to Urge Your Coming Down by Any means, (but must tell you that your Company Would be Verry agreeable) and if there is any appearance Of it Beg You'd Excuse it—

I have nothing perticular more To Mention only beg you'd do me the favour to present my Compliments to Madame M^cArthy & the Gentleⁿ. And Ladies of my acquaintance that fall in Your way I Have the Honor to Remain [&c.]

William Jones

Ship *Providence* 1st July 1778

L, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r/At/Nants." Docketed: "Capt W Jones Letter/1st July 1778/Paimbeuf."

1. In a letter to Whipple of 5 July, below, Lt. Jonathan Pitcher reported that the crew of the Continental Navy frigate *Providence* were preparing to "get our M Mast along Side & in &c."

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* July 1st 1778.

The first part of this 24 Hours, steady Gales & Hazey Weather. Saw a Sloop & gave Chase but could not come near her. the midle part pleasent saw several Dutch Vessells.—

Latt^d. ☉ Obs. 47..16.—

Course	Dist ^c :	x Latt ^d .	Dep ^r	Latt ^d . ☉ Obs:	X Long:	Long: in	M Dist:
ENE	174	65 ^m North	161:E	47 ^d : 16 ^m N	3 ^d : 54 ^m	4 ^d : 02 ^m	51; W

After Working this days work Run upon ENE Corse about fivety miles distance & Anchor'd Under the Isle du Groax—¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*). This entry runs from noon of 30 June to noon of 1 July, following sea time.

1. That is Île de Groix, France.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, at sea, off France*]

July 1. At 9 am Gave Chace to a Sail which proved a Dutchman—At 2 pm Saw 5 Sail—which were French—At 3 PM made the West Penmarks,¹ & at 5 pm the Isle D'Groa—² at 8 pm came to Anchor off the Island—

D, DLC, Journal of Lieutenant William Jennison, p. 11.

1. Rocks in the English Channel.

2. That is, Île de Groix, France.

JOURNAL OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
CAPITAINE DE VAISSEAU HENRI-LOUIS, CHEVALIER DE BOULAINVILLIERS DE CROY

Signaux.

Du Mercredi 1^{er} au Jeudi 2 Juillet 1778.

A 4. heures et demi une des fregates a Signalé Un Batiment Etranger; Je lui ai Demandé à quel Aire-de vent il restait, par un Pavillon bleu au mat d'artimon, et par un Pavillon bleu et rouge au mat de Mizaine; La fregate a Signalé le Sud-Est.

A 6 heures j'ai fait Signal à l'*Alcmene*¹ de Venir à bord, par un Pavillon bleu et rouge au mât d'artimon, par un Pavillon blanc au grand mat, et par un Pavillon bleu au mat de Mizaine, avec ses flammes particulieres.

A 6 heures et demi Un des Vaisseaux et l'*Aimable*² ont Signalé Deux Batimens Etrangers dans le Nord-Nord-Ouest, par un Pavillon bleu au grand mat, et par un Pavillon blanc et bleu au Mat de Mizaine. Un moment après on a Signalé quatre Voiles, par un Pavillon rouge au mât d'artimon, par un Pavillon bleu et rouge au grand mât, et par un Pavillon Yack au mât de Mizaine.

A 8 heures un quart, j'ai fait signal à la *Chimere*⁴ de Chasser par une Pavillon jeune au Mat de Mizaine, avec ses flammes particulieres. Un moment après je lui ai signalé de tenir le vent, par une Pavillon blanc au Mât de Mizaine.

A 9 heures un quart j'ai fait signal au *Cesar* de Chasser par un Pavillon jeune au mât de Mizaine, avec ses flammes particulieres.

Un moment après j'ai Signalé le Nord-Nord-Ouest, par un Pavillon blanc a croix rouge au mât d'artimon, par un Pavillon hollandois au grand mât, et par un Pavillon blanc et rouge au mat de Mizaine.

A 11. heures trois quarts j'ai fait Signal au *Cesar* de Tenir le vent, par un Pavillon blanc au mat de mizaine, avec ses flammes particulieres; Un peu après J'ai Signalé le Nord, ¼ Nord-Est, par un Pavillon blanc au Mat d'artimon, par un Pavillon blanc à

Mercredi 1^{er} Juillet 1778.

Depuis hier Midi jusqu'a aujourd'hui à la même heure, le vent a été variable de l'Ouest-Sud-Ouest au Sud-Sud-Ouest petit frais, le tems clair et la mer belle ; la Route corrigée a valu le Nord-Ouest, 4 degrés Nord. On n'a eu qu'une minute de difference plus Nord que l'Estime

Chemin corrigé 30 lieues

Latitude observe 33 d 44.^{min}

Longitude arrivée Occ^e. 67 d 48.^{min}

Le Vent alors a l'Ouest-Sud-Ouest petit frais on a continué la Route au Nord ¼ Nord-Est pour chasser une Goëlette qu'on voyoit depuis 10 heures du matin.

A 5. heures du Soir l'ayant approché presque à la portée du Canon, le *Languedoc* et le *Cesar*³ lui ont tiré quelques boulets sans aucun effet; j'ai repris alors les amures a Babord pour me Rallier à l'Escadre, et j'ai laissé le *Cesar* pour continuer la Chasse.

croix rouge au grand mât, et par un Pavillon Yack au mat de Mizaine.

A une heure et demi j'ai fait signal a l'*Aimable* de tenir le vent, par un Pavillon blanc au Mat de Mizaine, avec ses flammes particulieres.

A 3 heures j'ai fait le meme signal a toute l'Escadre.

A 4 heures et demi ayant joint le Btiment que l'on chassoit on lui a tiré un coup de canon à poudre ; n'y ayant parfait attention on lui en a tiré un autre à boulet; et au même instant j'ai fait Signal de Commencer le Combat, par un Pavillon rouge au grand mât. Comme il falloit que le *Cesar* arrivât pour canonner ce Btiment il l'a toujours Chassé en lui tirant les Canons de chasse à mitraille; mais l'ayant joint, ce Navire s'est trouvé etre Americain Insurgen^{t5}

[Translation]

<p style="text-align: center;">Signals.</p> <p>From Wednesday 1st. to Thursday 2. July 1778.</p> <p>At 4:30 o'clock one of the frigates Signaled a Foreign Ship; I Asked of him to which Point of the compass it bore, by a blue Flag at the mizzenmast, and by a blue and red Flag at the foremast; The frigate Signaled to the South-East.</p> <p>At 6 o'clock I made a Signal to the <i>Alcmène</i>¹ to Come alongside, by a blue and red Flag at the mizzenmast, by a white Flag at the mainmast, and by a blue Flag at the foremast, with its particular pennants.</p> <p>At 6:30 o'clock one of the Ships of the Line and the <i>Aimable</i>² Signaled Two Foreign Ships in the North-North-West, by a blue Flag at the mainmast, and by a white and blue Flag at the Foremast. A moment afterward, one Signaled four Sails, by a red Flag at the mizzenmast, by a blue and red Flag at the mainmast, and</p>	<p style="text-align: center;">Wednesday 1st. July</p> <p>Since yesterday Noon until today at the same time the wind has been variable from the West-South-West to the South-South-West a light breeze, the sky clear and the sea calm; the course corrected is set at North-West, 4 degrees North. There was only one minute of difference farther North than what was Estimated.</p> <p>Course corrected 30 leagues Latitude observed 33 d 44.^{min} Longitude reached West 67 d 48.^{min}</p> <p>The Wind then to the West-South-West light breeze, we continued the Course to the North $\frac{1}{4}$ North-East in order to chase a schooner that was seen since 10 o'clock in the morning.</p> <p>At 5. o'clock in the Evening having approached nearly within cannon range, the <i>Languedoc</i> and the <i>César</i>³ fired some balls at it without any effect; I then resumed the starboard tack in order to</p>
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by a Jack at the Foremast.

At 8:15 o'clock, I made a signal to the *Chimère*⁴ to Chase, by a yellow Flag at the foremast, with its particular pennants. A moment later I signaled it to sail, by a white Flag at the Foremast.

At 9:15 o'clock I made a signal to the *César* to Chase by a yellow Flag at the Foremast, with its particular pennants.

A moment afterward I Signaled the North-North-West, by a white Flag with a red cross at the mizzenmast, by a Dutch Flag at the mainmast, and by a white and red Flag at the Foremast.

At 11:45 o'clock I made a Signal to the *César* to Sail, by a white Flag at the foremast, with its particular pennants; A little after I Signaled North, $\frac{1}{4}$ North-East, by a white Flag at the mizzenmast, by a white Flag with a red cross at the mainmast, and by a Jack at the Foremast.

At one thirty o'clock I made a signal to the *Aimable* to sail, by a white Flag at the Foremast, with its particular pennants.

At 3 o'clock I made the same signal to the entire Squadron.

At 4:30 o'clock having come up with the Ship that we were chasing, one fired a cannon shot with powder at it; it not having paid perfect attention to it, one fired into him another cannon ball; and at the same instant I made the Signal to commence battle, by a red Flag at the mainmast. As the *César* had failed to come up to cannonade this Ship it had Chased it while firing its chase guns at it with grapeshot; but having reached it, this Ship is discovered to be an American Rebel.⁵

Rejoin the Squadron and I left the *César* to continue the Chase.

D, FrPNA, Marine B⁴, vol. 145, fols. 43–44.

1. French frigate *Alcmène*, Lieutenant de vaisseau Pierre-René-Bénigne-Mériadec, comte de Bonneval Ruffo.
2. French frigate *Aimable*, Lieutenant de vaisseau Antoine-Stanislas-Xavier de Curières de Castelnau de Saint-Cosme-Sainte-Eulalie.
3. French ship of the line *César*, Capitaine de vaisseau Joseph-Louis, chevalier de Raymondis.
4. French frigate *Chimère*, Capitaine de vaisseau Antoine de Cresp de Saint-Cézaire.
5. The *Languedoc*'s journal for 2 July notes that the American ship had departed New England the previous Sunday. Ibid, fol. 44.

July 2

JOURNAL OF DR. JONATHAN HASKINS

[Extract]

[*Mill Prison, Plymouth, 1778*]

2^d. of July Thursday this Day Seventy-four French Prisoners Committed to a Prison here (by themselves)¹ they are all foremastmen, for the Officers all as low as a Boat-swain Mate are upon their parole in the Country.²

D, MeHi, Jonathan Haskins Journal.

1. These were French seamen taken in one or more of the French warships captured by the British on 17 and 18 June. For those captures, see note at Louis XVI to Comte D'Orvilliers, 28 June, above.
2. In contrast, the British denied parole to all American naval officers. In his journal, Charles Herbert gives the number of newly arrived French prisoners as 47. Herbert, *Relic of the Revolution*, p. 141.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Port Louis, France*]

[July] 2

At 2 pm hove up & moored Ship along side of the East India Pontoons in Port Louis—4 miles below L'Orient—there discharged 13 Guns. Visited by many Officers of the Irish Brigade said to be one of the best in the French Army—

D, DLC, Journal of Lieutenant William Jennison, p. 11.

CAPTAIN WILLIAM JONES, CONTINENTAL MARINES, TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Respected Sir—

[*Paimboeuf, France, 2 July 78*]

I have the Pleasure to inform You that We are Generally well, and that affairs Go on agreeable to our Wishes, Except those in these infernal Frenchmans hands on Shore, which Call for Something more than Nature has Furnish us with, to Cause them to do Business with any Degree of Despatch—

Your Request by M^r Richards¹ Will be Answer'd by Himself—M^r Pitcher² through Me, with others, Begg (if Convenient) that You would Send those arms Goods &C Imediatly, Whereas if it be Posponed it will Cause Great Difficulty in Stowing Our Ship, as our Provision water &C will Soon be in—³ This Favour Granted will do us infinite Pleasure, as we Mean to do Every thing for the Advantage of the Continent And Not Forget ourselves—

Must take Liberty to inform You of Martin Engle's Desertion, we hear he is in Nants & Possibly he May Come in Your way—

Have Nothing Perticular more To Mention only Beg Leave to Subscribe myself in Behalf of M^r Pitcher, Sir Your Verry Humble Servant

Will^m. Jones
2 July 78—

LB, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r/At/Nants." Docketed: "Capt^t Jones Letter/July 2^d 1778."

1. George Richards, Whipple's clerk.
2. Lt. Jonathan Pitcher, Continental Navy.
3. On the supplies Jones refers to here see American Commissioners in France to Whipple, 23 June, above.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes July 2^d 1778—

The honour of your Letter bearing date the 23^d June,¹ had the pleasure of Reciev- ing on the 30th and shall think myself happy, in a strict attention to the Agreeable Con- tents, as these Orders afford me every Satisfaction, being such as could have wished, had the intended Cruize been left to my own Determination—it affords me the most sensible pleasure to Acquaint your Honours, that both Officer's & Men are very atten- tive in getting the Ship ready, and flattered with their vigilance & attention, expect to be ready for Sea, before the last of this month

with regard to Arms, Cloathing &c M^r Schweighauser² acquaints me that he has only fourteen Bales of Blankets at present on Continental Account—it being in my power to take a considerable larger Quantity without impeding the Ship either in sailing or fighting, and having understood that M^r Jonathan Williams late Agent at Nantes has to a very Large amount of Arms Military Stores &c would be glad that your Honours would expedite the necessary Orders if Agreeable to M^r Williams, that such Merchandize might be put on board, as would be Convenient and fitting for the Ship.

Would earnestly solicit with due submission to your Honours judgement, a ready attention to this Article and immediate Answer, as the Ship is Actually taking in Pro- visions, Water &c and suffers by Delay in Respect to Stowing the Hold, as most Ad- vantageous; Inclosed I transmit an exact Return of Prisoners on board my Ship as Or- dered,³ and hope that an exchange may be facilitated on principles of mutual good;

All Dispatches Committed to my Care, your Honours may Depend upon the most Careful attention to and with thanks for your favourable wishes in the Destined Voy- age, have the honour to Remain Gentlemen, [&c.]

Abraham Whipple

NB Expct the main Mast will be ready to put in to morrow, which Compleats our masts—

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 82. Addressed below close: "Honourable American Com- miss^s." Docketed: "C. Whipples Letter,/July 2^d cont^s Return of/Prisoners./July 2^d 1778."

1. See American Commissioners to Whipple, 23 June, above.

2. Jean-Daniel Schweighauser, the Continental agent at Nantes.

3. The return, dated 2 July and signed by Whipple's clerk, George Richards, listed 12 prisoners then in *Providence*, including one seaman, Thomas Lewis, who had "entered on board S. *Provid.*." PHI, Benjamin

Franklin Papers, vol. 2, p. 65.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

Sir

The Pleasure of y^r Letter bearing Date Brest the 24 June, I am happy to Acknowledge by this Oppertunity, and acquaint you that I expect to sail the 20 of this month. Agreeable to this information would request y^r seasonable attendance at Nantes in Order to embark.¹

With Respect to Smart Mony every Private Person who may be Disabled in ingagement receives two Hundred Dollars if killd his wife family or Relations are to Recieve it; the Captors share the one half of all Merchantmen & the Whole of all Ships of War and of all Privateers Authrisd by his Britannic Majesty to War ag^t the United States— with Respect to the Distribution of Prize Mony belive it the same as by former resolves of Congress which doubt not you are Acquainted with.² Remain [&c.]

A Whipple

Nantes July 2^d 1778—

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "To L^t Thom Simpson Late of the *Ranger* Brest." Docketed: "Letter to/Commiss July 2^d 1778/D^o/M^r Simpson/Copied."

1. Simpson's letter has not been printed. Frigate *Providence* did not sail until 22 Aug.; when it did depart, Simpson was not a passenger but was sailing in company as commander of ship *Ranger*.

2. The resolutions of Congress concerning prize money were those of 28 Nov. 1775 and 30 Oct. 1776. NDAR 2: 1174–82 and 6: 1463–64.

JOURNAL OF FRENCH NAVY FRIGATE *ENGAGEANTE*, CAPITAINE DE VAISSEAU CHARLES-RENÉ,
CHEVALIER DE GRAS-PRÉVILLE

[Juillet 1778.] [*en mer*]

Jeudi 2. à 2 h. du matin je mis le cap au N $\frac{1}{4}$ No. cette route ne me rapprocha pas de L'Escadre, Capend^t vers les 6. h. j'appercu un gros Vaisseau qui était par mon travers et qui arriva sur nous dès qu'il nous vit, une demie heure après, J'appercu une division de 4. Vaisseaux qui faisaient Vent arriere sur un corps plus nombreux, jetai la même route et à 10 h. J'atteint le Général, alors je m'embarquai dans mon Canot pour aller lui rendre Compte de Sa Chasse et le feliciter sur la prise d'une Corvette Armée en marchandise nommée la *Charlotte*,¹ qui allait de la providence² à Londres déposer un Cargaison de Sucre caffé tabac et tortues estimée 200,000[#]. Le Général a donné le Commandement de ce bâtiment à un Capitaine marchand nommé Beurier, qui a obtenu le brevet de Lieutenant de fregate³

dépuis hier à midy jusqu'aujourd'hui a la même heure,	
la route Corrigée m'a Vallu	NNo 5'N
Chemin Corrigé	29 li $\frac{3}{4}$
L'attitude observée	34.° 44.'
Longitude d'arrivée	73.° 29.
Le vent de So. grand frais, mer très haute de No.	

[Translation]

[July 1778.] [*at sea*]

Thursday 2. at 2 o'clock in the morning I steered to the North $\frac{1}{4}$ Northwest. this course would not bring me back to the Squadron, lying to about 6 o'clock I sighted a large Ship which was abeam of me and which approached us as soon as he saw us, a half hour later, I spotted a division of 4 Ships of the line which sailed with the Wind behind a more numerous body, I was on the same course and at 10 o'clock I came up with the Admiral, when I embarked in my ship's Boat to give him an account of the chase and to congratulate him on the capture of an Armed merchant Corvette named the *Charlotte*,¹ which was going from providence² to London to dispose of a Cargo of Sugar Coffee tobacco and turtles valued at 200,000#. The Admiral gave the Command of this ship to a merchant Captain named Beurier, who had obtained the brevet of Lieutenant de frégate³

Since yesterday noon until today at the same time	
the Corrected course I Reckon	NNW 5' N
Distance Corrected	29 $\frac{3}{4}$ leagues
Latitude observed	34. 44.'
Longitude arrived at	73.° 29.

The wind from the SW, strong breeze, sea very high from the NW.

D, FrPNA, Marine B¹, vol. 147, fol. 52.

1. Ship *Charlotte*, Thomas Towson, master, built at New Providence in 1774, owned by Duncomb. Coming from New Providence, she carried a cargo on cotton, indigo, syrup, and molasses. *Lloyd's Register of Ships, 1777-1778*; "Liste des Prises faites sur les anglais; Par l'Escadre du Roy...", FrPNA, Marine B¹, vol. 151, fol. 131; "Liste de prisonniers Anglois fait par L'Escadre du Roi...", FrPNA, Marine B¹, vol. 151, fol. 152; and "Etat des prises faites par L'Escadre du Roy...", FrPNA, Marine B¹, vol. 152, fol. 194.

2. New Providence I., Bahamas.

3. An officer named Beuriers, without a given name, is listed as a lieutenant de frégate with *Languedoc* in *Les Combattants Français de la Guerre Américaine 1778-1783* (Washington, 1905) [Senate doc. no. 77, 58th Cong., 2d sess.], 22.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY,
TO JACKSON, TRACY & TRACY

Tenerefe [2] July 1778¹

I Wrote you the 12th march last by the Brigg *Betsey*, Captⁿ. Heyshaw,² the 13^d by the Snow *Fany* Captⁿ. Riusted,³ the 18th Aprill by the Brigg *Carboanere* Captⁿ. Hornsby⁴ the 19^d by the *Countess of Mouton* Capt^m. Fearson⁵ & the 30th may by the Brigg *Henerica Sophia* Captⁿ. Stanton⁶ all which Vessells were prizes Taken by me & sent to your adress & I begg leave to refer you to such of those letters as may have reach'd your Hands, I also wrote you by three different Vessells from Cadiz under date of the 6 Aprill,⁷ Some of which I hope will be so fortunate as to go safe ~~to your Hands~~,

the 11th march I sent to your adress a small Brigg Namd the *Peace & Harmony*,⁸ the prize-master of which took no directions, save a verbal one, to go to your adress, I mentiod this vessell in all the afores^d. letters, & hope if She Arriv'd that you have acted the need full by her well as by such of the rest as may have arriv'd got in, The *Henerica Sophia* Captⁿ. Stanton, is a Sweed^{sh} Brigg Laden with a valuable Cargoe of Bale Goods all which I am convinc'd were the property of British Subjects, notwithstanding any appearance to the Contrary Contain'd in her papers, If there be any difficulty in geting such Goods Condemn'd (which I suppose is not the Case) I have not the last doubt of your exerting the Utmost of your abilities for Interest of the Concern'd, I touch'd here Yesterday for provisions & find that the *Countess of mouton* Fearson put

into the Island of Palma about 5 leagues f^m. heance where he yet remains, but in a day or two I shall call there & Imediately Set him forward for your place⁹ & shou'd she go safe you'll please to deduct out of her amount three eaquall shares, which youll pay to the afores^d. Captⁿ. Stanton who was her mate when taken & lost some property in her

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: "Jackson Tracy & Tracy/Newbury Port."

1. No date is given; the editors arrived at this date because later in the letter Conyngham wrote that he had arrived at Tenerife "yesterday," and know, from others of his letters, that Conyngham left Cadiz on a 42 day cruise on 20 May.

2. Conyngham in the Continental Navy cutter *Revenge* captured the brig *Betsey*, John Murphy, master, on 12 Mar.; it was recaptured by the British armed ordnance ship *Earl of Bathurst*, Joseph Clapp, master, off the coast of America. *Lloyd's Evening Post*, 4–6 May 1778; UKLPR, H.C.A. 26/61, fol. 41; *Letters and Papers of Gustavus Conyngham*, opposite p. 152.

3. *Snow Fanny*, William St. Barbe, master, was captured on 13 Mar. Its prize master took it to Martinique where David H. Conyngham, Gustavus Conyngham's first cousin and agent, sold the vessel. *Letters and Papers of Gustavus Conyngham*, opposite p. 152.

4. Brig *Carbonnere* (*Carboneer*), Fabian Street, master, was captured on 18 or 19 Apr. In this letter, Conyngham appears to have crossed through Hornsby, the name of the prize master. However, in a list of prizes that Conyngham prepared in 1779, he notes that *Carbonnere* was "carried by Prize master Hornsby to Halifax." *Ibid.* See also, Journal of H.M. frigate *Ambuscade*, 11 June.

5. *Countess of Morton*—for so it was called by all the British sources—J. Orrick, master, a 110-ton brig built in 1767 and owned by the captain, was captured on 19 Apr. while on a voyage from Barcelona to Cowes, England, with a cargo of wine and fruit. The prize master sailed the ship to Martinique. *Lloyd's Register of Ships, 1777–1778; Public Advertiser* (London), 11 May; *Letters and Papers of Gustavus Conyngham*, pp. 149–50 and opposite p. 152.

6. Swedish brig *Henrica Sophia*, Peter Heldt, master. As seen later in this letter, Conyngham maintained that it was carrying British goods and therefore was subject to capture, a position which none of the governments involved, including that of the United States, upheld. It was retaken off Cape Cod. Arthur Lee to the Committee on Foreign Affairs, 15 Nov. 1778, in *Letters and Papers of Gustavus Conyngham*, pp. 149–50 and opposite p. 152.

7. Conyngham's letter of 6 Apr. to Jackson, Tracy & Tracy is in NDAR 12: 536.

8. *Peace & Harmony*, George Kennedy, master, was captured on 11 Mar. It did reach Boston and was libeled on 25 May in the Massachusetts Maritime Court of the Middle District for trial 10 June. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 25 May, NDAR 12: 439–40.

9. In the "Narrative of the Proceedings of Captain Gustavus Conyngham, U.S.N." is the following: "here [at Tenerife] we learned that one of our prizes—Cargo Wine, fruit & Oyle, was at Island of Palma, the prize master was disposing of the Cargoe in League With the British Consul, We proceeded to s^d Island & found he had disposed of the Cargoe, a part delivered, took the Necessary steps, Got possession of the vessell & that part of Cargo on board, and thiss obliged to be satisfy^d—put a crew on board, ordered her to Martinique." "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*, 22 (1898): 483–84. From a letter from Graciano Sieulanne to Benjamin Franklin of 30 July 1778 (below), it appears that he replaced Fearson as prize master of *Countess of Morton*. Like Conyngham, Sieulanne called the brigantine *Countess of Mouton*.

July 3

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, July 1778*]

3^d. Friday as it is two Years to Morrow Since the Declaration of Independence, therefore Altho we are Prisoners we are Determined to Keep the Day in Remembrance. & for that End we are providing Cockades to wear in Our hats Upon the Important Occation.

D, MeHi, Jonathan Haskins Journal.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO THE AMERICAN COMMISSIONERS IN FRANCE

[Paris]¹

Copy of a Paper given into the Commissioners by Cap^t. Jones of the *Ranger*: July 3^d 1778.

Being informed from good Authority That the Minister² desired much to converse with me on a Subject of great Utility to the United States of America—as there was then no prospect of Obtaining permission to Sell the Prizes—or of getting the Prisoners exchanged soon—I thought it for the Intrest of the Service that I should come myself to Paris.—It was necessary too that some measure should be adopted to quiet the minds of the people in the *Ranger*.

The Minister told me this Plan—but demanded my Parole of Honor not to Reveal it to any person whatsoever—I am not therefore at liberty, to communicate it even to you; Unless you will first get me Absolved of my Parole—and also allow me to inform the Minister that it is What you have insisted upon knowing.

I can however Assure you that what has been communicated to me is perfectly consistent with my Duty as an American Officer—with the intrests of the United States—and with the most disintrested Friendship on the part of France—because tho it will contribute to the Success and Honor of the American Arms, it will involve America in no Expence.

The Opinion of the Minister is that the Success of his Plan depends on the most profound Secrecy in the meantime—and I shall at a proper Season give the most convincing proofs that it is not an affair of my Seeking—and also that my Journey to Paris has been Perfectly consistent with my Instructions from Congress and with my duty as an American Officer, acting from principle, and having the Satisfaction to know—that my past conduct has always been honored with the most Ample Approbation.

Copy, NjMoHP, Lloyd W. Smith Collection.

1. The contents of this letter indicate that Jones was in Paris.

2. That is, Gabriel de Sartine, French Minister de la Marine.

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY,
TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Brest July 3^d –1778-

I am to Acknowledge the receipt of your favor from Passi of the third of last month,¹ for which, and your kind interposition in my behalf, I return you my most sincere thanks; Captain Jones has released me from Prison, and has permitted me to go for America, but holds me suspended until called upon by a court martial to meet him face to face: a copy of the Parole brought to me in the prison by Captain Jones, which I signed the evening before I was honoured with the receipt of your letter, I have hereunto annexed for your inspection.² Immediately on my release, I wrote M^r. Williams³ at Nantes whose clerk in his absence, answered, and informed me of several Vessels bound to Virginia, and South Carolina which places are at too great a distance from Portsmouth in New Hampshire, the place of my abode, especially as I have recieved no money since my being in the service for myself, and Servant, an able Seaman, who is now dead of his wound recieved in the action with the *Drake*,⁴ except

about thirty eight crowns prize money for a brig sold in Nantes last winter,⁵ therefore cannot afford such a considerable expence. M^r Cutler⁶ wrote me that Captain Whipple had generously offered me a passage in the *Providence*, provided she was bound to the Northern States of America; I have since wrote Capt. Whipple and am now expecting his answer, holding myself ready to go immediately for Nantes, if necessary—⁷

Captain Niles arriving this morning, an express vessell in the continental service,⁸ with whom, if no other opportunity offers before his return, I can conveniently go and be very welcome, being a person known to me long since—I beg your Honours excuse for this trouble—a line in answer by the return of Captain Niles, or sooner, if your Honours think proper, will be conferring a further obligation, on Gentlemen—

Thom Simpson

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 84. Addressed: "Honourable the Commissioners/for the United States of America/At/Paris./favor of Capt. Niles." Docketed: "Lt Simpson/July 3^d. 78."

1. See Commissioners to Simpson, 3 June, above.

2. For the text of the parole, which Simpson enclosed, see Lieutenant Thomas Simpson, Continental Navy, to Captain John Paul Jones, Continental Navy, 10 June 1778, above.

3. Jonathan Williams Jr., former Continental agent.

4. That is, Nathaniel Wells, a foretopman who on 4 May died of wounds received in the 25 Apr. action between Continental Navy ship *Ranger* and H.M. ship-rigged sloop-of-war *Drake*.

5. Proceeds from the prize brigantine *Mary* had been distributed to the crew of *Ranger* on 11 Feb. Log of the Continental Ship *Ranger*, Captain John Paul Jones, NDAR 11: 1187.

6. Samuel Cutler, a former British prisoner who worked for Jonathan Williams Jr.

7. See Capt. Abraham Whipple to Simpson, 2 July, above.

8. Capt. Robert Niles commanded the Connecticut Navy schooner *Spy*. It carried copies of the ratified treaty with France.

FAIRHOLME & LUTHER TO BENJAMIN FRANKLIN

Sir

We took the liberty of writing you twice.—the last dated the 5th. Ult^o. advising the arrival here of an english prize¹ & the necessity there is of having some person Substituted here to act for Congress & at the Same time making bold to offer our Services for that purpose & also to give a Security if necessary and that you thought proper to empower us with that trust, Since which we are depriv'd of an answer—

The prize is Still here and we are really puzzled how to behave or act, The Admiralty informs us they have orders to Sequester all prizes brought into these ports & to detain them 'till further orders from Paris. Our Custom house also say they can't let the wine aShore till they hear from the farmers General, in what manner to receive the entry which 'till they get proper orders they look upon as being foreign wine in a brittish bottom, in vain have we applied to both those officers, ever since the first arrival of the Prize which is now a Month past but can get no Satisfactory ans^r which is the more necessary as the frigatt the *Providence*, at present at Pain Bœuf, is in want of her Men who are here with the prize. We therefore most earnestly request you'll be pleas'd to have that matter clear'd up, in Such a manner as to be a Standing rule for any prizes that may come here here after.² In expectation of the honour of your answer we remain [&c.]

Fairholme & Luther

Isle de Rhè
3^d. July 1778

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 87. Addressed: "À Monsieur/Monsieur Le Docteur Franklin/à Passey près de/Paris." Docketed: "Ferholme & Luther/3 July 1778."

1. Brig *Lord Grosvenor*, captured by Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander. The letters from Fairholme & Luther, which deal with the passage of French officers to America and the disposition of prizes, can be found at: John Luther to Franklin, 21 Apr. 1778, and Fairholme & Luther to Franklin, 5 June 1778, in *Benjamin Franklin Papers* 26: 318–19 and 590–92.

2. The sale of the cargo took place on 12 July as noted in an account signed by Jean-Daniel Schweighauser. *Benjamin Franklin Papers* 27: 662n.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday July 3^d. 1778.—

[*Port Louis, France*]

This Day foggy Weather—a pilot came on board from Port Lewis, at 4 in the Evening we weighed Anchor & went into the Harbour of Port Lewis & came to the inner Moorings. the Wind S.W.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

On Board the *Boston*. Lorient July 3^d. 1778.

These may Serve to acquaint your Honours of my arrival at this port, after a short Cruze of twenty four Days. while on the Cruze I took four Prizes one of which I sent for Boston in Charge of a Carefull Prize Master & seven Men she being a Brig from Venus her Cargo chiefly Medicine,¹ the others I Ordered for this Port, two of their Cargos fish the other Coles & Bottles, all of little Value.² I would inform your Honours the Reason I came in so soon was on Account of Cap^t. Alexander Murry in the Brig *Saratoga* from Baltimore that I spoke with June 25th in the Long^d. 25..00. West, who told me he had on Board many dispatches for your Honours in General & for the Court of France & many other Letters of Impotence to our States. I sent my Boat on Board he show'd them to my Officers & send me a Line or two, then I bore away to Conduct him Clear of the Cruzers in the Bay as far as I was able too, but unluckly on the 28th last att 10 AM. I saw a Sail to the Southward, I then haild Cap^t. Murry told him to steer his Course and I would overtake him in the Afternoon but could not come up with my Chase & loath to quit untill 5 PM then haul'd to the Northward for Cap^t. Murry, att 6 fell in with two Sail a Snow from Sweeden, and a Brig from Scotland, the former I past, the Latter I took, and by the Time I maned her it was very Dark. I went again in Pursuit of Cap^t. Murry & carried all the Sail I possible could to overtake him, when, coming in by Ushant I saw a Cutter of fourteen Guns coming from the Northward, gave her chase but could not come up with her, at Dark gave over Chase & made for Cap^t. Murry but had not the Good Fortune to see him after except I saw him Yesterday when I was coming in to the Eastward of me, & as he told me he was bound to Nantz I suppos'd it to be him, but was not so near as to be certain.³

Gentⁿ. M^t. Livingston my 2^d Lieu^t.—who presents this will give your Honours a just account of the Situation of my Ship in every respect whatever. his waiting on your Honours, prevents my Writing of many Circumstances as the Gentⁿ. will give you a just detail of the whole. Pray Gentlemen inform me if I must Carry the Prisoners to America.⁴ if I am to carry them I shall build a Prison in the forepart of my Ship, for them & some who I have Entered on Board, who has appeared very Disaffected on the Cruize

& two I've on Board confined,⁵ When meeting Cap^t. Whipple or Jones will try them, or carry them to America in their present Situation.

I would inform your Honours that M^r. Livingston acted in the above state like a Good man & must confess I am very sorry to part with him, but his Health is so Imperfect I am sure he Cannot endure the Fatigues of a Cruize, and Especial in my Situation, he will be able to give you the best Acc^t. off.—⁶ I should be very glad to Accompany Cap^t. Whipple for my Future Cruze.—⁷ I am [&c.]

Sam^l. Tucker

NB.—Three Days after sailing from this Port I fell in with 7 Large Ships two & 3 Deckers Supposing them to be the English Fleet made way from them.— the 16th. June I saw them.—

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 89. Addressed below signature: "To the Hon^{ble}. Commissioners/ att/Paris." Docketed: "Captⁿ. Tuckers Letter./July 3. 78."

1. Brig *John & Rebecca*, George Finlay, master, captured on 19 June and carrying a cargo of the medicine cream of tartar and raisins from Venice. The prize master was Midn. Joshua Goss. *John & Rebecca* was recaptured by H.M. frigate *Porcupine* off the Newfoundland Banks on 8 July.

2. The remaining prizes were brig *Britannia*, William Baker, master, captured 24 June; brig *Elizabeth*, Thomas Anquetin, master, captured 25 June; and an unidentified brig from Scotland, ——— Allen, master, captured 29 June. *Britannia* and *Elizabeth* had cargoes of fish; the unidentified Scottish brig carried coal and bottles.

3. Brig *Saratoga*, Capt. Alexander Murray, commander, arrived at Nantes the same day that this letter was written. Robert MacCreery to John Adams, 4 July, *Adams Papers* 6: 258–59.

4. The commissioners' determination concerning the prisoners held by Tucker can be found in a letter to him from Lt. Musco Livingston, 8 July, below.

5. Tucker provided more details about these "Disaffected" crewmen in his letter to John Adams, 4 July, below.

6. For a more effusive endorsement of Livingston, see *ibid*.

7. Tucker got his wish to sail with Capt. Abraham Whipple and Continental Navy frigate *Providence*, but not for a cruise, but in August with Continental Navy ship *Ranger* to return to the United States.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO CAPTAIN ABRAHAM WHIPPLE,
CONTINENTAL NAVY

On board the *Boston* Frigate
in L'Orient July 3^d. 1778.-

Dear Sir

This may serve to inform you of my arrival at this port after a Cruze of Twenty four Days, while on s^d. Cruze I took four prizes one of which I sent for Boston, the other three I ordered here, but none yet arrived.¹ I shall be ready for Sea by the time I here from Parris & shall be very glad to join your Company, When I hope we make a Cruze in favour of our Selves and Country.—² It was intirely my Desire to make a Short Cruze & return to join in Company if possible, but I had no oppertunity to Write you, not hearing of your arrival untill late in the Evening before I sailed³ If there is a Possibility of our accompanying each other, Write me on the Reception of this & what Time you think to Sail.— I've had the Misfortune of loosing our Mutrial friend M^r. Barron, by the Busting of a Cannon.⁴ I Imagine you must have heard of it before, but I cannot help reminding you of such a Worthy Friend & Brave Companion.

I hope Cap^t. Alexander Murry⁵ is arrived at your port. a Gentlemen I spoke with at Sea in the Brig called the *Saratoga* from Baltimore with advices from Congress, but I unluckely lost him being in Chase after a Small Cruzer.

If he is arrived give him my Compl^{ts}: & acquaint him I carried as much Sail as Possible

to overtake him, but had not the Fortune to see him, but thought I saw him the Day I arrived here.—I am [&c.]

Sam^l. Tucker

LB, MiU-C, Abraham Whipple Papers. Docketed: "Captn Tucker/July 3^d 1778—/Copied."

1. The prizes were brig *John & Rebecca*, brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig carrying a cargo of fish. Tucker sent *John & Rebecca* to Boston; the other three prizes eventually arrived in France.

2. Tucker and Whipple did join, not for a cruise, but in August with Continental Navy ship *Ranger* to return to the United States.

3. *Boston* set sail on its "Short Cruze" on 6 June.

4. On the injury to and death of William Barron, first lieutenant of *Boston*, see Journal of Continental Navy frigate *Boston*, 14 and 26 Mar., *NDAR* 11: 1085, 1120.

5. That is, Capt. Alexander Murray, who arrived at Nantes the same day that this letter was written. Robert MacCreery to John Adams, 4 July, *Adams Papers* 6: 258–59.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JAMES MOYLAN

Sir

On Board the *Boston* July 3^d 1778

These may serve to acquaint you of my Arrival at Groax,¹ since I left you, I have taken four Prizes, one of which I sent for Boston, her Cargo being chiefly Medicine,² the other three I ordered to you at L Orient wishing they may come safe to hand. they are all Brigs, 2 Loaded with Fish, the other with Coales & Empty Bottles.—³ I am very unwell, which prevents my coming on Shore, should be glad if it is convenient for you, to come on Board.—⁴ I intend to proceed for Nantes & join Cap^t. Whipple. I Remain [&c.]

Samuel Tucker

LB, MH-H, Samuel Tucker Papers (MS Am 812). Addressed below close: "To M^r. James Maylan/att L'Orient."

1. Île de Groix, France.

2. Brig *John & Rebecca*.

3. The prizes loaded with fish were brigs *Britannia* and *Elizabeth*. An unidentified Scottish brig carried the coal and bottles.

4. As seen at Jean-Daniel Schweighauser to Tucker, 5/6 July, below, Tucker was mistaken in assuming that Moylan was the Continental agent at L'Orient.

JAMES MOYLAN TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentlemen

L'O^orient 3^d July 1778

The Frigate *Boston* Cap: S. Tucker is return'd to this port yesterday. on her Cruise she had taken four prizes, one of w^{ch}. loaded with Currants and Medicines, the Cap: order'd to Boston, and the other three to this port, w^{ch}. are not yet arrived¹

M^r. Livingston² who set out this afternoon for Paris, will inform you the disagreeable cause of this vessel's return,³ and as M^r. Schuighawser (who I understand you have appointed Agent for this Province)⁴ has not yet had time to give his orders for supplying this vessels wants, I told Cap: Tucker that I wou'd furnish him with the necessarys, untill the receipt of them, or of your instructions. in consequence of w^{ch}. I have pass'd with him through the diffirent ceremonys of his entrance &^a. I have the honor to be [&c.]

James Moylan

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 85. Addressed: "The Honorable Plenepotentiary/Ministers of the United States/of America/at/Passy." Docketed: "M^r Moylan's Letter./3^d July 78."

1. On the prizes, see Capt. Samuel Tucker to Moylan, this date, above.

2. Lt. Musco Livingston of Continental frigate *Boston*.

3. Tucker discussed the reasons for *Boston's* return to port in his letters to the Commissioners of 3 July, above, and to John Adams, 4 July, below.

4. Jean-Daniel Schweighauser discussed the terms of his appointment in his letter to Tucker of 5/6 July, below.

JOSEPH HARDY TO LORD WEYMOUTH

N^o. 19

My Lord,

Cadiz 3^d July 1778

In my letter N^o. 18 I informed Your Lordship of the arrival in this Bay of a French Frigate and a Sloop of War they are directly from Brest.¹ the Frigate is called the *Andromache* commanded by the Chev^r. de Buor of 34 guns and 300 Men² the other the *Ecureiuiil* of 14 guns and 90 Men commanded by the Chev^r de Brugnon³ their business here is not only to protect and Serve as Convoys for their own Trade but they are to convoy the Ships belonging to the Rebellious Americans, which may be loading here for America. these Ships have not been admitted to Prattick here; only the Captain of the Frigate has been permitted to come on Shoar on a pretence of delivering a Message to the Governor.⁴

The Squadron commanded by the Marquis de Casa Tilly is daily expected to arrive from South America, with some money from Buenos Ayres.⁵

The Fleet under the command of Dⁿ Luis de Cordova are at their Moorings at the Puntales, they shew no appearance of fitting out for Service.⁶

The Convoy from England for Gibraltar and some Ships for this Place are in Sight I am [&c.]

Jos^h Hardy

L, UKLPR, S.P. (Foreign) 94/206. Addressed at foot of first page: "The Right Hon^{ble}. Lord Visc^t. Weymouth." Docketed: "Cadiz 3 July 1778/Consul Hardy/(N^o 19)/R, 3 August via Lisbon."

1. Hardy's letter "N^o. 18" to Weymouth was dated 30 June. UKLPR, S.P. (Foreign) 94/206.

2. Frigate *Andromaque*, Louis-François-Jean-Benoit, Chevalier Buor de La Chenallière, commander.

3. Corvette *Ecureuil*, Joseph-Florian-Célestín Thépault, Chevalier du Breignon, commander.

4. Pratique was a license given to a ship entering port on assurance from the captain that it was free of contagious diseases. In a letter of 16 July, the British ambassador to Spain, Lord Grantham, reported to Weymouth that "The two french Ships . . . have left Cadiz without being admitted to Prattick." UKLPR, S.P. (foreign) 94/206.

5. Hardy reported on 31 July that two ships of the line, a frigate, and several transports under the command of Vice Adm. Marqués de Casa-Tilly had arrived from Buenos Aires with about three million dollars. Ibid.

6. That is, Lieutenant-General Don Luis de Córdoba y Córdoba. Puntales was the name of a castle/fort, which, with Ft. Matagorda, protected the inner bay of Cadiz.

July 4

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

4th. of July this Morning When we were turned Out, we fixed our Badges in Our hats,¹ which caused a Surprise, the Agent² Desired to see one of them, which was sent

him, & it happen'd to be One that on the Top was Wrote in Capitals Independence, & on the bottom Liberty or Death, & he Not knowing the Meaning there of, Was Surprised, & Concluded we were agoing to force the Guards, in Order to Regain Our Liberty, therefore Order'd a Double Centry at y^c. gate, & Immediately sent an Express to the Gen^l & Adm^l. Shuldham,³ & made a great Stir, & to his Disgrace as it caused much Laughter—

it passed on till One o'Clock When we formed in 13 Divisions (Bro^t. Over[]) Each Gave 3 Cheers till it Came to the 13th, when Each Division Joined the 13th. and gave a General Huzza, which was done with the Greatest Regularity & Order that Could be Expected, we kept Our Colours flying while the Sun set then Hawled them down thus Ended the Day

D, MeHi, Jonathan Haskins Journal.

1. For more on these "Badges," See Journal of Dr. Jonathan Haskins, 3 July, above. In his journal, Charles Herbert described the badges as having been "drawn on pieces of paper, cut in the form of a half-moon, with the thirteen stripes, a Union, and thirteen stars, painted out and upon the top is printed in large capital letters, 'Independence,' and at the bottom, 'Liberty or Death,' or some appeal to Heaven." Herbert, *Relic of the Revolution*, pp. 141–42.

2. William Cowdry.

3. The Right Honorable Gen. John Waldegrave, 3d Earl Waldegrave, was the governor of Plymouth; Vice Adm. Molyneux, Lord Shuldham, 1st Baron Shuldham, was the port admiral at Plymouth.

THE JOURNAL OF ARTHUR LEE

[*Passy, France*]

4th [*July 1778*]- M^r. Adams informd me that Mes^{rs} Chaumont¹ & Williams² had brought Cap^t. Jones³ to him & proposd that the Commissioners shoud request Mons^r. de Sartine⁴ to Let Cap^t. Jones enter on board the Brest fleet as a volunteer. That he rejected it. D^r. F.⁵ coming in M^r. L.⁶ said it woud set a most pernicious example that an Officer in the public service shd quit his post without leave, stay here, in defiance of his orders intriguing to get into another service. D^r. F. excused it, said we were not certain he was going to, not know^s that M^r. A⁷ had told me what Mes^r. Chaumont & Williams had proposed but upon his repeat^s it y^c. D^r. was silent. However he made an excuse of not hav^s Cap^t. Jones's instructions to see how far he was under our orders, for pospon^s the proposition I made that we shd order him to his ship immediately.

Mem^d. Soon after M^r. Adams arrivd, M^r. L. proposd that they shd join in a Letter to M^r. Grand the Banker⁸ forbidding him to pay any of the public money but to their joint order, to w^{ch} D^r. F. wd. not agree saying he did not know but M^r. Lee might starve him, & that M^r. L. kept all the spanish funds to himself. Upon his disagreeing the measure was dropt.

D, MH-H, Arthur Lee Papers, ser. 8, no. 28.

1. That is, Jacques-Donatien Le Ray de Chaumont.

2. Former Continental Agent at Nantes, Jonathan Williams Jr.

3. Capt. John Paul Jones.

4. That is, Gabriel de Sartine, French Minister de la Marine.

5. That is, Benjamin Franklin.

6. That is, Arthur Lee, who throughout this journal entry refers to himself in the third person.

7. That is, John Adams, who was one of the three American Commissioners in France, with Franklin and Lee.

8. Rodolphe-Ferdinand Grand, a Parisian banker.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Passy July 4th. 1778

When Congress thought proper to Order me to France it was proposed that the *Ranger* should remain under my direction and be Commanded by a Lieutenant—and as the French Ministry have now in contemplation Plans which promise Honor to the American Flag, the *Ranger* might be very Useful to Assist in carrying them into execution.¹

Lieutenant Simpson has certainly behaved amiss; yet I can forgive as well as resent—and upon his making a proper Concession, I will with your Approbation, not only pardon the past—but leave him the Command of the *Ranger*.—² By this means, and by some little promotions and Attentions that may be consistent, I hope to be able to satisfy the *Rangers* Crew so that they will postpone thier return as long as the Service may require.³ I have the Honor to be [&c.]

Jn^o P Jones

L, ViU, Lee Family Papers. Addressed: “Thier Excellencies/The American Plenipotentiaries/at the Court of/France.” Docketed: “Capⁿ. Jones about/L^t Simpson”; “J.P. Jones/to/Ameⁿ Pleni./4 July 1778.”

1. See Jones to the American Commissioners, 3 July, above.

2. As seen in Lieutenant Thomas Simpson to the American Commissioners, 3 July, above. Simpson still believed he was to be court-martialed.

3. In a draft of this letter, Jones wrote: “If Lieutenant Simpson remains Obstinate a Court Mart.” DNA, PCC, item 168, vol. 1, p. 171 (M247, roll 185).

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY, TO
CAPTAIN ROBERT NILES, CONNECTICUT NAVY

Captain Niles

Brest 4th July 1778.

On your arrival at Paris you may perhaps have an opportunity of being in company with their Honors the Commissioners, when if convenient I shou’d be much Obliged to you, if consistent, to inform them of what you may have heard of the ill treatment I have unjustly received of C^a. Jones, that nevertheless for the sake of peace, and that such scandalous behaviour of a Continental Captain shou’d not be made public in a foreign country;¹ when Captain Jones after my release appeared desirous to withdraw, and Settle matters, I wou’d have gladly done it, and proposed it in this manner Viz. That if he (Captⁿ. Jones) wou’d give me liberty to return to America and a letter for that purpose, there to go into the Service of my country I shou’d drop all that had passed—But he ungenerously² desired on the other hand a letter from me acknowledging that my behaviour had given him reason to treat me in the manner he had, done, and to induce me to such a base act as to lie again myself even promised me a command, on my refusal declared that he wou’d do every thing possible against me, his utmost efforts for that purpose I despise

Thom Simpson

L, PPAmP, Benjamin Franklin Papers, vol. 47, fol. 124. Docketed: “Lieu^t Simpson.” Niles commanded the Connecticut Navy schooner *Spy*.

1. See also, Simpson to the American Commissioners in France, 3 July, above.

2. That is, ungenerously.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Port Louis, France]

1778 July 4— By the Desire of the Prisoner Capt^s¹ I was ordered by Cap^t Tucker to attend them on Shore whenever they wished to go—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. These were the masters of the four prizes captured by *Boston* during its cruise in June. They included George Finlay, master of brig *John & Rebecca*; William Baker, master of brig *Britannia*; Thomas Anquetin, master of brig *Elizabeth*; and Allen, master of an unnamed brig.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

Lorient July the 4th 1778

These will be handed you by Musco Livingston Gentle^m my 2^d Lew^t Who now must Leave me on acc^t of an Imperfect State of helth att Present and During the Short Cruze Dear Sir your Honnours Provided me a Good offercer Whose Value on board my Ship Was great being a Good Commanding offercer and beloved throughout the Ship but my Loss is not Small in Parting with Such an offercer but I Consent to it out of Pure Regard to the Gentleman he not fitt att Present to Indure the fatigues of a Cruze and hope Sir your Honnour will take the greatest Notice of Such Gentleman he is in my opinion Worthy of any Command May be given him Dear Sir M^r Livingston will give your Honnour a Just acc^t and true Detail of my Cruze and Part of my Infernal Cruie Who I judge to be Concernd in the Consparicy Carred on att Bordeaux¹ Before I Saild but Sir I have two Confind Who was over heard damning the Congress the Ship and offercers and Each Other for not being sworn before the where Confind & deprived of their oppertunity Dear Sir it was in my Power to make a great Cruze if my People was but well affected but am apprehensive they will not be Dureing this Cruze Except I Could get some americans Exchanged from England Which makes my Situation Very Disagreeable Dear Sir I Pray you may be in a good State of helth as I am at Present Please to give my Compliments to Mast^{rs} Johne & Jesse² and with due Respect I Remain [&c.]

Sam^l Tucker

L, MHi, Adams Papers.

1. On the "Consparicy Carred on att Bordeaux," see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, and Tucker to the American Commissioners in France, 28 May, in *NDAR* 12: 762–64 and 771.

2. John Quincy Adams and Jesse Deane.

PETITION OF SEAMAN RICHARD SMITH, CONTINENTAL NAVY

To the right honourable Samuel Tucker Esq^r Commander of
The Congress Ship of War the *Boston*

Worthy Sir

After seeing the many worthy Actions which you have daily granted to your Ships Company I hope you'll pardon my Boldness in requesting you'll be so good as to Sett me out of Irons, especially as you gave me Liberty to go ashore at Bordeaux after I was concern'd in that foolish Affair.¹ You may be assur'd worthy Sir that it is my firm

Intention to Remain in your Vessel as I have a wife in Boston.² I have no more to say worthy Sir, but if you grant me this request it shall be always esteem'd as the greatest fav^r. that could be conferr'd on your very affectionate & devoted humble Serv't

Richard Smith

On board the
Boston frigate [*Port Louis, France*]
July 4th. 1778

D, MH-H, Samuel Tucker Papers (MS Am 812). Addressed: "To/the right honourable Samuel/Tucker Esq^r/Comander of the/*Boston* frigate." Docketed: "Rich^d. Smith/Pertition to be reliesd/out of Irons July 4th."

1. Presumably, the "foolish Affair" was the planned mutiny that Tucker discussed in his letter to John Adams of 27 May, in *NDAR* 12: 764–65.

2. On 7 July, Smith was punished for having tried to desert for the third time. Journal of the Continental Navy Ship *Boston*, 7 July, below.

THÉODORE JAUGE TO WILLIAM TEMPLE FRANKLIN

Bordeaux Le 4 Juillet 1778.

Je ne vous ai point donné de mes nouveau mon cher Monsieur depuis mon retour dans ce païs ci faute d'occasion, cela que je prend aujourd'hui est affligeante pour moi, mais elle sera autant plus propre a fixer votre attention et celle de votre grand Papa.¹ Depuis un an ou 18 mois on a considerablement expédié des navires pour L'Amérique septentrional, la plus grande partie sont peris ou ont été pris par la faute de vos Pilotes, Ils vient de nous arriver un evenement affreux, un de nos navires avoit atterré a la Baye d'albemard un peu sous le vend de la passe ou il ne reste que 5 pieds d'eau, il etoit mouillé a 7 Brasses, Il envoya sa chaloupe a terre pour se procurer un Pilote quelque prix qu'on lui a proffert il n'a jamais voulu se rendre a bord. le lendemain Ils apperçurent une fregatte qui venoit droit a eux, Ils n'eurent d'autre party a prendre que de couper leur Cable & d'aller a la Côte, & ils se Sauverent comme ils purent la fregatte envoya ses chaloupes bien armées & enlèverent ce qu'ils purent & mirent le feu au Navire, si ce malheureux pilote avoit voulu se rendre a bord, Il nous auroit evité cette perte qui est considerable, cetoit un Battiment de 300 tonneaux très richement chargé.

Nous en avons egalement perdu un autre bien malheureusement, Il etoit poursuivi depuis 24 par 3 fregattes qui ne purent pas atteindre, Il entra avant elles dans la Bay de Chasepeak, Il se crut sauvé après avoir gagné 4 a 5 lieux, mais Il trouva a son passage dans la Baye un vaisseau de 64 Cannon et deux fregattes qui l'obligerent d'amener. Il a été conduit a Newyork² Il est enverité très Interessant que vous ecrivies de faire punir les pilotes qui se refusent de preter du secours a nos Battiments, Il y beaucoup de monde qui assurent qu'ils s'entendent avec les Royalistes, et enverité je serois très porté a le croire.

Comment ménagé vous nos Jolies demoiseles vous envoyas quelque fois chez Mr. Grand de bien Interessantes. adieu mon cher monsieur [&c.]

Theodore Jauge

[Translation]

I have not sent you any of my news, my dear Sir, since my return to this country lacking the occasion. The news I report today is distressing for me, but it should fix

your attention and that of your Grandfather.¹ For a year or 18 months a considerable number of ships have been sent to North America, the majority of which have been lost or have been taken through the fault of your Pilots. A shocking instance has just happened to us. One of our ships had grounded in Albemarle Sound, a little to the windward of the pass where there was only five feet of water. It had anchored in seven fathoms. It sent its boat ashore to procure a Pilot, at whatever price offered to him he never agreed to come on board. The next day they saw a frigate that came right toward them. They could do nothing else but cut their Cable and run on shore, & they saved themselves as they could. The frigate sent its boats well armed & carried off what they could and set the ship on fire. If this unhappy pilot had agreed to come on board, it would have saved us from this loss, which is considerable. It was a Ship of 300 tons, very richly laden.

We have likewise lost another unfortunately. It was chased for 24 [hours] by 3 frigates, which were unable to seize it. It entered Chesapeake Bay before them. It believed itself saved after having gained 4 to 5 leagues, but it found in its passage in the Bay a 64-gun ship of the line and two frigates, which forced it to surrender. It was taken to New York.² It is very important that you write to have the pilots punished who refuse to assist our Ships. Many people are sure that they are in league with the Royalists, and in truth I would be very prone to believe it.

I am very interested in how you are faring with the Pretty damsels whom you met at Mr. Grand's. Good bye, my dear Sir [&c.]

Theodore Jauge

L, PPAmp, Franklin Papers, vol. 101, no. 41. Docketed: "from M. Jauge/Bordeaux 4 Juillet 1778." Jauge was a Bordeaux merchant. *Benjamin Franklin Papers* 27: 48.

1. Benjamin Franklin.

2. H.M.S. *St. Albans*, Capt. Richard Onslow, operating with five other British vessels, captured *Jean André*, commanded by master Guillaume Coronet, off of Willoughby Point in the Chesapeake Bay. The French ship mounted 12 guns, had a crew of 40 men, and carried cordage, canvas, clothing, and other goods. For details of its capture, see: *Journal of H.M.S. St. Albans*, 12 Mar. 1778, *NDAR* 11: 621, and Howe's Prize List, 23 Apr. 1778, *NDAR* 12: 862.

July 5 (Sunday)

GABRIEL DE SARTINE TO THE AMERICAN COMMISSIONERS IN FRANCE

Versailles 5. Juillet 1778

Comme je suis dans le cas, Messieurs, d'avoir besoin du Capitain Jones pour quelqu'expédition particuliere,¹ je desirerois qu'il pût rester ici.

Si vous n'y voyez point d'inconvénient, vous me ferez plaisir de le laisser à ma disposition et de donner le Commandement de son Batiment à son Second s'il doit retourner en Amérique. J'ai l'honneur d'être [&c.]

de Sartine

[Translation]

Versailles 5 July 1778

As I am in need, gentlemen, of Captain Jones for a special expedition,¹ I wish that he may be able to remain here.

If you see no inconvenience in it, you would do me the favor of leaving him at

my disposition and of giving command of his ship to his second if it must return to America. I have the honor to be [&c.]

de Sartine

L, MH-H, Lee Papers. Addressed at the foot: “[Mess]rs les Députés des Etats unis”; translation: “Messrs. the Deputies of the United States”; docketed: “M. De Sartines Letter/6 July 1778.”

1. The plan for this expedition would eventuate in the cruise of *Bonhomme Richard* and squadron.

ARTHUR LEE TO JOHN ADAMS

Dear Sir

Challiot July 5th. 1778

I enclose you my Copy of Cap^t Jones's Instructions.¹ My opinion is that in quitting his Ship without our leave or orders was a breach of his duty—that his continuing here after receiving his orders is a still more flagrant breach of his duty—that we shall be justly blamd, if we do not give him immediate & preemprory orders to proceed to his duty & compel obedience to them.

You will see by the enclod Acc^t from M^r Grand, that not only M^r Williams's drafts have been paid before his Accounts are settled without our orders; but that he has been drawing & giving Mandates since his being here, as if he were a Commissioner, which are also paid without our knowledge or Order.² It seems we are only Commissioners for the responsible part, while M^r Chaumont³ and M^r Williams are to plan operations for the Captains of continent^l. Ships & to spend the money for w^{ch}. we are to answer. These things must be checked, or it is easy to see where they will end. I am not well enough to come to Passi to-day, but will see you to-morrow. If the Order for Cap^t Jones & the Letter for M^r Schweighauser are made out to-day, they can be sent to me to sign.⁴ I shall be obligd to you to send me the charges you promisd me against the conduct of my Secretary.⁵ If they appear of consequence, he shall either answer them, or quit me. Adieu

A. Lee

L, MHi, Adams Papers. Docketed: “M^r A Lee. July 5. 1778.”

1. The “Instructions” have not been found, but presumably they were a copy of the American Commissioners in France to Capt. John Paul Jones, 16 June, above. On the incident that led to this letter, see Journal of Arthur Lee, 4 July, above.

2. The accounts of Rodolphe-Ferdinand Grand covering the period 30 Mar. to 30 June 1778 are printed in *Adams Papers* 6: 2–6. Those accounts indicate that Jonathan Williams Jr., had received 114,281.14.11 livres.

3. That is, Jacques-Donatien Le Ray de Chaumont.

4. Neither an order to Jones nor a letter to Jean-Daniel Schweighauser for this date has been found.

5. The charges, that Lee's secretary, John Thornton, either was a British spy or at the very least was using privileged information he had access to as Lee's secretary to gain financial advantage on the British stock market, originated with Dr. Edward Bancroft, secretary to the American Commissioners, who made them to Adams. Although Thornton was guilty as charged, Bancroft, the accuser, was himself guilty of parallel charges. For the charges and Lee's note concerning their origin, see DNA, PCC, item 83, vol. 1, p. 261 (M247, roll 110).

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO GABRIEL DE SARTINE

Passy July 5th. 1778.—

Plan for Expeditions.—

As the first proposed plan will be impeded for some time¹ in the interval a great

Variety of projects present themselves; some of which might be adapted, and might prove of a great Utility to France and America, by distressing their Common Enemy at a small Expence.—

Three very fast Sailing Frigates with one or two tenders might enter the Irish Channell and Burn at Whitehaven from two to three hundred Ships, besides the Town which Contains Fifty thousand Inhabitants:—this alone would render it extremely difficult, If not Impossible to Supply Ireland with Coal the ensuing Winter.—

The same Force would be sufficient to take the Bank of Air² in Scotland and to destroy the Town—or perhaps the whole Shipping in the Clyde might be destroyed with the Towns and Stores of Greenock and Port Glasgow; provided no Alarm were first given at other places—The Fishery at Camletown³ is an object worth Attention—and in some of the Ports of Ireland Ships might perhaps be found Loaded with linnen, worth from 150,000 to £200,000 Sterling each.—

It might perhaps be equally expedient to Alarm Britain on the East side—which might be effected with equal or perhaps an Inferior Force by destroying the Coal Shipping of New Castle &c^c which would occasion the utmost distress for Fuel in London; and there are many Towns of Consequence on the East and North Coasts of England and Scotland which are defenceless, and might be either burnt or laid under Contribution.— The Success of any of these or the like Enterprizes on the Coast of Britain will depend on Surprizing well, and on dispatch both in the Attack and in the Retreat, Therefore it is necessary that the Ships should Sail remarkably fast and that their force should be Sufficient to Repel any of the Enemies Cruizing Frigates two of which may perhaps be meet with at Once.—

It is scarcely conceivably how great a panic the Success in any one of these projects would occasion in England—It would convince the World that their Coasts are Vulnerable—and would Consequently hurt their public Credit

If Alarming the Coast of Britain should be thought unexpedient; to intercept the Enemies West India or Baltic Fleets—or their Hudsons Bay Ships—or to destroy their Greenland Fishery are Capital Objects, which promise Success if well Adopted; and any one of them might be furnished before the first can take place:—

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 49–50. Addressed at foot: “To Monseig^r De Sartine.”

1. In his memoir written for the King of France in 1786, Jones recalled that Sartine had learned that the Dutch were “opposed to outfitting of *L’Indienne*. . . . Thereupon I was requested to send my ideas for employing a small, light squadron destined for secret missions to the minister.” *John Paul Jones’ Memoir of the American Revolution Presented to King Louis XVI of France*, ed. Gerald W. Gawalt and John R. Sellers (Washington, DC: American Revolution Bicentennial Office, Library of Congress, 1979), pp. 22–23.

2. Ayr is on the Firth of Clyde that extends north and east to Glasgow.

3. Campbeltown on the Kintyre Peninsula, Scotland.

MERCURE DE FRANCE, PARIS, 5 JULY 1778

Article extrait des Papiers étrangers.

“La frégate Américaine *le Boston*,¹ armée de 32 canons, qui étoit depuis deux mois dans le port de Bordeaux, est partie depuis quelques jours avec un équipage considérable, composé d’un grand nombre de volontaires. La haïne nationale a porté les Anglois à un complot infâme.² Ils ont espéré que la trahison les vengeroit, plutôt qu’une attaque faite selon les loix de la guerre. Ils ont engagé le cuisinier de la frégate,

par l'appas d'une forte récompense, à empoisonner dans une pièce d'eau la plus grande partie de l'équipage, le reste étant du complot. Une fois maître du bâtiment, ils devoient le conduire à Londres; heureusement ce scélérat a été découvert, au moment où il exécutoit son affreuse commission. Mais le Capitaine de la frégate l'a envoyé chargé de fers à la citadelle de Blaye. Plusieurs négocians distingués se trouvent compromis dans cet évènement, & sont alarmés des suites qu'il doit avoir, *Gazette des Deux-Ponts*, N^o. 51”.

[Translation]

Article extracted from foreign Papers.

“The American frigate the *Boston*,¹ armed with 32 guns, which was for two months in the port of Bordeaux, left a few days ago with a considerable crew, composed of a great number of volunteers. National hatred has carried the English to an infamous conspiracy.² They hoped that the treachery would avenge them, rather than attack us according to the laws of war. They engaged the frigate's cook, by the enticement of a considerable reward, to poison in a barrel of water the largest part of the crew, the rest being in the conspiracy. Once master of the ship, they were to sail it to London; happily this villain was discovered at the moment he was executing his frightful commission. But the Captain of the frigate sent him in irons to the citadel of Blaye. Several distinguished merchants find themselves compromised in this event, and are alarmed at the consequences that it should have, *Gazette des Deux-Ponts*, N^o. 51”.

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

2. For more on the conspiracy, see Journal of Lieutenant William Jennison, 25 May 1778, *NDAR* 12: 751; Journal of Lieutenant William Jennison, 26 May 1778, *NDAR* 12: 754; Deposition of Sergeant Jerome Cazeneuve, 27 May 1778, *NDAR* 12: 762–64; and Captain Samuel Tucker to John Adams, 27 May 1778, *NDAR* 12: 764–65.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston*. Sunday, July 5th, 1778—

[*Port Louis, France*]

This Day pleasant Weather, at 6 in the Evening two of my Prizes arrived here, one of them M^r Vickery Prize Master,¹ the other M^r Snowden.—² nothing very Perticular to Remark this Day.—

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. John Vickery was prize master of the brig *Elizabeth*, which *Boston* captured on 25 June.

2. Midn. George Snowden was prize master of an unidentified Scottish brig *Boston* captured on either 28 or 29 June. See Journal of Lieutenant William Jennison, Continental Marines, 28 June, and Journal of *Boston*, 29 June, both above. Jennison, however, identified the prize master as “Tanais.”

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Port Louis, France*]

[July] 5

Several of the Marines had permission to go ashore—in the Afternoon sent for their Things—at 2 pm attended the prize Capt^s¹ to the Broker M^r Field at Port Louis & were all invited to dine & then were waited on to a public Ball—At 7 pm the Brig *Non-tom-pa*² arrived—upon which we discharg 3 Guns—At 8 pm the *John & Rebecca*

arrived—³ both of which came in with American Jacks at their Fore Top Gallant Masts head—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. These captains are identified in a note at Jennison's journal entry of 4 July, above.

2. *Non-tom-pa* is another name for the brig *Elizabeth*.

3. Jennison misidentified this vessel. The prize brig *John & Rebecca* had been sent to America; the vessel that arrived at Port Louis was an unidentified Scottish brig captured by *Boston* on 28 June.

LIEUTENANT JONATHAN PITCHER, CONTINENTAL NAVY, TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Dear Sir—

On board Ship *Providence* 5 July 1778

I had the Pleasure to Recieve Your agreeable Favour of the 4 Inst^t Last Evening— Must observe that with Respect to our Frenchmen, that there is no Uneasiness, more than May be Expected Considering the Natural Enmity between the two Nations, I have made perticular inquiry And they acknowledge themselves well used by Officers in General They Say it Proceeds from only three or four ildisposed persons Between Decks—

Therefore must beg Leave to Say, that Untill the Happy time Shall Role round when the Lamb and The Lyon Shall Lay Down together, then & not untill then Americans & Frenchmen will be able to Live together Shall Strive at all times as much as in me Lies to keep Good Order on board, but must Jest Say that its imposible to Please These beings at all times in Everry Circumstance—

We are now Getting Ready to get our M Mast along Side & in &c—Should be Glad that whatever we are to take in May be Sent Down as Soon as possible—

M^r Fletcher¹ Returnd Last Evening Says our men in the brig are badly of for Cloths But are all Verry well but Uneasy to Get to the Ship—I am [&c.]

Jonathan Pitcher

L, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r/at/Nants." Docketed: "Capt Jones/July 5 1778."

1. Lt. Patrick Fletcher had been sent by Whipple to the prize brig *Lord Grosvenor* at St. Martin's on the Île de Ré. See Whipple to Fletcher, 15 June, above.

July 6

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JAMES MOYLAN

Sir

On Board the *Boston*

Port Lewis July 6th 1778

Please to assist Cap^t Palms while in town to Secure one his Sarchants¹ Who from his first Entry on Board att Bourdeaux is behavd Very much Like a Villian Sir I advance^d him in Bourdeaux to the amount of fiveteen guineys and after that kindness many other that I do not mention and now the Villian threatens to Dammage my Ship and Stress me all he Can by takeing all my marines from me as for Seaman he cannot for he has not the Love of one on board and these Proceedings agrees with what I heard in the above menti^d Port the Gentl^m of the admiralty who took my Case in hand of the Consparicy Carred on in Bourdeaux Desired that I may be Informd that they

had a Very Bad opinion of Said Cauzneuf & that he was the greatest Villian of them all² this authority I may have for applying for att Bourdeaux moreover he would have been Imprisoned but the Offercers of the admiralty out of favour to me thinking to Detain my Ship Sat him on board & I Came to Sea Pray Sir Secure him in Prison and Let me know when it is Done or other ways Send him on board under a Secure gaurd Sir I am with Respect yours
Sam^l Tucker

Copy, MH-H, Samuel Tucker Papers (MS Am 812). Docketed: "Copy of a Letter to/M^r Moylan at/O'Lient July. 6th. 1778/Copy^d."

1. That is, sergeants. Capt. Richard Palmes commanded the Marine detachment on board *Boston*.

2. On the incident referred to here, see Tucker to John Adams, and Deposition of Sergeant Jerome Cazeneuve, Continental Marines, both 27 May, *NDAR* 12: 762–65.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Nantz 5 July 1778

Having been informed by my Correspondent at LOrient M Puchelberg & C^o: of your arrival at Port Louis with four Prizes¹ of which I joyfully congratulate you the purport of this serves to advise you that having been named Continental Agent for the United American States through out this Province of Brittany that I am to have solely the direction of all Comercial Affaires belonging to them and provide their Ships of War with necessaries & refreshments and likewise dispose of their Prizes as I am actually doing for the *Providence* Cap Whipple here & the *Ranger* Cap Jones at Brest in consequence of which you will then be pleased to apply to the above said Correspondents who form a house of business which I have established there with other Partners & they will render you all the services in their Power—I will myself meet you there or send some body from my Counting-house to see that you are properly provided as you are the first who has put in there since my Agency Should there be any unforeseen difficulties I shall take or send my Comission duely signed by the Honourable Comissioners at Paris—Much at your Service I have the honor to be [&c.]

J. D^l Schweighauser
Continental Agent

P.S.

Since the above I have received a letter from M^r Moylan² I write to him by the present occasion & doubt not but my letter will be sufficient to convince him of the extent of my Comission—he has kindly inclosed me your letter to him³ by which I see your intention of coming here to join Cap Whipple as you might now be ready to leave lorient & knowing you have been thoroughly supplied at Bordeaux I have resolved not to go or send any body as my above Correspondents will equally advantageously dispose of your Prizes.

I long to have the honour of seing you here to assure you how sincerely I am—as above—

J.D.S.

L, MH-H, Samuel Tucker Papers (MS Am 812). Addressed: "Sam^l: Tucker Esq^r/Comander of the Continental/Ship of War the *Boston*/actually/at L'Orient." Docketed: "Schweighauser/Con^l Agent/Nantz July 5th & 6th/Copp^y^d."

1. Two of the prizes captured by *Boston*, the brig *Elizabeth* and an unidentified Scottish brig, arrived at Port Louis on 5 July; the third prize, brig *Britannia*, arrived there on 14 July; the fourth prize, brig *John* &

Rebecca, Tucker had sent to Boston, not France.

2. James Moylan's letter to Schweighauser has not been found; presumably it was similar to Moylan's letter to the American Commissioners in France, 3 July, above

3. See Tucker to Moylan, 3 July, above.

July 7

FRANCIS COFFYN TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d. Gentlemen

I had the honor of writing to you fully the 5th ins^t,¹ to which I beg leave to refer you. M^r. Amiel having granted to the people who were the occasion of his Journey to Dunkirk, as much time as they required to employ all their resources to Execute the project they laid before you, and their endeavours proving fruitless, he at last determined to deliver me your much respected favour of 26. ult^{mo}.² was I not afraid of being too intruding up on your patience, and was I not withheld, by that principal which binds us to return good for Evil, I should give you a full account of the proceedings of the people who endeavour'd to impose up on you, and to wrong me, but there is something So Extraordinary in their conduct that the issue of the affair will Sufficiently plead my Excuse for obmitting to say any thing more in my Justification. I leave to Capⁿ. Amiel to explain every thing to you, and if after all, any doubt should remain wether I merit your confidence and favours, I humbly beg you would aford me an opportunity of satisfying my most Sanguine wishes to convince you, and the world, that those who have had the baseness to endeavour to wrong me in the dark, have not courage enough to Justify themselves in the middle of day.³

The Commission, Instructions & Bond, mention'd in your letter, to my great Sorow, being now useless, I return you the Same here inclosed, and beg you would be pleased to acknowledge the receipt thereof.

Since you are pleased to leave to me to Settle with the Surgeon⁴ you may rely on my Exertions to do it to your Satisfaction, per my next I shall forward to you their receipt.

as you Seem to approve the articles of intelligence I now and then take the liberty to give you, I shall Sease every opportunity to transmit them to America, and I beg you would be pleased to mention wether I may address them directly to Congress, or to your Correspondents in the different ports of the united states.⁵ I this day write to Mess^{rs}. Simeon Deane & C^{ic}. James River, by a vessell which will Sail to morrow, that one Capⁿ. Hyde Christiaen of the *Vigilantiâ* of Amsterdam which arrived here yesterday from Portsmouth, from which place he sail'd the 3. ins^t in the evening reports that on the Same day he Saw the Crews of the two frigats *la Licorne* & *la Palas*⁶ and of two other french vessells which were carry'd in there, conducted to prison, and that Admiral Keppels Squadron which has been reinforced by Seven Ships amo^s now to 30 Ships of the line besides frigats was ready to proceed to Sea with the first fair wind to meet the French Squadron which was Expected to sail from Brest; this leaves no doubt of the hostile vews of the common Ennemy. the Captain who made this report, Said to me that it may be rely'd on, & that he was ready to affirm it. The event will soon prove it.

There are no vessells at present in this harbour bound to Brest or to Nantes, but I Expect one will be put up soon for the latter place, by which agreable to your orders I shall send the american Seamen which are now here, but as it is generally believed,

that the English will soon begin to take the french ships, I am afraid these poor people who have had enough allready of the English Jails, may fall again in the hands of their Ennemys; and as they all Seem desirous of being employed, and it is probable that in case any hostilities of that kind being committed by the English, Some privateers will immediately be fitted out from this port; would it not be better to keep them a few days longer 'till matters are clear'd up? if your opinion should be otherwise, I beg you would mention it, as I foresee that I may receive your answer before any vessell will Sail from Nantes &^{ca.7}

The value I set upon your benevolence & favours, shall make me very anxiously and impatiently wait your answer, whether Poreau's perfidious insinuations have made any impression to my prejudice on your mind, if they have, I beg for God's sake Gentlemen you will aford me an oportunity to convince you of their falshood; I rely so much upon your Justice, that I am persuaded you'll not deny me that Satisfaction, in Expectation of which I have the honnor to remain [&c.]

Dunkirk 7th. July 1778.

Fran^s. Coffyn

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 99. Addressed below close: "The H^{ble}. D^e. Bⁿ Franklin, Arthur Lee & John Adams Esq^{rs} at Passy." Docketed: "Francis Coffyn/Dunkirk 7 July 78."

1. Coffyn's letter has not been found.

2. See the American Commissioners to Coffyn, 26 June, above, where the mission of Peter Amiel is discussed.

3. On the same day, the "people" that Coffyn referred to here, the principals of the merchant firm of Poreau, Mackenzie & Cie, wrote to the commissioners explaining their failure to provide a privateer for Amiel as promised. They charged that Amiel, "occupied with the glory that, in his own mind, he was born to win," refused command of the privateer they had chosen because it carried only "four cannons and twelve swivel-guns." Amiel demanded a much larger vessel, but that would have cost double the 30 or 40 thousand livres the firm was willing to risk. Amiel "refused us the commission that was meant for us" and then divulged to Coffyn, "an English courtier," information that the firm had confided to the commissioners. PPAmP, Benjamin Franklin Papers, vol. 10, no. 100. The letter is in French; a translation can be found in *Adams Papers* 6: 270–71. Concerned that his reputation had been damaged by Poreau and Mackenzie, Coffyn wrote the commissioners again on 9 July enclosing testimonials on his behalf from French governmental officials at Dunkerque. PPAmP, Benjamin Franklin Papers, vol. 10, no. 103.

4. Concerning the "Surgeon," see Coffyn to the American Commissioners, 18 June, above.

5. In their reply of 13 July, the commissioners directed that if Coffyn sent "News" to America, he should address it to James Warren at Boston or to the Committee for Foreign Affairs in Congress. Sending English newspapers would "be always acceptable" but when forwarding other intelligence, Coffyn should "observe one Rule, which is, not to write any News to America that is not well authenticated, because there are so many Misrepresentations floating about in the World, that if these were written as they occur, to a distant Country, they would tend to confound and mislead the People." MHi, Adams Papers.

6. On the capture of the French Navy frigates *Licorne* and *Pallas*, see Louis XVI to Comte D'Orvilliers, 28 June, above.

7. The American Commissioners also replied on 13 July that they wished these American seamen to be "put into some Employment" as soon as possible so they can "earn their Bread and save Expenses to their Country." They were "indifferent" whether it was at Dunkerque, Brest, or Nantes. MHi, Adams Papers.

MIDSHIPMAN PEIRCE POWERS, CONTINENTAL NAVY, TO
CAPTAIN ROBERT NILES, CONNECTICUT NAVY

Honour Sir

Breast July 7 1778

I beg that you will not forget me when you arrive to pass Peirce Power born in Dover in America midshipman on board the countantant Ship of war Commanded by Cap^t Paul Jones Squeir¹ I had the mesafortin of Lousing my Right arm the 24 of aprial Last in the Ingagement with the *Drak*² and at the Same time Received a wound

in the Lefte hand I Come to breast may y^e 7 went to the Sosspetel may the 9 and thare remains and would be very gad if I could get home as Soon as possabal as I am not fet for the Sea Sarves³ Sir I ever Remand you Hum^l: Sarvent

Peirce Powers

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 101. Docketed: "Peirce Powers/Brest/July 7th/1778—." The addressee is not given; the editors have surmised that it was Niles because, as seen in the letter from Lt. Thomas Simpson to Niles, 4 July, above, he was leaving Brest on or about 7 July in order to visit the American Commissioners at Passy.

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

2. H.M. ship-rigged sloop-of-war *Drake* was captured on 24 Apr. 1778. For John Paul Jones's account of the encounter, see Jones to American Commissioners in France, 27 May 1778, NDAR 12: 758–59.

3. This was a renewal of a request that Powers had made in a letter of 22 June to the American Commissioners in France. PPAmp, Benjamin Franklin Papers, vol. 10, no. 50.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday, July. 7th. 1778.—

[Port Louis, France]

This Day pleasant weather, the People throughout the Ship imployed on necessary Duty, nothing more worth remarking.— William Roberts & Rich^d. Smith received each of them 12 lashes on their naked back, for trying to Desert the 3^d. Time but were caught.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Port Louis, France]

[July] 7 at 8 am I was ordered to attend Cap^t Tucker to L'Orient on Account of the Marines—At 1 PM. went to the Broker's¹ & dined, & recieved 6 Crowns of him—At 8 pm the *Brittania*² arrived, capt^d June 23—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. The broker was a Mr. Field.

2. For details on the brig *Britannia* and its capture, see Journal of the Continental Navy Frigate *Boston*, 23 June, above.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Nantes July 7. 1778

Have the pleasure to Acknowledge your Letter of the 3^d,¹ and assure you that I am very happy in the prospect of going aCruize together—was just writing to that purpose when recieved your Letter, doubt not that we shall make things very Agreeable both for ourselves and our Country, as ordered for America we must necess^y fall in with the West India and other Fleets—who will afford us considerable picking—I shall Certainly be ready to sail by the twentyth of this Month; and if you can come to the mouth of the River² should be extreamly glad as it will be impossible for me to come to L'Orient³ Have to Lament with yourself the Death of M Barron⁴ for whom entertained a very great Respect—Captain Murray⁵ according to your wishes is safe Arrivd at this

Port—

If you have the Continental Regulations of the Navy to spare be pleased to send me one, as I unfortunately left mine at home and have forgot the Coups of Officers relative to the exact distribution of Prizes if not—please to permit your Clerk to Copy them and in so doing much oblige

Dear Sir [&c.]

Abraham Whipple

L, MH-H, Samuel Tucker Papers. Docketed: “[*illeg.*]/Copp^d”

1. See Tucker to Whipple, 3 July, above.
2. That is, the Loire River.
3. Before receiving this letter, Tucker wrote Whipple again on 10 July. Whipple’s reply of 13 July essentially repeats this first portion of the letter. *Ibid.*
4. Lt. William Barron.
5. Capt. Alexander Murray commanding Maryland privateer brigantine *Saratoga*.

July 8

REPORT FROM THE BRITISH ADMIRALTY OFFICE

Admiralty Office, July 8.

Captain Bryne, of this Majesty’s ship the *Andromeda*, in his letter to Mr. Stephens, gives an account, that on his voyage from the River Delawar, on the 31st of May he fell in with and took the *Angelica* privateer from Boston, mounting 16 guns, six pounders, and carrying 98 men, and that after taking out the hands he set the ship on fire.¹

A letter has been received at the Admiralty Office, from Admiral Young, giving an account of an additional number of captures made by him since his last dispatches; many of the ships and cargoes of great value.²

Sir George Collier, in the *Rainbow*, by himself, and in company with other vessels, has taken no less than forty-three prizes, and several of them large ships, and of value, during his station in America.

So plenty are Seaman in America, that all the ships on that station are full manned. Lord Howe’s ship the *Eagle* has 150 more than her complement.³

Lloyd’s Evening Post, 8–10 July 1778.

1. The letter from Capt. Henry Bryne of H.M. frigate *Andromeda* to Philip Stephens, Secretary of the Admiralty, has not been found. See Heathcote Muirson to Benjamin Franklin, 21 July 1778, below, on the brig’s capture.

2. See A List of Vessels taken by the Squadron Under Command of Vice Admiral [*James*] Young at Barbadoes & Leeward Islands 14 March 1778, *NDAR* 11: 644–45.

3. As seen in the letter from Vice Admiral Viscount Howe to Philip Stephens, 6 July, above, this report was greatly exaggerated.

LLOYD’S EVENING POST, MONDAY, JULY 6 TO WEDNESDAY, JULY 8, 1778

LONDON

A Captain of a ship from New-York, who left that place the beginning of May, says, there were 1100 Rebel Seamen on board the prison ships, and that the Masters of British Merchantmen were allowed to go on board and engage any number of them, to work their ships, which they might stand in need of.

The *Diana*, Colley, from Africa for America, is taken and carried into Martinico.¹

The *Derby*, Rimmer, from Africa for America, that was taken and carried into Martinico, is since retaken and carried into Dominica. . . .²

This morning advice was received, that the *Levant*, a Letter of Marque, Captain Martin, belonging to Bristol, has been out cruising, and has sent into Bristol three prizes that he took on the American coast.³

This morning an express was sent to Portsmouth, with orders to Admiral Keppel immediately to sail for the Bay.⁴

The *Lynx*, Capt. David, from Nantz to Virginia, with salt and bale goods, is taken by the *Beazely* Letter of Marque. She proves to be French property, and is carried into Jersey.⁵

The *Stafford*, Hicks, from South Carolina, to Nantz, with rice, indigo, and tobacco, is taken and carried into Fyal.

Advice is received from New York, that a French ship of 400 tons burthen, laden with double-headed grape, and small shot, and several hundred bales of woollen cloth, is taken by his Majesty's cutter the *Delight*, and carried into the above port.⁶

The *Crown* privateer, of 32 guns, belonging to Salem, being seen cruising about the Leeward Islands in April last, a Letter of Marque from Antigua went out in chase of her, and after a smart engagement, took and carried her into Antigua.⁷

1. Ship *Diana*, J. Colly, master, 130 tons burthen, built in Liverpool in 1768 and new upper works added in 1777. It carried 12 4-pounders and was owned by J. Dobson. *Lloyd's Register of Ships, 1777-1778*.

2. Ship *Derby*, J. Rimmer, master, 160 tons burthen, built in Liverpool in 1774, armed with 14 4-pounders and owned by Yates & Co. *Ibid*.

3. Privateer ship *Levant*, Capt. John Martin, commanding. On 2 March the *New York Gazette and Weekly Mercury* reported the arrival at New York on 26 February of *Levant*, of 28 Guns and 125 Men. It also reported that *Levant* sailed from Bristol on 18 July 1777 en route to Grenada.

4. Adm. the Hon. Augustus Keppel. On 13 June 1778, his fleet sailed in order to take station in the waters off Brest (the Bay of Biscay) with orders to prevent the junction of the Brest and Toulon squadrons of the French Navy. James, *The British Navy in Adversity*, p. 123.

5. Ship *Bazely Brigg*, Noah Gautier, commanding, 140 tons burthen, built in America and operating out of the Island of Jersey. It was owned by Matthew Gosset & Co. and carried 14 4-pounders, 2 6-pounders, 12 swivel guns and a crew of 100 men. *Lloyd's Register of Ships, 1777-1778*; UKLPR, HCA 26/62/85. *Lynx*, François David, commanding, was a French vessel bearing a letter of marque. UKLPR, HCA 32/392/32.

6. No confirming evidence has been found for this report. It may have been a garbled account of the capture of *Vicomte de Veaux*. See Journal of H.M.S. *St. Albans*, 23 Feb. 1778, NDAR 11: 415 and *n.*; and Rivington's *The Royal Gazette*, 21 Mar. 1778, NDAR 11: 749-50 and *n.*

7. Neither the Salem privateer nor its captor has been identified.

LIEUTENANT MUSCO LIVINGSTON TO CAPTAIN SAMUEL TUCKER

Dear Sir

Paris 8^h. July 1778-

at Last, I am in Paris, after a very disagreeable Journey of four days; having been very Unwell Most of the way, bad Roads bad horses, & worse Shaize. I have this day, been with the Commissioners, who are perfectly Satisfied, with all that you have done. M^r Adams¹ particularly, Inquired after you, & Laughed; heartily at your Intention, Caring an answer, back; to the Mesage you Came about. they think a great deal of Our Cruise; indeed More than we did our Selves—they tell Me you will Either Joine Cap^t Whipple or proceed Immediately to America I wish I was Certain of which you wou'd Chuse² I have Recommended, the taking all your Ballast out & giving the Ship Lead Ballast which they approve off, as the Lead is wanted much in a Merica; I hope this will be agreeable to you.

& a piece of Newse I am Shure will please you, is, that all your prisoners will be Exchanged= in consequence of which I have Given in, a Guess, at the Numbers, as well as the qualitie, of the prisoners on board as it was wanted Immediately to Send to England, So that in all probability you will Very Soon git the Exchange in your Favour & is as follows—4 Captains 4 Mates & thirty Seven foremast Men; the Reason I gave in So many formastmen, is that I heard you Say, you would Exchange all the *Marthey*³ people; I Beg you will, for your Own peace of Minde, Exchange evry man you have, that is not americans; you had better Send a particular acc^t of those you would wish to Exchange with their Names & Ranks, as Soon as you Can, as it May be wanted, directly. it gave me much pleasure to See, that the Commissn was So well pleased with our Little Cruise & perfectly Satisfied with what you had don; I have been Asked many questions, & have, I hope, given full Satisfaction, to them, as well as you; I do not know when they will dispatch me, as all great people you know, take much time, to do business, but the Minit they are Ready I shall Sett out= you will be Also happy to hear that General how,⁴ has quited Phild^a & that the paltery Remains of the Army of Murderers, are Shut up in New York, from whence I hope they will Very Soon be Routed

the poore Doctor⁵ is Broke out a Fresh & Shews a face as Long, & Lank, as your Arm; he tells me, booger the Chaize & the Road, they have made him worse than ever, So that you may Expect to See him Return in a prety Pickle. I beg the Favour of you, to present my Respects to all the Officers on board the *Boston*, & believe me to be [&c.]

M Livingston

L, MH-H, Samuel Tucker Papers. Docketed: "M- Livingston Letter/Parris July 8th. 1778-/Copy^d."

1. American Commissioner in France John Adams who had traveled to France aboard the Continental Navy frigate *Boston*.

2. Tucker stated his preference in his letter to Capt. Abraham Whipple of 3 July, above.

3. Ship *Martha*, which *Boston* captured on its voyage to France from America. Livingston sent the estimate of the number of exchangeable prisoners to the American Commissioners in France on the same day as this letter to Tucker. PHI, Benjamin Franklin Papers, vol. 3, nos. 210, 211.

4. Actually, it was Gen. Sir Henry Clinton, Gen. Sir William Howe's successor as military commander in America, who commanded the British army during its evacuation of Philadelphia and march to New York City.

5. This was probably Dr. Nicholas Noël, a French surgeon who had traveled to France from America in *Boston*.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Wednesday July 8th. 1778.

[*Port Louis, France*]

This Day comes in with pleasant weather. the Steward delivering fresh Beef to the people, two of the french Marines, La Combe & Degout denied to take their allowance, or to do any more Duty on Board but their Stomachs & the otheers of the same sort, came too the next Day.—¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. For more on this incident, see Marine Captain Richard Palmes to Tucker, this date, immediately below.

MARINE CAPTAIN RICHARD PALMES TO CAPTAIN SAMUEL TUCKER

On Board the *Boston*, Port Lewis,¹
8th July 1778

Sir

By Sergeant White's Report of this day made to me in writing. I find the following marines under my command guilty of neglect and absolutely refusing to do duty as centinalls on board your Ship. In so refusing they have both forfeited wages and prize money, according to Resolve of Congress, made for the Regulation of the American Navy, & I do not think it for the peace & safety of this Ship, to keep them on board, you being Sensible the French in General here, are not disposed to serve us. If the American marines was to act as centinalls only & be exempted from other of the ships duty, we should be in peace, they consist of 1 Serj^t— 2 Corp^s: 1 Drum: 12 Privates. their duty at present having 6 centerys will be two hours on and two off—² I am ready at the risque of my life to render you every thing for your peace and comfort, your commands are always a pleasure for me to obey and your orders how to proceed will oblige Your most Hum^{ble} Serv^t

Richard Palmes

Sam^l Tucker Esq

P.S. The marines refusing duty are Bremond, Perrin, La Combe, Degout, Batteau, Bryestre, Brunett, & Esquiril

Transcript, DLC, Samuel Tucker Papers.

1. That is, Port Louis, France.

2. For background on this controversy, see Tucker to the American Commissioners in France, 12 July, below. At least some of the Marines recanted their allegations and actions in a declaration of 14 July, below.

JAMES MOYLAN TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentlemen

L'Orient 8 July 1778

The day before yesterday two of Captain Tuckers¹ prizes arrived here, one of w^{ch} is loaded wth. 1400 Quintals of Dry'd Cod Fish,² the other with Twenty Chaldron of Coals & seventy Gross of empty Bottles.³ both these prizes are Brigs, one of w^{ch} is of very little value, but the other is a new vessel. as no application cou'd yet be made from M^r Schweighauser, and it being necessary to make their Declaration at the Custom house & Admiralty, I passed them through these different ceremonys as vessels belonging to Portsmouth in N. England, in order to avoid the detention that wou'd be given them if declared as prizes. I have wrote M^r Schweighauser of Nantes to inform me whether his appointment extends to this port, on rec^t of his answer, if I find it do's, I will deliver to his order those prizes &c. if I shou'd not in the mean time receive different orders from you, as the steps I have already taken regarding them proceeds only from a desire of being of some use⁴

The jealousys subsisting between Cap: Tuckers officers & the french part of his crew, have got to the disagreeable height of being obliged to come before the Admiralty, however I am in hopes matters will be soon reconciled.— the Admiralty desire all they can to facilitate it.⁵ I have the honor to be [&c.]

James Moylan

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 102. Addressed at bottom of page: "The Honorable Plenipotentiary Ministers of the United States of America." Addressed on separate sheet: "The Honorable

Commissioners of the United States of America." Docketed: "M^r Moylan/8 July 78."

1. Captain Samuel Tucker, commander of Continental Navy frigate *Boston*.

2. Brig *Elizabeth*.

3. Unidentified Scottish brig.

4. Jean-Daniel Schweighauser sent Samuel Tucker a letter on 5 and 6 July laying out "the extent" of his authority and informing Tucker that a L'Orient merchant named Puchelberg would handle the disposition of the prizes. Tucker informed Moylan, who agreed "to resign the two prizes." Schweighauser to Tucker, 5–6 July and Tucker to Schweighauser, 10 July, MH-H, Samuel Tucker Letter Book.

5. For more on the issue concerning the Frenchmen serving as marines with *Boston*, see Tucker to American Commissioners in France, 12 and 14 July, and Sartine to the Commissioners, 18 July, below. As seen in the latter, the intervention of the French Admiralty officials at L'Orient did not resolve the dispute.

July 9

EXTRACT OF A LETTER FROM GLASGOW, JULY 9

"This day se'nnight arrived at Port Glasgow, the brigantine *New Friends*, of Charles Town, South Carolina, a prize sent in by the *Leveller* Letter of Marque, Capt. Dunlop. She was taken on the 14th ult. lat. 44.45. long. 7. 30.W under French colours, commanded by a Mr. Burch, and is laden with salt and bale goods, for North or South-Carolina.¹

"On Friday last the *Leveller* also arrived at the above port, saw a large fleet off Cape Ortegal, on the 15th ult. under convoy of the *Boston* American privateer,² which gave chase to the *Leveller*, having observed her speaking to some of the fleet. Two French frigates had likewise formed part of the convoy, but had returned.

"A day before the above brig sailed from Bourdeaux, a ship had arrived there with 500 hogshheads of tobacco from Charles Town, and a few days before that a large vessel with rice and indigo."

Lloyd's Evening Post, 13–15 July 1778.

1. In its edition of 10–13 July, *Lloyd's Evening Post* reported that the privateer sloop *Leveller*, Capt. William Dunlop, commander, had captured a brig bound for Charleston with a cargo of salt and bale goods valued at upwards of £2000.

2. This may be referring to the Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander. In mid-June, *Boston* was cruising in the waters off southwest France; however, according to its journal, *Boston* on 15 June was in the Bay of Biscay, not near Cape Ortegal, nor is there any mention of an encounter with a British privateer.

THE HIBERNIAN CHRONICLE (CORK), FROM MONDAY, JULY 6, TO THURSDAY, JULY 9, 1778

The *Patience*, Moor,¹ from Dublin to Drontheim,² is taken by an American privateer, and carried into Brest.

The *Lovely Lass*, Ward,³ from London to North America, is taken and carried into Boston.

The *Sarah*, Newby, a letter of marque of 16 guns, from Dartmouth to Newfoundland, is taken by two American privateers.⁴

1. Brig *Patience*, W. Moore, master, 160 tons burthen, built in Chester in 1772, and owned by the captain. *Lloyd's Register of Ships, 1777–1778*. The captor was Continental Navy ship *Ranger*, Capt. John Paul Jones.

2. Drontheim, is Trondheim, Norway.

3. Ship *Lovely Lass*, Andrew Waid, master, built in the Thames River in 1753; lengthened and had major repairs done in 1773, 1774, and 1776. It carried 4 3-pounders and 4 6-pounders, was owned by Mr.

Montgomery, and was on a voyage to the Grenadines, British West Indies, when captured by Connecticut privateer sloops *American Revenue* and *Revenge*. *Lloyd's Register of Ships, 1777–1778*; Capt. Samuel Champlin Jr. to Nathaniel Shaw Jr., 1 Apr. 1778, *NDAR* 12: 14; Patrick Moore to Nathaniel Shaw Jr., 23 Apr. 1778, *NDAR* 12: 178–79; Josiah Waters to Nathaniel Shaw Jr., 30 Apr. 1778, *NDAR* 12: 226; *The Boston-Gazette, and Country Journal*, 4 May 1778, *NDAR* 12: 262; and, *The Connecticut Gazette; and Universal Intelligencer*, 8 May 1778, *NDAR* 12: 297–98.

4. Ship *Sarah*, John Newby, commanding, 150 tons, carrying 14 4-pounders and a crew of 15, owned by Henry and Robert Sparke, of Dartmouth. UKLPR, H.C.A. 26/62, p. 97.

RICHARD GRINNELL TO THE AMERICAN COMMISSIONERS IN FRANCE

Honoured Sir/

Dunkirk July y^e. 9th 1778—

I would Inform you that on y^e. 28th of august Last I aRived heare from London I had att that time Just obtained my Discharge from the *Belile*,¹ man of war of Seventy four Guns. I was Impressed on board of her at Sea and without asking my Leave they made mee midshipman on board a few Days after faling in with I Reland I Toke the oportunity by a fishing boat to write to London to a marchant whome I was none who aplied to the Lords of the admaralty and obtained my Discharge, and Got me a Protection. with this Protection I made my Escape from London and a Rived heare y^e. 28th of august 1777 I went Emedeatly to Newport² and Communicated to m^r. Nisbett³ my Intensions which was to Go to Parris and Indeavour to obtain a Commision to Go to the Brazels and Take and Distroy all the London fleete, which I Could Easely have Done

M^r. Nisbett Recommended me to M^r. Coffin⁴ who Desired me to write to you. which I Did and Gave all my Papers to M^r. Coffin with a Letter of Recommendation from a marchant in Rhodeisland.

after waiting two months and heareing Nothing from you m^r. Coffin Toald me that he Belived nothing would be Done for mee. and Beged that I would Take the Command of a Vessel to the Braizels in the whaleing Buisness which I was obliged to accept. and accordingly wrote to London and Got from thence about ten of my Countrymen, four of them went the Voige to the Braizels with mee the Rest was Sent by M^r. Coffin to Nants.

M^r. Coffin wants me to Go a Nother Voige from hence to the Braizels in his Employ but I will not Ingage untill I heare from Cap^t. Amy⁵ the Barer of this.— as I Should be Glad to Do Something for my Country—I have been at a Grate Expencc heare at M^r. Fitsgarald M^r. Coffin Toald me Before I went from heare he would Pay My account. But I have Setteled my Voige with him and he has Charged me with Every farthing of M^r. Fitsgaralds account and I have paid him. I am Desired by M^r. Nisbett to write a Gain to London and Git over as many of the amaracans as I Can the way I Shall point out to them now is to Come heare by the way of holland I make no Dout but a Number will Come over if they Can Possibely make their Escape which I think they will Do.

This Day I heard that my Brother William Grinnell who was first Leftanant of the *Columbus* when She Ingaged the *Glasko* man of war is now at Breast and Commands a frigate from Boston—⁶ I no not wheather this is true or not I have Laid Before your honour my Present Surcumstances and Should be Glad of your honours Commands how I am to Proceede. I have Given my word to Cap^t. Amy not to Ingage untill I heare from him.⁷ I am with much Respect [&c.]

Rich^d. Grinnell-

P^s. M^r. Dean who was heare a bout Nine months passt toald me hee was a Prisoner on

board the *Columbus* at the time She had the Engagement with the *Glasko* and new my Brother William Grinnell

L, PPAmP, Benjamin Franklin Papers, vol. 10, no. 107. Addressed on a separate sheet: "To/The Honorable D^r Bⁿ Franklin/Arthur Lee & John Adams/Esq^{rs}/at/Passy." Docketed: "M^r Grimmell/Dunkirk July 9/78."

1. H.M.S. *Belle Isle*, Capt. John Brooks, commander.
2. That is, Nieuwpoort, Belgium, which is near Ostend.
3. Jonathan Nesbitt, a L'Orient merchant originally from Philadelphia.
4. Francis Coffyn, American agent at Dunkerque.
5. Capt. Peter Amiel.

6. The engagement between H.M. frigate *Glasgow*, Capt. Tyringham Howe, commander, and ships of the American fleet commanded by Esek Hopkins took place on 6 April 1776. Very shortly thereafter, William Grinnell left the Continental Navy ship *Columbus*, Capt. Abraham Whipple, commander, to become first lieutenant of the Continental Navy sloop *Providence*, Capt. John Paul Jones, commander. While serving as prize master of the brig *Britannia*, Grinnell was captured; he subsequently escaped and made his way to Rhode Island and a few months later resigned his naval commission. See Lt. William Grinnell to Capt. John Paul Jones, 17 Jan. 1777, and Votes and Resolutions of the [Continental] Navy Board of the Eastern Department, 25 Nov. 1777. *NDAR* 7: 982–83; 10: 593. In February 1778 he became commander of the Massachusetts privateer sloop *Loyal American*. Allen, *Massachusetts Privateers of the Revolution*, 212.

7. In late August, Richard Grinnell sailed for America on board the Continental packet schooner *Dispatch*, Capt. Corbin Barnes, commander. Grinnell to the American Commissioners in France, 15 Sept. 1778, PPAmP, Benjamin Franklin Papers, vol. 11, fol. 144.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday July 9th 1778.—

[Port Louis, France]

This Day pleasant and agreable weather, carrined the Ship, and cleaned her Bottom, then righted her again

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

July 10

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE

[Nantes, 10 July 1778]¹

Abraham Whipple Esq^r: Comander of the Continental Ship of War the *Providence* actually at Paimbeuf

Sir

I am favoured with your much esteemed Letter of Yesterday in answer to which I am sorry to inform you that notwithstanding the Honourable Comissioners explicit desire M^r: William's² Clerk refuses delivering the Continental Stores in his possession saying that he has no order from him.³ I apprehended this & therefore wrote to the H^{ble} Gentlemen above mentioned the 30 Inst to beg they would inclose me their immediate Comand I [t] can not therefore be a long while before I receive it tomorrow's post will likely bring it—In the interim I have at Paimbeuf three hundred barels of Powder bought by order of M^r: Ross for account of the United States which if you think proper to take you will deliver the inclosed to M^r: Odea that will deliver them to you—this is left intirely to your choise therefore you'll please to act as you think most proper—⁴ I cannot but much approve your impatience of getting ready as soon as possible and you may be assured that I am as much so as yourself and that had not it been for the refusal above, mentioned you would now have every thing on board, as a proof

of what I here alledge, I have sent off this day a lighter with the different Goods you ordered, as ~~the~~ the inclosed Note, in which you'll see the Bread and Bargemen Cloathes only wanted but I shall have both these articles ready very soon—

I am very joyfull to see you are to come up saturday or Sunday as I hope you are persuaded of the pleasure it affords us all being most sincerely [&c.]

J D^l Schweighauser

M^r Dobree⁵ beg leave to present his respectfull Compliments to Cap Whipple & to his Officers

LB, MiU-C, Abraham Whipple Letter Book. Docketed: "Mr Schweighausers/Letter to Capt Whipple/July 10 1778/Copied/Letters from/July to August."

1. The date was taken from the docketing; the place from others of Schweighauser's letters during this time.

2. Jonathan Williams Jr., was the former Continental Commercial Agent at Nantes.

3. Schweighauser better explained the clerk's refusal to hand over the supplies in his letter to the American Commissioners in France of 16 July, below.

4. As seen at *ibid.*, Whipple did agree to transport the gunpowder.

5. Peter Frédéric Dobrée was Schweighauser's son-in-law. *Benjamin Franklin Papers*, 27: 49n.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Fryday July 10th. 1778.-

[*Port Louis, France*]

This Day very pleasent Weather, finished cleaning the Ships Bottom. M^r Latuche one of his Christian Majestys Generals at Lorient,¹ with a number of Officers came on Board the Ship, and asked the french Sailors & Marines in my presence, weather they had reather tarry on board or go on shore, they answered go on shore, as they entered as Volentears; by they signed the Ships Book as Seamen & Marines, notwithstanding which, tho I showed him the Book, he took 47 out of the Ship & threatned to write to the Commissioners at Parris, about Lieu^r Reed & Bates treating the Frenchmen ill; which was false for they have been treated on Board the Ship better if possible then the Americans.—² The General did not behave to me on Board my Ship with all the politeness that could be expected from one of his Rank, however I shall Write the Commis: the whole of his proceedings³

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Comte de La Touche de Tréville, chef d'escadre of a French naval detachment that had recently arrived in L'Orient. In 1781, he became commandant at Rochefort.

2. See Petition in favor of Lt. Benjamin Reed and Lt. Benjamin Bates of the Continental Navy frigate *Boston* addressed to the American Commissioners in France, 11 July, below.

3. See Tucker to the American Commissioners in France, 12 and 14 July, both below; see also Gabriel de Sartine to the American Commissioners in France, 18 July, below.

WILLIAM HODGE TO THE AMERICAN COMMISSIONERS IN FRANCE

Honble Gentlemen

Cadiz July 10th. 1778

By Yesterdays Post I had the honor of receiving your Letter of the 19th of April.¹ What could have occasioned its not reaching my hands before now, I cannot say unless the Person who was entrusted with sending it by the Post might have detained it to answer some particular purpose. You inform me in your letter that I am charged in your Bankers Account with upwards of one hundred thousand livres of the public Money

for which there is no account from me among the Papers left by M^r Deane. I have the happiness to inform you that I not only gave to M^r Deane an account of what Money I received, aside of what I paid, but likewise the Accounts of my Merchants at Dunkirk, nay, my Bills, even to the minutest article furnished the two small Vessels that I fitted out at Dunkirk.² I have likewise the honor to inform you, that in all the charges I have brought against the two Vessels you will not find a single one made by myself, unless the poor trifling 2½ ₤ Cent (which did not half pay my expences attending the fatiguing job I had during my stay at Dunkirk) the charges being all made by the Merchants who I was ordered to employ, and who produced me the Accounts of every tradesman, which I gave into M^r Deane's hands. I should not be thus particular was not your letter full of insinuations respecting my honesty which I look upon as ungenerous, and which I will prove to be without foundation. I have double receipts for every farthing of Public Money that I received at Dunkirk, of consequence there can be no mistake in regard of the sum which I have received. I Shall inclose you for your satisfaction Gentlemen, the accounts of the Monies I received, and of what I paid; by which you will find that there was a balance due me, as I was only accountable for one quarter of the Cutter, the other quarter belongs to Mess^{rs}. Conyngham and Deane, for which M^r Deane was accountable.³ It is very probable that M^r Deane has taken all the papers relative to the Cutter and Lugger with him, as neither D^r Franklin nor M^r Lee would have any thing to say to the two little Expeditions from Dunkirk, of consequence M^r Deane think of himself accountable to the Congress, he would undoubtedly take all the Accounts with him.

I have it from the very best authority that Mr. A. Lee has wrote to Congress and informed them that I had received Large sums of public Money, and that he could not learn to what use it was converted.⁴ It is true that I had received some public monies, but as M^r Lee complained that he could not get sufficient for his expences, private persons were obliged to make use of their Money, as there was not sufficient of the public's for the purpose intended.⁵ I blush when I think of the Congress being concerned with private Persons in an armed Vessel, but M^r Lee has wrote to all his correspondents in Spain, that the Congress and I was concerned in a small Privateer, & that in case of any Prizes coming into Spain, they should only pay me one half of the Prize Money: the other half to be remitted to him at Paris;⁶ not considering that this Crew wanted their part, besides the great expence attending armed Vessels. I am not a stranger, Gentlemen, to the little disputes that have happened at Paris, Nantes, and elsewhere since I left France, and I am sorry that I am like to make one of the number, all owing to a certain Gentleman⁷ whose characteristic is that of being a dissatisfied, troublesome Man.

I shall now Gentlemen give you an account of my conduct since my arrival in Spain. As to my claim of the Cutter as the property of M^r John Ross and myself, I made it from the best authority, as it was in consequence of an Order given me by Silas Deane Esq^r: a Gentleman equally empowered (at the time in matters respecting public business as yourselves) I am greatly surprized to find D^r Franklins' name at the bottom of your letter, as his honor not only gave his consent, but advised M^r Deane to dispose of the Cutter in the manner he has done. This I know to be the case as I seen M^r Deane speaking to D^r Franklin upon the subject. Gentlemen, As M^r Deane has made over to M^r Ross and myself all right and title to the Cutter, which we have from under his own hand, he gave Captain Conyngham orders to deliver the aforesaid Vessel up entirely to our management, and to put himself under our directions, which

he has done, and still intends to do, as both he and myself act from good authority, and in case of any bad consequences, M^r. Deane and not us that are accountable.⁸

D^r. Franklin and M^r. Deane gave this Vessel up into our hands, as great expences was likely to be incurred, as well as much trouble to the Commissioners. She being upward of two thirds of her time in Port before my arrival in Spain. The Merchant at Corunna⁹ has acted from the same authority as Captain Conyngham from whom I received a sum of Money which was by no means sufficient to pay the Peoples Wages and their part of the Prize Money. I have likewise received other Monies which I have paid to the Officers and Crew, but still it has not been sufficient to satisfy them, as they have insisted on their part of all Prizes they have taken, altho the greatest part of the N^t. Proceeds of Prizes has been stopped in Spain, in consequence of Captain Conynghams' unfortunately taking a French Brig from London and sent into S^t. Sebastian.¹⁰ As to my assuming to myself the produce of Prizes, I declare it to be false, and without the least foundation, for I do assure you I have not received one Dollar of the Prize Money more than has paid my trifling expences, which, Gentlemen I will one day prove by the dates and sums of Money I have received, & by the dates and sums I have paid, for all of which I have Accounts and receipts for Dollar, which I defy Man to call in question. In the distribution of Prize Money I settled it agreeably to the rules and regulations of Congress, which Book of regulations I had with me, and had I settled it in any other manner, I think then I should have been liable to have been called to an Account.¹¹ As to the Ships' Company complaining of injustice in the settlement of their Accounts, I value it not, as it has been the case that every Ships' Company has complained of injustice in the settlement of their Accounts of every armed Vessel that has been fitted out since the commencement of the War, and generally without foundation. It matters but little to me what are their complaints, as I have taken receipts from each of them for what, and in what manner I have settled with them. The Vessel being abandoned in consequence of my conduct, is without the least foundation as well as all the rest, for upon my arrival in Spain I found a number of Captain Conyngham's Men in Prison at S^t. Bastiens,¹² in consequence of his taking a French Brig. A considerable number of Bilboa and other small Towns, and the Vessel left destitute of hands, having only a few officers on board, who were obliged to wear their Arms to prevent a few French Marines from going ashore, and had I not arrived in Spain the Cutter would have remained in the Harbor until this day, for Captain Conyngham was so destitute of Men, that he made an offer of giving the command of his Vessel to the Captain of the New England Privateer that was at Bilboa.¹³

Now Gentlemen, conscious of the uprightness of my conduct, and the regularity of my proceedings, I leave you to determine upon the justice of the complaints. I have given you an account of my proceedings, and by what orders I have acted. As to your giving Captain Conyngham his future Orders Gentlemen you could not do it, even was the one half of the Cutter belonging to the Public, without my consent, as it would be more than the King of England would dare to do, in regards to the property of any one of his Subjects in like circumstances. As I have settled with the crews of the Privateer agreeable to the Book of regulations (which Captain Conyngham has) I shall make no other distributions amongst them, but shall leave the whole affair to be settled by Congress, when, as some of them understands business they will find that I have neither made any deduction or reservations but what are clearly just.

We have had it reported for some days past that Captain Conyngham is taken, but I hope it is without foundation.¹⁴ I intended sailing for America in a few days, but in

consequence of your Letter I have concluded if possible to proceed to France, when I shall have it in my power to inform you of every particular, and to convince you of the regularity of my conduct. I Am with the greatest respect &c.

(signed) William Hodge

N.B. The Prizes lately sent into Spain by Captain Conyngham are stopped by order of the Spanish Court, in consequence of his taking the French Brig that is at S^t Sebastiens.

Copy, ViU, Lee Family Papers. Addressed at top of first page: "To the Honble B. Franklin, John Adams and A. Lee at Passy." Notation in another hand also at the top of the first page: "(N^o 301.)." Docketed on a separate sheet: "W^m Hodge to Messrs. Franklin/Adams and Lee-Cadiz 10th July/1778—with this Acco^t/July 10th 1778/(No 301)." In another hand: "(Put among the Defensive Papers of A. Lee)."

1. American Commissioners to Hodge, 19 Apr. 1778, in *NDAR* 12: 584.
2. The two vessels that Hodge fitted out at Dunkirk were the Continental Navy cutter *Revenge* and lugger *Dolphin*. Capt. Gustavus Conyngham commanded *Revenge*.
3. The enclosure, dated [1777], is in the Lee Papers, ViU. Below the account is the following note: "Mr. Deane has the different inclosed Accounts, as well as the Tradesmen's Bills for every article, you will please to observe that I receive only 92292 Livres during my stay at Dunkirk, for all of which I have double receipts (signed) W.H." In his accounts, Hodge lists expenses of 113,720.12.7 livres, including his commission of 2,772 livres, making his expenses 110,948.12.7—this amount is less than what Hodge received leaving a balance due him, according to his accounts, of 21,428.12.7 livres.
4. Arthur Lee wrote the Committee for Foreign Affairs on 1 June. In the portion of this letter concerning Hodge, Lee wrote: "Of the 100,000^l advanced to M^r Hodge, there appears no acc^t— I have been told that Cunningham's Vessel cost but three thousand pounds Sterling. For which purpose the Overplus was given to M^r Hodge, how the Public came to pay for her refitting, and at length the Vessel and her prize Money made over to Mess^{rs} Ross and Hodge, without a farthing being brought to public Account, it rests with M^r Deane or M^r Hodge to explain." DNA, PCC, item 83, vol. 1, p. 212 (M247, reel 110).
5. In his letter to the Committee of Foreign Affairs of 1 June, Lee did not specifically complain of being short of resources.
6. Hodge discussed Lee's letters in greater detail in his missive to John Ross of 19 Feb. 1778. *NDAR* 11: 1024–26.
7. Arthur Lee.
8. On 2 December 1777, Silas Deane addressed a letter to John and William Hodge specifying: "The sloop *Revenge*, Gustavus Conyngham, Commander, is one-half owned by the Congress of the United States, one-fourth by Mr. Hodge, and one-fourth by Ephraim Cunningham & Co. Agreeable to our Conversation sometime since, I have wrote Capt. Cunningham to render you an account of his whole proceedings since leaving Dunkirk and attend your future orders." *Deane Papers*, 2: 263–64. Deane defended both his conduct and that of Hodge in a letter to the President of Congress of 12 Oct. 1778. *Deane Papers* 2: 18–19.
9. Presumably, Michel Lagaonere.
10. Brig *Gracieux*.
11. The editors of the *Adams Papers* believe Hodge was referring to *Extract from the Journals of Congress, relative to the Capture and Condemnation of Prizes, and the Fitting out Privateers . . .* (Philadelphia, 1776). This pamphlet summarized the resolves of Congress regarding the Continental Navy and privateers from 25 Nov. 1775 to 3 April 1776. Because of this fact, there were conflicting provisions regarding the distribution of prize money for the two types of vessel. The editors of the *Adams Papers* believe that Hodge may have viewed the *Revenge* as a privateer while Conyngham and his crew viewed it as a Continental vessel. *Adams Papers*, 6: 284n.
12. That is, San Sebastián, Spain.
13. Hodge is probably referring to Harmon Courter, although the *Oliver Cromwell*, the privateer ship Courter commanded before its capture in May 1777, was from Pennsylvania.
14. The report of Conyngham's capture was false.

July 11

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Saturday July 11th. 1778.

[*Port Louis, France*]

This Day pleasant Weather, all Hands Employd as usual about Necessary Duty.— had the Ships Crew mustered & found that I have one hundred & forty six men & Boys on Board.—

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Port Louis, France*]

[July] 11 At 3 pm the French Gen^l of Marine¹ came on board and took away 24 French Marines whom we had recruited while at Bordeaux.²

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Chef d'escadre Comte de La Touche de Tréville.

2. For more on this incident, see Journal of the Continental Navy Frigate *Boston*, 10 July, above.

PETITION TO THE AMERICAN COMMISSIONERS IN FRANCE ON BEHALF OF LIEUTENANT BENJAMIN REED AND LIEUTENANT BENJAMIN BATES

Gentlemen

Ship *Boston*- Port Louis July 11th 1778

Whereas Jerome Cazneau,¹ Serjeant of Marines, on b^d. said Ship, on her Arrival in said Port, obtain'd Liberty to go on Shore, and there maliciously, and falsely represented to the French Men in general of their Abuse on board s^d. Ship, telling them he would not return to said Ship, & injoyning & perswading those Marines & French Men who belonged to the Ship, to quit the Ship & in every possible manner alienating their Dispositions from returning to their Duty, & that it was in his power to take every frenchman out of the Ship, & that it was his determin'd Resolution to hurt the Character of the Ship & Officers, as far as was in his power: Thro' the Partiality of the General,² (who himself says) his most Christian Majesty's Orders, to him are "to assist the Americans all that may be in his Power"; at the same time encouraging the French Men who were engaged under American Regulations, to take a Choice whether to tarry, or quit the Ship—It was observed to him, our Regulations were such, that if any Man absented himself Forty Eight hours beyond the Bounds of his Liberty, unless in Case of sickness or &c., he forfeits all Prize Money at that time due.—

The Disturbance arose from a few Frenchmen's Complaint against M^r. Reed, our first Lieu^t & M^r. Bates our third, for using their lawfull & proper Authority in their several Watches, with the becoming Strictness that those Stations required.— And this may Certify all concerned, that all the Frenchmen on b^d. the *Boston* have been indulged in every thing, farther even than the Laws of America allowed: & that those Officers have the Good Will & Wishes of all on board, (Frenchmen excepted) To which with pleasure we subjoin our Names

Benjamin Reed 1st Lieuf^t

Benjamin Bates 3d Lieuf-

NB The General Partiality to the frenchmen in general would not admit of those fore mentioned Officer's Vindication, but even forbid them to speak in their own Behalf, & hinted to Cap^t Tucker that he would do as he pleased, we being under the Power of his Cannon at Port Louis.— & consequently ordered they should all leave the Ship with all their Cloaths &c—³

D, PPAmp, Benjamin Franklin Papers, vol. 61, fol. 94. Docketed: "Ship *Boston*/Port Louis July 11th/78-." There is a question whether this petition was written by Reed and Bates or written on behalf of Reed and Bates but for some reason lacking the signatures of the authors. The editors have decided that it was more probably a petition in their favor and have treated it as such.

1. That is, Marine Sgt. Jerome Cazeneuve.

2. Gen. La Touche de Tréville.

3. See also, Capt. Samuel Tucker to the American Commissioners in France, 12 July; Gabriel de Sartine to the Commissioners, 18 July; and the Commissioners to Tucker, 22 July, all below.

July 12 (Sunday)

LORD NORTH TO EARL OF SANDWICH

[Extract]

Bushey Park, 12 July 1778.¹

I send you enclosed a letter of important intelligence, a great deal of which I believe, although the author towards the end of his letter speaks doubtfully of his means of information. What appears to me the least credible is that France, being in expectation of a junction with Spain, should risk an engagement with Mr Keppel's fleet.² Nothing can induce her to take such a step but a great and decided superiority; this she will certainly not have if the five additional ships of the line which are sent after Mr Keppel should join him in time. Important, therefore, as the stake is for which we contend, it is devoutly to be wished that France should try her strength with us before Spain declares herself.

From the frequent interviews between the rebel agents and Captain Jones,³ we may depend upon some attempts being made soon upon the coasts of this island; and, indeed, all that part of the letter which relates to the design of France to insult our maritime places with fleets of frigates agrees perfectly well with some intelligence I received about a year ago, and therefore appears to me very credible.

This puts me in mind of an important matter which had really escaped my memory. When I was last in town I met the Duke of Northumberland at Court, who told me that they were very uneasy in the north for want of two ships of war which they expected to be furnished with by the Admiralty. He renewed their offer of providing the seamen, and appears to have given up his request of a particular protection for them, seeing, I daresay, how impossible it is for the Admiralty to grant it.

There is certainly no part of the coast where such material mischief can be done in as short time as in his Grace's neighbourhood. I am [etc]

[Enclosure.]

Intelligence from Paris, 2 July 1778⁴

Captain [Paul] Jones is still here by the connivance of Dr Fr[anklin] to assist in planning the enterprise intended by this court. A. Lee and J. Adams, not being in the

secret, are angry at the delay and threaten to suspend him; the Dr says, let him answer to Congress for neglect. He⁵ is intimately acquainted with the coasts of England; and the object of France is to send several fleets of frigates on different expeditions against the east and west coasts of England with troops on board to burn and destroy all they can. And if Keppel's fleet should be beat, then to make a regular and powerful invasion.

Spain has certainly agreed to accede to the treaties with America as soon as the ratifications of Congress arrive here; and Count d'Aranda⁶ has the necessary powers in his pocket. We expect the fleets will join in the Bay and act with France immediately after. The circuitous expedition lately mentioned is laid aside for the present, for want of some ships of the line expected from Holland for France account, but pretendedly in part for Spain. They won't be ready till September: I shall know more in time. . . .

I hear the Brest fleet will certainly endeavour to intercept your fleets and vessels, and if Keppel appears as certainly attack him. Five Guernsey and Jersey privateers have been brought into the western ports of France by the frigates. Captain Amiel is gone by Dunkirk to Flushing to fit out and command a ship of war under a Congress commission.⁷ You may depend Deane only embarked in the frigate for a day or two's concealment, and that he went on board the admiral at sea and will continue there till arrived.⁸ The passing the Western Islands by d'Estaing's fleet, I hear, was sent by a corvette; and it is thought that the plan of their first operations was sent to M. de Sartine. I can learn nothing with any certainty, and I shall deal less in opinion and conjecture.

Sandwich Papers, 2: 115–18.

1. Bushey Park was close to Hampton Court in the environs of London. Lord North was given the ranger's house in that park, also called the Lodge, by King George III as a place where North could relax from official duties. James Throne, *Handbook to the Environs of London*, [London: John Murray, 1876], 69.

2. Great Britain's Channel Fleet, commanded by Adm. the Hon. August Keppel.

3. Continental Navy Captain John Paul Jones.

4. The source of this intelligence report may have been Edward Bancroft, secretary to the American Commissioners in France and a British spy.

5. That is, John Paul Jones.

6. Pedro Pablo Abarca de Bolea, Conde de Aranda was the Spanish ambassador to France.

7. On the abortive privateering scheme of Capt. Peter Amiel, see American Commissioners in France to Francis Coffyn, 26 June, above.

8. Silas Deane, one of the American Commissioners in France, returned to the United States aboard *Languedoc*, the flagship of Vice-amiral comte d'Estaing. In his letter of 1 April outlining how Deane was to come aboard *Languedoc*, d'Estaing wrote nothing about having him board a frigate first. See D'Estaing to Deane, 1 Apr. 1778, *NDAR* 12: 519.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO HENRI-MAXIMILIEN GRAND

Passy July 12th: 1778:—

I return you a thousand thanks my dear Sir for your kind attentions.— You have already laid me under Obligations which I have had no Opportunities of meriting.— but as I accept your Friendship wth. great pleasure I will not tire you with Compliment or Apology.—

The person whom you have had the goodness to enquire after¹—I could wish to be a man of Breeding and of Letters; who understood, spoke and Wrote, the French and English with Elegance and propriety: for political Reasons it would be well If he were also a Clergyman of the protestant profession; whose Sanctity

of manners and happy natural Principles and disposition would diffuse Unanimity and Cheerfulness thro the Ship. And if to these essentials were added, the talent of writing fast and in fair Characters; such a Man would necessarily be worthy of the highest Confidence, and might therefore Assure himself of my Esteem & Friendship, he should allways have a place at my Table, the regulation whereof should be entirely under his direction.—

If it would not be inconvenient for you to enquire I should be glad to be informed if the Engraver could in a short time make or get made for me twelve Silver plates with my Arms² for the Front of Bargemens Caps — and I also wish to find a person who could in the same time make the Caps—I believe they would Answer best if made of Black leather.— As I do not expect to depart before the latter end of the Week—I hope the Seal at least will be previously Finished. I have the honor [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 51. Addressed at foot: “Monsieur/Monsieur Hy Grand/à l’Hotel de son Père/à Passy.—” Henri-Maximilien Grand was the son of Rodolphe-Ferdinand Grand, a Swiss-born Paris banker who, with his brother Georges, handled the accounts of the United States and the American Commissioners in France. The Grands had a country seat near the Hôtel de Valentinois in Passy.

1. Grand’s letter that Jones refers to here has not been found.

2. The coat of arms John Paul Jones adopted is reproduced in Samuel Eliot Morison, *John Paul Jones: A Sailor’s Biography* (Boston: Little, Brown and Company, 1959), following p. 72.

JOHN SELBY TO CAPTAIN SAMUEL TUCKER

Sir

[Bellisle July 12th. 1778]

I take this Opportunity of Writing hoping you will not think me to Bolde as it is Chiefly to Enform you of my Been taken in the *Elexenton* Capⁿ. Jonson¹ and Reciving Som small wounds was Sent to the Hospital from wence I made my escape but having neither Money or Friends was Obliged to Seake Refuge on Board of a Letter of Marque² with another American that was taken in the *Hancock and Adams*. Samuel Smith Commander Belonging to Philedelphia,³ made his Escape Likewise and Entred on Board the Said Letter of Marque Namely the *Hawke*.⁴ we Crused off Bellisle and was taken by the *Vosau*. a frigate of France⁵ and Brought into L’Orient but after a Short imprisonment there was Removed to the Island of Bellisle Wher we now remain. we have Applied to the Govonor of this Island for Liberty to go in Som Vessel Belonging to America he has Wroght to the Minestry twenty dayes ag[o] but has Recived no answer as yet,⁶ therefore we Apply to your Honour hoping you will youse your best Endeavours to get our Liberty as we are very willing to go on Board your vessel or any Other you think Propper. therefore we shall be very Proude of a Few lines from your Hand to signify weather you can get us Clear or not. and if not entruding to much Should be glad to know what Newes from America. Likewise we are very glad to here of your Sucksess in taken Prises. Sir there are a great many Americans in Prison in England when we lift it on account of there not going on Borde there men of War, but great Sums of money have been Raised for them by People that are friends to that Cause, the greatest Part of the Shipping in England are in Commission and Pretty well maned as we where inform’d but every Seaman Striving to Shun them on account of going against America your most humble Servant &c

John Selby

Bellisle July 12th. 1778

P.S. there is two Olde Contry Men with us that have Wives in America and would be greatly Obliged to you if you would interceed in there Behalfe, as they are men we can Relay on.

L, MH-H, Samuel Tucker Papers.

1. Continental Navy brig *Lexington*, Capt. Henry Johnson, commanding, was captured by H.M. cutter *Alert*, Lt. John Bazeley, commanding, on 19 Sept. 1777. Journal of H.M. Cutter *Alert*, 19 Sept. 1777, NDAR 9: 651–52

2. Ship *Hawke*, Samuel Gribble, master, 220 tons burthen, carrying 14 9-pounders and 16 swivel guns, owned by Anthony Calvert of London. UKLPR, H.C.A. 26/60, p. 136.

3. In a letter of 15 July to the American Commissioners in France, French Minister of Marine Gabriel de Sartine identified Selby's companion as James Niggins of Charleston. For more on the capture of the ship *Hancock and Adams*, see Jonathan G. Frazer to John Adams, 2 May, in NDAR 12: 652–53.

4. With Selby's letter to Tucker is one from Selby to his father. In it, he explains that he encountered his brother in London who refused to see Selby or to assist him "in the Leaste" and Selby therefore entered on board *Hawke* in the hope of meeting his brother on his brother's voyage home.

5. Undoubtedly, French Navy frigate *Oiseau*, Théobald René, comte de Kergariou Locmaria, commanding.

6. Gabriel de Sartine referred the question of releasing Selby and Niggins to the American Commissioners, who in a reply of 22 July, below, agreed that they should be freed.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday July 12th. 1778.

[*Port Louis, France*]

This Day pleasant Weather, let fifty of the men go on Shore on Liberty, they to return at night.— Cuff Jennings rec^d. 12 lashes on his nacked back with a Catt, for being mutenous & makeing a noize on Board the Ship.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN SAMUEL TUCKER TO THE AMERICAN COMMISSIONERS IN FRANCE

On Board the *Boston*, at Port Lewis,
July 12th 1778.

Gentlemen

Since my Arrival at this Port, I have been much troubled with those Frenchmen I enter'd at Bourdeaux, although I Enlisted them according to your Honours Orders, which was by permission from the Admiralty; While on my short Cruze, some few words would pass as I understand between the Frenchmen & my other Sailors, but Contrary to Orders which they daily had the Perrusial off and likewise read to them, but on the same Day of my entering this Port they got Liberty eight of them to go on shore, then the Serjant of them who was a Frenchman with the others,¹ raised such reports about their treatment from the Officers, that the Deputies of his Christian Majesty with a General La Touche² of LOrient came on board last Evening & asked them in my presence if they would tarry or go on Shore, they told him they reather chuse to go on Shore, as they was Volentearas. But Gentⁿ I Enlisted them at Bourdeaux telling them I was not permitted to take Volunteres, so they signed the Ships Book, to Proceed to Boston, I shewed the General the same when on Board, then the General telling me it was better to Leave them, than take them, ordered them on Shore with all their Cloths telling them they forfeited their Wages & Prize Money, but not forfeited, as they have had of the Purser & myself more then their Wages and Prize Money will amount to. the General told me while on Board he had Command of my Ship which I

was very sorry to hear, and then produced my Authority, & Regulations of the Hon^{ble} Congress, shewing the General by the Interpreter Monnsier Filyot of Port Lewis, an article which mentioned whoever was guilty of Joining in Mutiny or Sedition, should suffer death, and they all were guilty of the same, and then for an Answer to the General, I should command my Ship when at Sea, and made no doubt but I was as Capable as he was to Command any other.— then the General said he would write the Court of France & Plenipotentiaries about the two Officers who had treated his Christian Majestys Subjects so ill, that is Benj^a. Reed. Gentⁿ. my first Lieu^t. and Benj^a. Bates my Acting Lieu^t. but Hon^d. Gentⁿ. be pleased to believe that these Gentlemen Officers, never done any thing Contrary to my Orders, except boxing a frenchmans ears for flogging a small Boy & striking another for calling him a Buger, puting his fist up to his nose, this they must expect [*no*] Officer could bear.— My Orders being put up ag[*ainst*] the Bulk head, to Strike no frenchmen whatever, that small Article they broke twice and never farther, which I do not blame them for, except their not acquainting me of it, but those small things will happen amongst such a Number of men and so many different Nations; This same Serjant I took in Bourdeaux, about the last of April, by the Recommendation of one M^r. Frazier³ a late Major in the Continental Army, he had not one farthing of Money and but few Cloths. I understand he is to go on Board a French Man of War under the Command of the Generals son,⁴ and therefore I am not Surprised of their Clearing of him as well as the rest. I would not deliver his Cloths, untill he formed an Acc^t.⁵ that is unjust, not a single farthing is due to him, but reather he is indebted to the Ship more than his Wages & Prize Money will come to.—

And now Gentlemen after their Plausible Complaint was heard, and not a Word of my Officers believed, They all would return on Board again⁶ but I refused them to come any more on Board my Ship. my Number in all of Board att present is one hundred & forty six, with which on Receiving your Orders how to proceed, I shall go to Sea with, in hopes to joyn Cap^t. Whipple.⁷ I remain with the greatest Respect [&c.]

Samuel Tucker

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 114. Addressed: "To the Hon^{ble}: American Commissioners/att Parris." Docketed: "Cap^t Samuel Tucker/Port Lewis July 12 1778-."

1. Sgt. Jerome Cazeneuve.

2. Chef d'escadre La Touche de Tréville.

3. John G. Frazer.

4. Actually, his nephew, Louis-René-Madeleine Le Vassor de La Touche, later Comte de Latouche-Tréville, who was commanding a corvette at Rochefort. *Benjamin Franklin Papers* 27: 78n.

5. See Statement of Marine Sergeant Jerome Cazeneuve, 14 July, below.

6. See Declaration by French Marines Serving on Board the Continental Navy frigate *Boston*, 14 July, below.

7. Captain Abraham Whipple, in command of Continental Navy frigate *Providence*.

July 13

LLOYD'S EVENING POST, FRIDAY, JULY 10, TO MONDAY, JULY 13, 1778

The *Dispatch*, Ward, from Africa to the West Indies, with 100 Slaves, is taken by an American privateer, and carried into Guadeloupe.

The *Friendship*, Reid, from Leith to Granada,¹ is taken by an American privateer, and carried into Martinico.

The *Sally*, Kent, from Martinico to Charles Town, with woollen cloth and salt-

petre, is taken and carried into New York.

The *Farmer*, Alexander, from St. Augustine to Liverpool,² spoke with the *Levant* letter of marque³ off the coast of Carolina, which had taken nine prizes, and were then in chace of a vessel.

1. Brig *Friendship*, A. Reid, master, 120 tons burthen, built in Leith in 1764 and owned by the captain. *Lloyd's Register of Ships, 1777-1778*.

2. Brig *Farmer*, J. Alexander, master, 120 tons burthen, built in New England in 1776, owned by Fremin and Company. *Ibid.*

3. Privateer ship *Levant*, Capt. John Martin, commander.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN SAMUEL TUCKER

Sir,

Passy, July 13th 1778

As we understand The *Boston* in her last Cruise, did not sail so well as formerly, We apprehend, that this Alteration has been made by some change in her Ballast: for which Reason, you are directed, if you judge it necessary, to take out your present Ballast, to apply to M^r. Schweighauser at Nantes, and take from him such Articles, as he may have to send to America, which may be stowed away in your Ship, without Hindrance to her sailing or fighting, and to take from him also, a Quantity of Lead, to be used as Ballast untill you arrive in America, and then delivered to the Continental Agent, informing Congress or the Navy Board by Letter.¹

You are then to join Captain Whipple and to pursue his Orders respecting your future Cruises and Voyage to America.² If Lt. Simpson of the *Ranger* should apply to You for a passage to America, in the *Boston*, you will afford him Accommodations according to his Rank.³ We are

Copy, DNA, PCC, item 84, vol. 1, p. 155 (M247, roll 111). Addressed below close: "Capt. Tucker." Notation: "(Copy)."

1. On the same day, the commissioners wrote Jean-Daniel Schweighauser ordering him to load *Boston* with "such Articles" as Tucker informed him he could take to America, including a "Quantity of Lead," which is "much wanted in America and is excellent for Ballast." DNA, PCC, item 84, vol. 1, p. 155 (M247, roll 111). On 1 August, James Moylan wrote the commissioners informing them that Tucker had received their instructions to "take on board some goods here, but that as the wind was fair, he determined not to wait for them." PPAmp, Benjamin Franklin Papers, vol. 11, fol. 1.

2. See the commissioners to Capt. Abraham Whipple, this date, immediately below.

3. On 16 July, the commissioners wrote Lt. Thomas Simpson ordering him to take command of *Ranger* and to sail to America in it. See the American Commissioners in France to Lieutenant Thomas Simpson, 16 July, below.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN ABRAHAM WHIPPLE

Sir

Passy July 13 1778-

We have ordered Capt Tucker¹ to join you in your future Cruizes & Voyage to America You will get to Sea with all possible Expedition. We are Sir [&c.]

B Franklin
Arthur Lee
John Adams-

LB, MiU-C, Abraham Whipple Letter Book. Addressed at bottom of page: "Abraham Whipple Esq'." Docketed: "Commis' Letter/July 13 1778/Copied." Notation: "Rec^d. the 18 July 1778." There is a sentence of text crossed out to the point that it is unreadable.

1. The American Commissioners ordered Capt. Samuel Tucker and the Continental frigate *Boston* to cruise under the command of Whipple. See American Commissioners to Tucker, immediately above.

CAPTAIN SAMUEL TUCKER TO JEAN-DANIEL SCHWEIGHAUSER

On board the *Boston* Port Lewis—
To J D Schweighauser agent at Nantze—
Sir

July the 13th 1778

as I have the good fortune to bring three Prizes¹ into this port I have wrote your Honour to know what to do with them as M^r James Moylan is no more to Serve as Agent for this Port. I being unacquainted with the Duties on Such articles that his Christian Majesty Ought to Receive would be glad you Send a Sufisciant Person to Sell them to Avoyd Impositions I have applyd to Mounsieur Pushelberg to Sell them as their Cargos is Perrishing but for answer he has no Authority for so doing² I have made an Estimation which is thought Very generous by the Gentlemen of Lorient for my own and my Crews Parts and to Leave the Continental half in your hands Should be glad if Mounsieur Pushelberg would advance the Sum that I may be Ready for Sea on Receiving my Orders from Parris as I Expect them daily Sir I am Convinc^d your Sencible of what Uneasyness may happen by the Offercers & Sailors Leaving what they have Justly due behind them & Perhaps never See france nor Prize money after Leaving this Should be Very happy as I am bound to Sea Imediately you would Settle the matter as Soon as Possible I Remain with the greatest Esteem & Respect [&c.]

Sam^l Tucker

LB, MH-H, Samuel Tucker Papers (MS Am 812).

1. Brig *Britannia*, brig *Elizabeth*, and an unidentified Scottish brig.

2. As seen in Schweighauser's reply of 15 July, below, Puchelberg did have the authority to sell the prizes.

CAPTAIN SAMUEL TUCKER TO CAPTAIN ABRAHAM WHIPPLE

Sir

Port Lewis July 13th. 1778.-

I with pleasure received yours of the 7th. Ins^t-¹ & am very happy of our agrement, and shall wait on you at the Rivers² mouth as soon as I get Orders from Parris, I have not heard from my Lieu^t since he left this³ and I am a little troubled about my Marines being taken out of my Ship; they being Frenchmen which shews the Virtue of our Alliance.—⁴ Sir I have enclosed you a Coppy from the Regulations of Congress of the Distribution of Prize Money,⁵ and remain with due Respect [&c.]

Sam^l Tucker

LB, MiU-C, Abraham Whipple Letter Book. Addressed: "To/Abraham Whipple Esq^r/Commander of the *Providence*/Frigate Att/Nantz." Docketed: "Capt Whipples Letter/from/Capt Tucker July 13 1778/Copied-."

1. Whipple to Tucker, 7 July, above.

2. That is, the Loire River.

3. In his letter to the American Commissioners of France, 14 July, below, Tucker acknowledged having just received a letter dated 8 July from Lt. Musco Livingston.

4. On the controversy concerning the Frenchmen serving as Continental Marines with *Boston*, see Tucker to the American Commissioners in France, 14 July, below.

5. Whipple had requested these regulations in his letter to Tucker of 7 July.

July 14

SIR STANIER PORTEN TO PHILIP STEPHENS

St James 14th 1778

Sir

M^r Heron¹ having acquainted me by his Letter of the 6th. inst^t that a large Cutter mounting about 16 Guns, and which appeared to be full of Men was seen under American Colours on the 30th. of June in the Evening about four leagues South West of Cape Clear, and that on the same Day a Boatman at Dantry² saw an American Privateer off Dorses,² white bottom, Stern painted white, and a fiddle head, standing for the Cape. I am directed by Lord Weymouth to send you this intelligence for the information of the Lord Commissioners of the Admiralty. I am [&c.]

S Porten

LS, UKLPR, Adm. 1/4136, no. 21. Addressed at bottom: "Philip Stephens Esq^r"

1. Richard Heron, Chief Secretary for Ireland.

2. Perhaps Bantry, Ireland.

3. Perhaps Dursey I. or Dursey Head.

CAPTAIN JOHN HARRIS TO BENJAMIN FRANKLIN

Fortone July the 14th 1778

May it please your Excellency

The multiplicity of business you must be Engaged in. The flattering assurance of our being Exchang'd in a short time. And my not being in imediete want. was the motive of my not troubling you before. also supposing M^r Thorton to have Inform'd you of the Station of every person here—¹ Permit me now to Inform your Excellency that I had the Command of (a Cruizer) the Brigantine *Moschetto*. bellonging to the State of Virginia & was taken by the King ship *Ariadne* Cap^t Pringle.² on the 4th. June 1777. & brought here from Antigua in the *Hind*³ Aug^t. last I have understood that an Exchange is now on foot for 200 of us Your Excellency knows if there is truth in this report. & would beg leave to Remind you that if such an Exchange should take place you would please to think on me. & three of my Officers. Viz^t. Cap^t of Marines, Midshipman. & Boatswain.⁴ which are all the Men I have here. I am in doubt. that there are not Officers sufficient in France to Exchange for the number we have here. however I hope your Wisdom may cause that difficulty to be surmounted I hope you would please to comunciare your sentiments to me through the same Channel you receve this. which will be conveyd to the Rev^d. M^r Wren & that good man will take a pleasure in Informing me of it—When M^r Thornton was here he was so harrassed by the People. that I had no oppertunity of knowing if there was a possibility of Drawing on the State of Virginia Thorough you Excellencys meen's. for some small matter to purchase Necessaries shoul I be so fortunate to be among the number of those that that was Exchanged. or to supply me while here. should it not be my fortune Your Excellency Charracter is such that I need not Apologize for this trouble I have given you & Believe me that I am among many thousands one who thinks it the greatest Honour to Subscribe him Self Your Excellencys [&c.]

John Harris

The Rev^d. M^r Wren desires his most respectful Compliments to your Excell.

L, PHI, Benjamin Franklin Papers, vol. 2, no. 68. Addressed: "Doct^r Benj^m: Franklin/Paris." Docketed: "John Harris/Prisoner."

1. The report of John Thornton, dated 5–8 Jan. 1778, concerning the situation of the prisoners at Forton Prison in England is printed in *NDAR* 11: 885–91. Thornton's report mentions Harris.

2. For an account of the capture of *Musquetto*, see Journal of H.M. frigate *Ariadne*, Captain Thomas Pringle, 4 June 1777, *NDAR* 9: 19–20.

3. H.M. frigate *Hind*, Capt. Henry Byrne, commanding.

4. The three officers were Alexander Dick, Alexander Moore, and John Smith. William R. Cutter, "American Prisoners at Forton Prison, England, 1777–1779," *New-England Historical and Genealogical Register*, 33 (1879): 36 and 39.

LIEUTENANT MUSCO LIVINGSTON TO CAPTAIN SAMUEL TUCKER

Dear Sir

Paris 14 July. 1778

I Know you will be very anxious about my Return; but I cannot help it. I had yesterday afternoon, got my dispatches for you & Cap Whipple, but had not got to my Lodgings, when a Mesenger was sent after me to Return to passy, this Morning; your Orders I am Sure, will be perfectly agreeable to you; & the Reason of my writing you this morning, before I go to passy, is, that the post Setts out at 12. & will not go again till Saturday, it will Satisfie you, to assure you, all will be agreeable to your most Sanguine wishes. I am sorry to tell you that we have acc^{ts}. this day to the Commisioners that the *Marthey* is Retaken & Caried in to halifax;¹ never minde, you must Seeke a Nother. I am much worse in Regard to my hearing, than when I Left you, a Very unhappy Sircumstance to me; the Minit I can git dispatch^d from the Commissioners, Shall Sett off for I am very Anxious to git to the water Side & have done Jolting on the Roads—My best Respect attend you, & all the Officers on board the *boston* I have the honor to be [&c.]

M. Livingston

L, MH-H, Samuel Tucker Papers. Addressed on separate sheet: "Sam^l Tucker Esq^r/Commander, of Frigate *Boston/a/Loriant*." Docketed: "M- Livingston/Letter Paris July/14th. 1778.—/Copy^d—."

1. Ship *Martha*, Peter McIntosh, master, had been captured by *Boston* 11 March and sent to Boston with a prize crew commanded by Lt. Hezekiah Welch. See Captain Samuel Tucker to the Continental Navy Board of the Eastern Department, 11 Mar. 1778, *NDAR* 11: 1079. *Martha* was recaptured by H.M. frigate *Rainbow*, Capt. Sir George Collier, commanding, on 11 May. See Journal of H.M. frigate *Rainbow*, 11 May, *NDAR* 12: 326.

JONATHAN WILLIAMS, JR., TO LIEUTENANT THOMAS SIMPSON

Extract from a Letter by Jonathan Williams Esq^r to Lieutenant Simpson dated Passy July 14th: 1778.—

"You observed to me when I saw you at Brest that you were so much disposed to have a good understanding with Captain Jones that were any Concession ask'd of you, or did you know that sort of one would be acceptable you would readily make it—I have so much the welfare of the Service at Heart-and Harmony among its Servants is so essential a Point that I have endeavoured to promote it as Often as I have had opportunity;- and it is now with particular pleasure that I find reason to believe that if you would write a Letter to Captain Jones telling him that you did not intentionally disobey his Orders, and in any Instance where it might be construed so in Fact, it was

error in Judgment only which you wish had never happened and promising to bury the matter in Oblivion if he will return your Parole—you will probably not only receive the Parole but be appointed to Command the *Ranger*—I mention this with the more Certainty as I know Captain Jones has recommended that Step to the Commissioners in preference to appointing a new Captain, which was thought of by them.—¹ I have no motive in this but friendship to all Sides—and it would be well to consider the importance of the Hint when it is impossible you should act in a Naval in public Service, while under suspension—and the event of a Court Martial, which cannot take place until Captain Jones and you meet in America, may not be such as though conscious of your Intentional Innocence you may expect.

“You will determine on this matter as you think proper, but if you Consider my Advice of any Consequence you will not hesitate to return an Answer as soon as possible.—

“I did not tell Captain Jones what passed between us when at Brest—because I did not then choose to interfere in what did not Concern me.— this was perhaps being too Cautious—and I am now sorry for it, as on mentioning it to him he tells me that had he known it he would then have accepted a Reasonable Concession.”—

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 52.

1. The dispute between Capt. John Paul Jones and Lt. Thomas Simpson was resolved in this fashion, with the American Commissioners in France giving command of *Ranger* to Simpson. See American Commissioners to Simpson, 16 July, and Jones to American Commissioners, 16 July, both below.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Tuesday July 14th 1778

[*Port Louis, France*]

This Day pleasant Weather, the people employd as usual, bend our main top sail & Top Gallant Sail

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN SAMUEL TUCKER TO THE AMERICAN COMMISSIONERS IN FRANCE

On Board the *Boston* at Port Lewis

Hon^d. Gentlemen

July 14th 1778-

I received a Letter from M^r Livingston on the 8th. Ins^t. wherein he informs me that their is a possibility of an Exchange of Prisoners,¹ a list of what I have on board I send your Honours inclosed with a List of the Men, I suppose must have been Recaptured in one of my Prizes,² the other two arrived Eight or ten days past. I am only waiting on your Honours how to proceed, in hopes to joyn Cap^t Whipple.

I received a Line from Cap^t Whipple wherein he tells me he shall be ready by the 20th. to sail, expecting me to wait at the Rivers Mouth for him.³ As I wrote your Honours in my last of the 12th. Ins^t.⁴ concerning my treatment from the Frenchmen, your Honours may be pleased to Judge from the Inclosed Instruement wrote by one of the Marines and five of the same seigned, the Treatment they received from me and Officers;⁵ this I mention Gentlemen to your Honours, because General Latuch,⁶ intends waiting on your Honours with a tail for Serjant Cauzneau, beleave Gent^l the Acc^t he has in French I have a Copy of in English as the General told me, and it is so

far false that he is indebted to the Ship, & every person begging me to take the same Merines on board, as they were distitute of every thing,⁷ but I utterly denyed them all, except those mentioned in the inclosed Instrument, whom I received to Convince the Publick that their Reports was not true. Gentlemen be pleased to Exchange Cap^t John Lee if possible, takein in the Brig *Fannee* & a Brother of mine his Master by the Name of Andrew Slyfield, who are in Mill Prison, & a Nephew of mine by the Name of John Diamond,⁸ and should be glad to have an equal Number exchanged from said Prison for mine.— O that I was but Maned with Americans, or other Men I could depend upon, I should think my self a happy man, but Gent^l as I am not I must do the Best I can, allways feeling for my Country, could wish to be at Sea. I am with Respect [&c.]

Sam^l Tucker

PS. I've opened this to acquaint your Honours that the *Britania* is this minute arrived, & that I am happy that none of my People are Prizoners⁹

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 122. Addressed below signature: "To the Hon^{ble} American/Commissioners/Parris-." Addressed on separate sheet: "To/The Hon^{ble}: American Commissioners/att/Parris.—" Docketed: "Capt. Tucker July 14./1778."

1. See Lieutenant Musco Livingston to Tucker, 8 July, above.
2. The list has not been found. As seen in a postscript to this letter, the brig *Britannia*, which Tucker feared had been recaptured, arrived safely at Port Louis.
3. See Capt. Abraham Whipple to Tucker, 7 July, above. The mouth of the Loire River was to be the rendezvous point.
4. Tucker to American Commissioners, 12 July, above.
5. See Declaration by French Marines Serving on Board the Continental Navy Frigate *Boston*, this date, below.
6. Chef d'escadre La Touche de Tréville.
7. See Statement of Marine Sergeant Jerome Cazeneuve, at 14 July, below.
8. Lee and Slyfield were taken in the Massachusetts privateer brigantine *Fancy* by H.M.S. *Foudroyant* on 6 Aug. 1777. See Journal of H.M.S. *Foudroyant*, 7 Aug. 1777, NDAR 9: 554–56, Capt. John Jervis to Philip Stephens, 10 Aug. 1777, NDAR 9: 560; and Philip Stephens to Vice Adm. Molyneux Shuldham, 13 Aug. 1777, NDAR 9: 568–69. Lee escaped on 14 October and Slyfield on an unknown date. Diamond was pardoned for exchange on 20 Dec. 1778. *Mariners of the American Revolution* pp. 55, 114, and 174. Slyfield was Tucker's brother-in-law, having married Samuel's sister Elizabeth on 15 Dec. 1767. The exact relationship between John Diamond and Tucker is not known, but the two established Marblehead families had relations dating from the 17th century, an Andrew Tucker and a Mary Diamond, both of Marblehead, having wed in 1690. <http://wc.rootsweb.ancestry.com>.
9. On the arrival of prize brig *Britannia*, see Journal of *Boston*, 15 July, below.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Port Louis, *France*]

[July] 14 At 3 pm M^r Reed¹ drove a Centinel from his post & disarmed him—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Benjamin Reed was first lieutenant of *Boston*.

STATEMENT OF MARINE SERGEANT JEROME CAZENEUVE

[Port Louis, *France*, between 2 and 14 July 1778]¹

I certify and declare to have enlisted on board the *Boston* Frigate commanded by Sam^l Tucker Esq^r-for a Cruize in Quality of Serjeant of Marines the 1st of April in the Year of our Lord one thousand seven hundred & seventy eight at forty eight Shillings

Continental money fr month, and five parts Prize Money which was promised me as my due according to the Rank I held on board s^d Frigate:— After that Engagement concluded Cap^t Tucker told me he was in want of Marines to compleat his Crew; I answered that if he was permitted to raise men I should endeavour to procure him fit & proper Subjects; In consequence thereof he sent me to the Commanding Officer of the Admiralty of Bordeaux, to get s^d permission; I returned in a very short Time with a satisfactory Answer; & by his Orders in Consequence of s^d Answer, I raised from s^d day, first of April till the Twenty first of May following more Men than were requisite to Compleat s^d Company, all at my cost & expence, except twice that having brought Some young Lads on board & not having money about me, Cap^t Tucker paid 12 solls each time for a Boat to conduct them.— Remark if you please that not one rec^d. a farthing Bounty & that I was put to many triffling Costs on Account of their Business. At the Time of our departure I was indebted ten guineas either for Lodging, Diet, other triffling costs relative to their affairs, Money spent on enlisting, Boat hire &c.—

I do not mean by the above that the ten Guineas were due to me in entering, but think that the triffling Charge of four livers fr Day during the Time I laboured for s^d Frigate cannot be contested as I received not the least nourishment on board, untill the Day I joynd s^d Vessel with the Remaining part of the Recruits below LOrmont going down the River.— I own I told the Cap^t if I had an Uniform, it would engage numbers of young men to come on Board, & that I had a green Coat which I would have turned if he would agree to furnish the facings & other Articles wanting, on which he told me to goe to his Taylor to have it made & that he would pay for it; afterwards he told me to have a Breeches & Waistcoat suitable to the Coat, When the taylor brought his Account which amounted to 111 Livres the Cap^t exacted that I should sign the Account before he would pay. Moreover Cap^t Palmes² told me to buy a Hatt for the English Serjent³ & that he would pay for it, which I did, it Cost me 12 Livres, which have not as yet been reimbursed—As to the three Guineas & six Livres advanced me by M^r Brondfield⁴ when I was sent from Blay to Bordeaux on their Affairs very important in themselves, to them I have the account on board ready to produce when Demanded.—

Amount of money advanced by me and Wages due to me by Sam^l Tucker Esq^r Cap-
tain of the *Boston* Frigate; I say advanced & due to me Cazaneuve Serjent of Marines
on board S^d Frigate.-- to say

Viz ^t -	Livers
To 51 days Recruiting at 4 Livres fr Day	204.-
To a Hatt bought fr Ord ^r Cap ^t Palmes for John White Serj ^t Marines	12.-
To 3 Months pay from the 1 st April to the 1 st July inclusive at 48 s Con ^t Currency	
fr month which makes French 41..1..3 ^d fr month	<u>123..3..9</u>
Livers	339..3..9

Errors and Omissions Excepted.-_

Account of the Money laid out by me, of the three Guineas & six Livres given me by
M^r Brondfield viz^t-

		Livers s d
1778		
May 26 -	At Blaye at the Inn where Martin was stopped. ⁵	1.. 4..
27 -	To the Soldiers	1.. 4
	Azema's ⁶ & my supper at Bourdeaux . . .	3..-
28 -	Our Dinners	3..-
29.	To Money given to the Horse Guards, Admiralty Guards, Marechauss &c. Boat hire & other things, during the Time they pratoled the City River & Suburbs of Bor- deaux, in search of the Deaserters and other Vilians, In all amount to . . .	9..10..-
	To Money laid out on the Quay for some Sailors belonging to the Frigate	2.. 8
	Advanced to Lieu ^t Jennison ⁷ conducted on board three Sailors.- & whose Recp ^t the Cap ^t has—	18..-
31.	To Dinner for Sailors the Captain sent back from Pauliac to Bourdeaux & for myself . . .	4.. 16..
June 2 ^d -	To 2 Nights Lodging for Azema	1.. 4..-
	5 D ^o - for myself	<u>3..</u>
	Carr ^d over Liv-	47..14..
1778	Amount Brought Over	47..14..
June 3 ^d -	To Expences with the men I conducted to Cordouan in waiting for the Tide by night	2.. 6
	To the Boat from Blaye	9..
	To 27 ^{lb} . Pipe Clay for the use of the Marines at 3 ^s 8 ^d lb	4.. 1
	To Washing for a Marine in Bordeaux Viz ^t Gaspard Cour- mes	<u>-.. 8</u>
		63.. 9
	Money due to me and Advanced by me as on the other side ⁸	<u>339.. 3..9</u>
	Total Livers	402..12..9

Errors, Omissions &c. Excepted

D, MH-H, Samuel Tucker Papers (MS Am 812).

1. The date was derived from statements in the letters of Captain Samuel Tucker to the American Commissioners in France of 12 and 14 July, both above. In his letter of 12 July, Tucker wrote that when he had a confrontation with French officials concerning Cazeneuve and other French marines, he required Cazeneuve to prepare an account before he would turn over Cazeneuve's clothing. On 14 July, Tucker informed the commissioners that Cazeneuve's accounts would be presented to them. Therefore, the statement and the attached accounts were prepared between 11 and 14 July. *Boston* was anchored at Port Louis throughout that time.

2. Continental Marine Captain Richard Palmes.

3. As seen in the accounts that are annexed, the sergeant's name was John White.

4. Continental agent John Bondfield.

5. For the incident involving Martin, see Deposition of Marine Sergeant Jerome Cazeneuve, 27 May, *NDAR* 12: 762–63.

6. Azema was a seaman with *Boston*.

7. Marine Lt. William Jennison.

8. In his letter to the American Commissioners in France of 14 July, below, Tucker contended that Cazeneuve's accounts were false and that Cazeneuve owed money to *Boston*.

DECLARATION BY FRENCH MARINES SERVING ON BOARD THE CONTINENTAL NAVY FRIGATE *BOSTON*

[*Port Louis*]

To all Friends of the United States of America

Whereas we the Subscribers be Marines belonging to the ship *Boston* under the Command of Samuel Tucker Esq^r have absented ourselves from said Ship for some time past, we now declare to all the World, that it was not on any Account we accused any Officers on Board; as has been Reported; Injurious to their Carrecters, perticularly M^r Reed & M^r Bates.¹ And we declare, that we have had while on Board, more Indulgence then the Americans themselves, and that we are willing to continue on Board as Marines, and Consent to be govoned according to the Regulations made & provided by the Hon^{ble}. Continental Congress for the Naveil department; and promise to behave ourselves as faithfull Subjects to the American States. and to continue on board untill we arrive at Boston & then to be Dischareged. In whitness whereof we sign our Names. On Board the *Boston*. July. 14. 1778.

Nayant porte aucune plante au general²

Nayant Point Porte Plainte³

Nayant Point Porte Plainte

Fayard

Delhom

Brumont

Rateau

Cauçh

Dazema

LaCombe

D, MH-H, Samuel Tucker Papers (MS Am 812). Docketed: "The Frenchmens/declaration at Port Lewis/on Acc^t of their Usage/July 1778." Tucker enclosed a French language version of this document in his letter to the American Commissioners in France, of this date, above, which is now in PHI, Benjamin Franklin Papers, vol. 2, p. 69. The French marines signed both versions.

1. Lt. Benjamin Reed and Lt. Benjamin Bates of the Continental Marines.

2. Translated: Having brought no complaint in general.

3. Translated: Having brought no complaint at all. For background concerning this controversy, see Richard Palmes to Tucker, 8 July, and Tucker to the American Commissioners in France, 12 July, both above.

CAPTAIN GUSTAVUS CONYNGHAM TO LAGOANERE & CO.

Lagoanere & C^o
Sirs

Tineriefe¹ July 14 78

This Serves to Inform you that I touch'd here after a long Cruise of 42 days during which I made but one prize which if she gets to American will be a good one, being about 200 tons of Bale Goods.² your Friends mess^s. Cassalon & C^{o-3} very Kindly furnished me with every thing I wanted, & I Hold my self much Indebted to you for Introducing me to the Acquaintance of these worthy Gentlemen,

for amount of there Acc^t being 835 D^{rs}. 2 R^s. 30 m^s I have takin the liberty to value

on you in my bill [*to*] their favour,⁴ to which I pray your Usual Care & charge to [*y^e?*] *Revenge*,⁵ One of the prizes which I orderd for America I here is put Into palina in Distress but Hope to send her forward directly,⁶ I purpose (PG)⁷ to leave this tomorrow & hope to be more lucky this Cruise; Should any letters come to your Hands for me please to Keep them by you, when you Write me I pray you'll give me all the Information you can abo^t the Brigg at S^t Sabastians, as I suppose by this they have Come to some determination about her.⁸

LB, UkLPR, H.C.A. 32/441/7, pt. 1.

1. That is, Tenerife, Canary Is., Spain.

2. The prize, the Swedish brig *Henrica Sophia*, Peter Heldt, master, was recaptured off Cape Cod before arriving at Newburyport, Massachusetts *Letters and Papers of Gustavus Conyngham*, 149–50, insert opposite p. 152.

3. Cassalon & Co. was a merchant firm in Tenerife.

4. The abbreviations, in order, stand for Spanish dollars, reales, and maravedies, a copper coin.

5. That is, the Continental cutter that Conyngham commanded.

6. As seen in the note at Conyngham to Jackson, Tracy & Tracy, 2 July, above, the prize, *Countess of Morton*, was at La Palma, but was not “in Distress.”

7. That is, “please God.”

8. 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. On its arrival at San Sebastián, the Spanish officials at that port ordered the vessel seized and the prize crew arrested. 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.

July 15

LLOYD'S EVENING POST, MONDAY, JULY 13 TO WEDNESDAY, JULY 15, 1778

LONDON

An American vessel, called *La Basque*, laden with 222 hogsheads of tobacco, a great quantity of deer skins, and sundry other goods,¹ is taken by the *Pelican* frigate, Capt. Lloyd,² and brought into the River.

The *Eagle*, Capt. Holloway, from Dartmouth to Newfoundland, was taken by an American privateer, and re-taken by one of his Majesty's ships, and sent for Halifax.³

1. *La Basque*, Dominique Dascombe, master, was actually a French merchant ship that was en route to Spain from North Carolina. UkLPR, HCA, 32/277/7. In its edition of 15–17 July 1778, *Lloyd's Evening Post* reported that based on the price of tobacco, the cargo of *La Basque* was worth £20,000.

2. H.M. frigate *Pelican*, Capt. Henry Lloyd, commander.

3. Brig *Eagle*, S. Holloway, master, 80 tons burthen, built in Rhode Island in 1768 and owned by H. Sparks. *Lloyd's Register of Ships, 1777–1778*. It was captured by Massachusetts privateer brigantine *Montgomery*, Nathan Brown, commanding, on 4 May and re-captured by H.M. frigate *Rainbow* on 22 May. See Journal of H.M. frigate *Rainbow*, 21 May 1778, in NDAR 12: 409.

JOURNAL OF DR. JONATHAN HASKINS

[Extract]

[Mill Prison, Plymouth, July 1778]

15th. Wednesday. . . this afternoon 4 Boys Attempted Making their Escape by Climbing Over Our Prison into the frenchmans Yard¹ & were secreated in the frenchmen's Hammocks, but were Detected & Comttd. to the B[lack]. hole

D, MeHi, Jonathan Haskins Journal.

1. The "Frenchman's Yard" was the yard of the adjoining prison where French prisoners of war were held.

MEMORIAL OF THE FARMERS-GENERAL CONCERNING THE RIGHT
TO EXAMINE AMERICAN SHIPS OF WAR

Mémoire¹

Les fermiers Généraux ont eût l'honneur d'informer le Conseil par leur mémoire du 29. avril dernier² que le Capitaine Tucker commandant la fregatte de Guerre le *Boston* s'était refusé à la Déclaration Et a la visitte, ils ont rapellé les Principes de les Reglements qui veuleur et ordonnent ces formalités.

Monsieur le Directeur Général a bienvoulu en Ecrire a M^c Le Comte de Vergennes, en lui envoyant copie du proces verbal dressé au Sujet de ce refus de Visitte. Ce Ministre après d'être assuré que le Navire le *Boston* est une frégatte appartenante aux Etats unies et armée par les ordres du Congrès, a pensé que ce Vaisseau ne pouvoit être traité comme un Bâtiment marchand, Et que les Employés de la ferme générale devoient se conduire à son Egard conformément aux Regles qu'ils suivent pour les Bâtiments de Guerre de toutes les autres Nations; c'est à dire qu'ils devoient s'abstenir d'en faire la visitte Et se borner aux précautions d'usage pour empêcher les Vaisseaux de Guerre de verser de la Contrebande dans nos Ports. C'est l'objet de la Lettre cy-jointe Communiquée à la ferme Générale sous le N^o. 3905.³

Observations

M^c Le Comte de Vergennes paroît penser que les Seuls Bâtiments marchands sont astreints a la formalité des Déclarations Et des Visittes, et que les Vaisseaux de Guerre en sont dispensés; ce seroit la matière d'un privilège formel loin qu'il en existe aucun, les ordonnances des fermes, les Réglements dont Elles ont été suivies et les différents ordres des Ministres y sont expressement contraires.

L'article 11 de celle de 1681. relatif au Commerce du Tabac porte

"Enjoignons aux maître de Navires, Barques et autres Vaisseaux de declarer au bureau dans les vingt quatre heures de leur arrivée, la quantité Et la qualité du Tabac dont ils sont chargés &^{ca.}"

L'ordonnance de 1687. s'exprime aussi en fait de relâche article 9. du titre premier "Les Maîtres ou Capitaines des Vaisseaux seront tenus de faire leur Déclaration dans ces 24. heures après leur arrivée au plus prochain Bureau du lieu où ils auront elâché &^{ca.}"

La même ordonnance porte article 5. du Titre 2.

"Ceux qui feront abordes des Vaisseaux, Batteaux ou Barques dans nos Ports de mer ou autres Lieux ou nos Bureaux sont Etablis, Seront aussi tenus sur les mêmes peines de donner dans les 24. heures après leur arrivée pareilles Déclarations des marchandises de leur chargement et de représenter leurs Connaissements."

L'article 37. de la Déclaration du 1er. août 1721. confirme les dispositions de l'article 11. de l'ordonnance de 1681. cy dessus raporté; il ordonne qu'au moment de l'arrivée des Vaisseaux les Commis puissent aller àbord pour veiler et empêcher qu'il ne soit rien déchargé qu'après en avoir fait ou assuré la visitte; il enjoint au Capitaines et autres officiers de l'Equipage de donner aux Commis toute aide, faveur et protection Et d'empêcher qu'ils icy soient troublés.

Enfin les dispositions de l'arrêt du Conseil du 15. Septembre 1733. servant de

Réglement pour les Tabacs de provision qui setrouvent sur les Bâtiments Etrangers, ne sont pas moins expresser, l'article 1^{er} porte "Les Commis et préposés du fermier pourront l'instant de l'arrivée de tout Navire Etranges de quelque Nation qu'il soit, setransporter àbord d'celui, à l'Effet d'exiger la représentation des Tabacs de provision, et de prendre les mesures convenables pour qu'il n'en soit fait aucun Versement frauduleux."

L'article 2. confirme la Loi de la Déclaration dans les 24 heures de l'arrivée des Navires, soit qu'ils viennent par destination, ou par relâche.

Toutes ces différentes dispositions des Règlement ne sont pas Seulement propres aux Bâtiments françois ou Etrangers, Marchands ou armés en guerre, Elles Sont communes aux Vaisseaux du Roi, l'article 566. du Bail des fermes de forceville dont les clauses sont les mêmes pour tous les Baux subséquents, s'exprime ainsi "les Commis Et gardes pourront aussi faire toutes Visittes dans nos Vaisseaux Et Galeres pour la Conservation de nos Droits; a quoi les Chefs d'Escadre Et les Intendants de la Marine tiendront la main."

Il n'est pas sans exemple qu'en différents tems des Commandants des Vaisseaux du Roy ayent cru pouvoir se dispenser de remplir ces formalités, ou même s'y Soient refusés, mais il est sans exemple qu'ils y aient été autorisés; au contraire les ordres particuliers de Ministres ont toujours maintenu dans ces circonstances l'observation des Règles Et l'exécution des Règlements.

En 1724. il fut armé un Vaisseau du Roy pour aller charger à Nantes des Bois de Construction; l'officier Commandant ce Bâtiment demanda d'être déchargé de faire sa Déclaration au bureau des fermes et d'y prendre les Expéditions ordinaires, cette demande ne fût point accordée. Elle fut jugée contraire a l'ordonnance de 1687 dont l'exécution même à l'Egard des Vaisseaux du Roi fut regardée comme le Seul moyen de prévenir les abus. C'est-ce qui résulte d'une Lettre de M^c Le Controleur Général Monseigneur le Comte de Maurepas du 28 août de la même année 1724.

En 1764. il se présenta une autre difficulté des officiers des Vaisseaux du Roy refuserent de recevoir les Employés des fermes àbord de leurs Bâtiments; La ferme Générale adressa des représentations à Mr Le Duc de Choiseul Et lui demanda de nouveaux ordres tant au Sujet de la visite des Employés àbord des Vaisseaux et autres Bâtiments du Roi lors de leur retour dans les Ports, qu'à l'Egard de la Déclaration qui doit être fournie au bureau des fermes.

Ce Ministre fit à la ferme Général l'honneur de lui marquer qu'il ne restait rien a prescrire sur les objets de son Mémoire, que toutes les instructions remises aux officiers Commandants des Vaisseaux et autres Bâtiments du Roi portoient Expressément qu'à leur retour, ils recevoient à leur bord les Employes des fermes, et empêcheroient qu'ils ne fussent troublés dans leurs fonctions. Ce Ministre ajouta que l'un des officiers Commandants qui par un mal Entendu avoit paru vouloir s'écarter de cette Règle avoit été d'esaprové de facon qu'iluy avoit pas lieu de craindre que son exemple fut suivi. La Lettre de Me. Le Duc de Choiseul à ce sujet est du 11. Août 1764.

En 1767. il fut fait sur des matelots au nombre de huit une saisie de vingt quatre parottes de Tabac qui avoient été déchargées du bord de la frégatte du Roi l'*hirondelle* alors dans le Port de Bayonne; le Commandant de ce Bâtiment reclama les matelots sur le pretexte du service ; ils lui furent rendus pour les gardes jusqu'au lendemain qu'ils devoient être conduits au Bureau pour y remplir les formalités résultantes de la Saisie Mais ils furent retenus àbord où on ne permit pas même la Signification du procès verbal; à cette occasion le Directeur des fermes observa que les officiers des

Vaisseaux du Roy qui fréquentoient le Port de Bayonne pour y prendre des Charge-ments de mâtire et de Bois ne vouloient absolument souffrir aucune visitte des Em-ployés des fermes soit àbord de leurs Bâtimens, soit même dans les Canots; La ferme Général rendit compte de ces faits; Mr Le Duc de Praslin blama la conduite de l'offi-cier Commandant, et donna les ordres les plus précis pour que les Commandants des Bâtimens du Roy permissent les visites des Employés des fermes, tant à leur bord, que dans les Canots et pour qu'ils ne s'opposassent point a ce que les officiers, Mariniers, matelots et autres gens de mer qui se trouveroient Saisis de Tabac de Contrebande ou autres marchandises prohibées, fussent punisse suivant l'exigence des cas.

Il est prouvé par le raport des ordonnances Et des Réglements que tous Navires Etrangers quels qu'ils soient sont assujettis aux formalités de Déclarations et des vi-sites que les Vaisseaux même du Roi n'en sont pas dispensés, que Dans tous les tems et dans toute les circonstances le Gouvernement a maintenu même à leur Egard l'exécu-tion de la Loi. or si les Vaisseaux du Roy sont Assujettis à la Règle générale, a plus forte raison doit il en être de même des Vaisseaux Etrangers armés en guerre de quelque Nation qu'ils Soient. Jamais aucune puissance Etrangere alliée de la France, n'a été dispensée de ces formalités; il ne paroît pas qu'on puisse se prêtes aucune exception, Elle en Entraineroit d'autres dans les Suites, et sufferoit seule en ce moment pour anéantir les prohibitions et ruiner les droits du Roy.

Les fermiers Généraux ont l'honneur de proposer ces observations comme très importantes pour la Régie qui leur est confiée. Ils supplient le Conseil de leur procu-rer une Décision qui en Soumettant au droit commune les Vaisseaux des Etats unis d'amérique, serve à fixer la conduite qui doit être tenüe à leur Egard./.

[Translation]

Memorial¹

The Farmers-General had the honor to inform the Council by their memorandum of the 29th April last² that Captain Tucker, commanding the frigate "*Boston*," had refused to make a declaration or allow an examination. They called to mind the principles and regulations that require and order these formalities. The Director General was good enough to write about it to Count de Vergennes, sending him a copy of the procès-verbal drawn up on the subject of this refusal to allow an examination. That Minister, after having assured himself that the ship "*Boston*" was a frigate belonging to the United States and armed by order of Congress, considered that it could not be treated like a merchant vessel, and that the officers of the Farm-General should behave in respect thereto in conformity with the rules they observe towards ships of war of all other nations; that is to say, that they should abstain from making an ex-amination, and limit themselves to the usual precautions for preventing ships of war bringing contraband goods into our ports. This is the subject of the annexed letter communicated to the Farm-General under the number 3905.³

Observations

The Comte de Vergennes seems to think that merchant vessels only are subjected to the formality of declarations and examinations, and that ships of war are exempt therefrom; this would be a matter of formal privilege, and far from existing, the ordi-nances of the Farms, the regulations following thereon, and the various orders of the Ministers are expressly contrary thereto.

Article 11 of the Ordinance of 1681, relating to the tobacco trade runs thus:—

"Masters of ships, barques and other vessels are enjoined to report to the bureau,

within twenty-four hours after their arrival, the quantity and quality of tobacco with which they are laden," etc.

The ordinance of 1687 expresses itself thus regarding putting in port—Article 9 of the first title:—

"Masters or captains of vessels will be required to make, within twenty-four hours after their arrival, their declaration to the nearest bureau of the port where they put in," etc.

The same ordinance contains as Article 5 of the 2nd title:—

"Those who, with vessels, boats or barques, put into our seaports or other places where our bureaus are established, will also be required, on the same penalties, to give, within twenty-four hours after their arrival, similar declarations of the nature of their cargoes, and to produce their bills of lading."

Article 37 of the declaration of the 1st August 1721 confirms the provisions of Article 11 of the Ordinance of 1681 abovementioned; it orders that at the moment of the arrival of the vessels the employees may go on board to watch and prevent anything being taken ashore until after having made or ensured its examination; it enjoins captains and other officers of the crew to give the employee every help, favor and protection, and to prevent his being disturbed.

Finally, the provisions of the Decree of the Council of the 15th September 1733, serving as a regulation regarding the tobacco stores on board foreign vessels, are not less express. Article 1 states:—"The clerks and officers of the Farmer may, at the moment of the arrival of a foreign vessel of any nation whatsoever, go on board thereof for the purpose of demanding the production of the store of tobacco, and of taking proper measures so that no fraudulent landing be made."

Article 2 confirms the law regarding the declaration within twenty-four hours after the arrival of the ships, whether the port be their destination or a stopping-place.

All these various provisions in the regulations are not only applicable to French or foreign vessels whether merchantmen or armed as ships of war; they are common to the King's ships; article 566 of the lease of the farms of many towns, the clauses of which are the same for all subsequent leases, is expressed thus; "the clerks and custodians may also make any examination in our vessels and galleys for the preservation of our rights, in which the flag-officers and the intendants of the navy will lend their aid."

It is not an unprecedented thing, that at various times commanders of the King's vessels have thought they could dispense with carrying out these formalities and even refused to fulfill them, but there is no precedent for their being authorized to do so; on the contrary, special orders from the Ministers have always upheld in these circumstances the observance of the rules, and the fulfillment of the regulations.

In 1724, one of the King's vessels was armed to go and take on board at Nantes some ship-building timber; the officer commanding this vessel asked to be excused from making a declaration at the Farms' bureau, and from taking there the usual pass; this request was not granted; it was considered contrary to the ordinance of 1687, the observance of which, even with regard to the King's vessels, was considered the only means of preventing abuses. This is evident from a letter from the Controller General to the Comte de Maurepas of the 28th August of the same year, 1724.

In 1764 another difficulty presented itself. Some officers of the King's vessels refused to receive the employees of the Farms on board their vessels: the Farm-General made representations to the Duke de Choiseul, and requested from him fresh orders,

both on the subject of examination by the employees on board the King's vessels on their return to port, and with regard to the declaration that should be furnished to the Farms' bureau.

That Minister did the Farm-General the honor to state that there was nothing to be prescribed on the subject of the representation; that all the instructions given to the commanding officers of the Kings' vessels expressly stated that on their return they should receive on board the employees of the Farms, and prevent them from being disturbed in their duties. That Minister added that the conduct of one of the commanding officers who, through a misunderstanding, had appeared to wish to dispense with that rule, had been disapproved of in such a manner as to leave no reason to fear that his example would be followed. The Duke de Choiseul's letter on this subject is dated 11th August 1764.

In 1767, there were taken from eight sailors twenty-four rolls of tobacco which had been landed from the Kings' frigate "*l'Hirondelle*" then in the port of Bayonne; the commander of that vessel reclaimed the sailors on pretext of service; they were returned to him to be kept until the following day when they were to be taken to the bureau to fulfill the formalities resulting from the seizure. But they were kept on board, where the procès-verbal was not even allowed to be served. On this occasion the Director of the Farms observed that the officers of the King's vessels frequenting the port of Bayonne to take in cargoes of masts and wood would not on any account allow any examination by the employees of the Farms, whether on board their vessels or in the boats; the Farm-General reported these facts; the Duke de Praslin blamed the conduct of the commanding officer, and gave most precise orders that the commanders of the King's ships should allow the examination by the employees of the Farms, both on board and in the boats, and should not in the least oppose officers, watermen, sailors, and other sea-faring persons who might be seized with contraband tobacco or other prohibited merchandise being punished according as the case might require.

It is proved, by the testimony of ordinances and regulations, that all foreign vessels whatsoever are subject to the formalities of declaration and examination; that even the King's vessels are not exempt therefrom, that at all times and in all circumstances the Government has upheld, even with regard to them, the execution of the law. Now, if the King's vessels are subject to the general rule, there is all the more reason that the same should be the case with foreign armed vessels, of whatever nationality they may be. Never has any foreign power, allied to France, been exempt from these formalities; it does not appear that we can favor an exception; that would involve others later on, and would, at this moment, suffice only to annul the prohibitions and destroy the King's rights.

The Farmers-General have the honor to submit these observations as being very important to the administration that is entrusted to them. They beg the Council to procure for them a decision, which, while subjecting to the common law the vessels of the United States of America, may serve to define the conduct that is to be observed with regard to them.

Stevens's Facsimiles, vol. 22, no. 1928. Notations: "Joint a la lettre de M^e Necker du 24. Juillet 1778"; "Juillet 15"; "N^o. 3905."; translation: "Annexed to Mr. Necker's Letter of 24 July 1778"; "July 15."; "No. 3905" See Necker's letter below at 24 July.

1. In the Margin: "Traittes D^{om}. de Bordeaux // Vaisseau de Guerre des Etats unis d'Amérique, arrivé à Bordeaux. Déclaration Et Visittes / Mr. Marquet de Peire / 15. Juillet 1778./"; translation: "Trade. Bor-

deux Division // Ships of war belonging to the United States of America at Bordeaux. Declarations and Examinations / M^r Marquet de Peire / 15 July 1778.”

2. See “Procès-verbal by the Officers of the Farmers General at Bordeaux,” of 9 Apr., in *NDAR* 12: 544–47.

3. Comte de Vergennes to Jacques Necker, 17 May 1778, *NDAR* 12: 703–4.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN SAMUEL TUCKER

Samuel Tucker Esq^r Commander of the Continental Ship of War *Boston* actually at L Orient

Sir

Nantz 15 July 1778.

I had the pleasure of writing to you Yesterday to which I beg leave to refer, Yours of the 13 Inst^l is just now come to hand by which I see that my letter to M^r Puchelberg² has been badly understood when you say that it mentioned that he was not to advance any Money for the Saylor's it is true that such are my orders from the Honourable Commissioners but notwithstanding I desired him to pay you as far as £6000” on acc^t of the Prizes ‘till the sales came on, which I did not chuse should be made directly because that L Orient is a Port that makes no consumption of fish and that I wanted priorly to give advice to the Merchants here and at S Malos that this article might sell the most advantageously possible besides I expect by tomorrows Post Letters from the H^{ble} Comissioners in answer to what I have wrote them respecting to the Duties on Coals and fish³ which are exorbitant—I am extreamly sorry to see that you are so impatient as I fear that the Custom house officers will insists upon the ordinary duties of the sale are once made, at all Events I have desired M^r Lee (who is in my house) to be kind enough to go and meet you in order to settle every thing together with you and M^r Puchelberg mutually satisfactorily—said M^r Lee is Son to the Hon^{ble} R. H. Lee member of Congress and Nephew to the Comissioner you will therefore be pleased to receive him with your usual Complacency and I will thankfully acknowledge all the Civilities you will please to shew him—⁴ I hope if you have sold the Prizes as you mention (w^{ch} notwithstanding you have no right to do) that it will have been done for the best advantage, as I am accountable for half the Value to the Honourable secret Comittee, and that I am in duty bound to make the most Money I can of them

I suppose it will not be long before you receive your orders from Paris to proceed here to join the *Providence* who will shortly be ready,⁵ I can only repeat to you that I shall be very happy to see you and shew you all the Politeness & Civilities in my Power—I am sincerely [&c.]

J.D^l Schweighauser
Commercial Agent for y^e
United States of America

LB, MH-H, Samuel Tucker Papers (MS Am 812). Addressed: “Samuel Tucker Esq^r/Comander of the Continental/Ship of War y^e *Providence*/actually at/L Orient/Ⓕ favor of/M^r Lee/J D^l.” Docketed: “Schweighauser/Cl Agent. Nantz July/14.1778—/Copy^d.”

1. See Tucker to Schweighauser, 13 July, above.

2. Schweighauser’s letter to Puchelberg has not been found.

3. In his letter of 13 July, Tucker had expressed concern regarding duties on the cargo from his captured prizes, which included, among other things, coals and dried fish. On Tucker’s prizes, see James Moylan to the American Commissioners in France, 8 July, above.

4. Twenty-year-old Thomas Lee had gone to live with Schweighauser and to become his clerk in order to learn business practices and French. *Papers of Benjamin Franklin* 27: 294n.

5. In a letter of 13 July, above, the American Commissioners in France instructed Tucker to cruise with

Capt. Abraham Whipple and the Continental Navy frigate *Providence*.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Wednesday July 15th [1778]

[*Port Louis, France*]

This Day pleasant Weather, the Brigg *Brittania* a prize I took the 23d- June¹ arrived here this Evening all well on Board, I thought it was impossible but that she should be recaptured, being out so long a Time

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. On the capture of the brig *Britannia*, master William Baker, see Journal of the Continental Navy Frigate Boston, 23 June, above.

July 16

JOURNAL OF DR. JONATHAN HASKINS

[Extract]

[Mill Prison, Plymouth, 1778]

16th. of July Thursday . . . Our Guard Now consists of Cornish[,] Devonshire & Somersetshire Militia Mixed with the 13th Regt. a Capt Company Viz about 60 in Number

D, MeHi, Jonathan Haskins Journal.

AMERICAN COMMISSIONERS IN FRANCE TO LIEUTENANT THOMAS SIMPSON

Lt. Simpson,

Sir,

Passi July 16th 1778.

We have Long wished to accommodate Disputes among the Officers of the *Ranger*, and have at length the Pleasure to inclose you a Letter from Captain Jones,¹ which has given Us much Satisfaction for several Reasons; one of which is that it has given Us, an opportunity to reinstate you on Board the *Ranger*.

You are accordingly upon the Receipt of this Letter, forthwith, to take the Command of the *Ranger* as her first Lieutenant and to join Captain Whipple of the *Providence*, and observe his Orders relative to your future Cruises and Voyage to America.²

As to the British Prisoners you will leave them in such place and in the Custody of such persons as M^r. Schweighauser shall advise.³

Copy, DNA, PCC, item 84, vol. 1, p. 156 (M247, roll 111). Notation: "(Copy)." On the draft of this letter is a note in the hand of Arthur Lee: "Delivered Captain Jones a Copy of the above Letter the 5. of August, 1778." *Adams Papers* 6: 162n.

1. Capt. John Paul Jones to the commissioners, this date, below.

2. See also, American Commissioners in France to Capt. Abraham Whipple, this date, immediately below.

3. On this same date, the commissioners wrote Jean-Daniel Schweighauser ordering him to quickly furnish *Ranger* with "Necessaries" so it could put to sea. They also informed him the British prisoners in American naval vessels were to be left in Schweighauser's custody and that "tomorrow" the commissioners would try to obtain orders from the French Ministry of Marine regarding where those prisoners should be lodged. DNA, PCC, item 84, vol. 1, p. 156 (M247, roll 111).

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN ABRAHAM WHIPPLE

Captain Whipple,

Passy July 16th 1778.

We have ordered Lieutenant Simpson, to whom the Command of the *Ranger* devolves, by the Destination of Captain Jones to another Service,¹ to join you and obey your Orders, respecting his future Cruises and Voyage to America. We wish you to use all possible dispatch in getting to Sea with the *Providence*, *Boston*² and *Ranger*.

You are to Use your utmost Endeavours, to take, burn, sink and destroy all Privateers of Jersey & Guernsey, and all other British Cruisers, within the Command of your Force, as you may have Opportunity. We are &^{ca}

You are to leave all the Prisoners in such place and in the Custody of such persons as M^r. Schweighauser shall advise.³

Copy, DNA, PCC, item 84, vol. 1, p. 156 (M247, roll 111). Notation: "(Copy)."

1. See the commissioners to Simpson, this date, immediately above, and Capt. John Paul Jones to the commissioners, this date, immediately below.

2. Continental frigate *Boston*, commanded by Capt. Samuel Tucker.

3. Continental agent Jean-Daniel Schweighauser. Whipple's prisoners arrived in Nantes on 31 July. See Schweighauser to Whipple, 31 July, below.

CAPTAIN JOHN PAUL JONES TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen,

Passy July 16th 1778

At the time when I took Lieutenant Simpson's parole I did not expect to have been long absent from America—but as circumstances have not rendered the time of my return less certain, I am willing to let the dispute between us drop forever by giving up that parole⁺—which will entitle him to command the *Ranger*.

I bear no Malice, and if I have done him an Injury, this will be making him all the present Satisfaction in my Power—if on the contrary he hath injured me; I will trust to himself for an Acknowledgement. I have the Honor [&c.]

Sign'd Jn^o P. Jones

+ The parole, not having been demanded, was not given up.¹

Copy, NHpR, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783. There is also a copy of this letter at PPAmP that includes a copy of Thomas Simpson's parole of 10 June 1778 and the following notation, which precedes the letter: "Copy of a letter from Captain Jones of the American Navy to the Commissioners at the Court of France dated at Passy the 16th day of July in the moment when they were about to give Mr. Livingston a Commission and appointment to Command the *Ranger*." Musco Livingston had been the second lieutenant of the frigate *Boston* but was forced to resign his commission because of ill health. For more on Livingston, see Samuel Tucker to John Adams, 4 July 1778, above.

1. This sentence is written vertically along the left margin of the letter.

JEAN-DANIEL SCHWEIGHAUSER TO THE AMERICAN COMMISSIONERS IN FRANCE

To the Honorable Commissioners of the United States of America, at the Court of France, actually resident at Passy.

Honorable Gentlemen.

[Nantes] July 16 [1778]

Beging leave to refer you to mine of the 9 inst:¹ I have now to inform you that

Capt. Whipple at his return to his Ship, having wrote to me that he wanted the goods you had pointed out to be sent by him² in order to Stow his hold properly, I made yesterday application to M^r Williams³ Clerk for the Continental stores in his Possession, when he told me that he had no objection to deliver them provided I wou'd give him an order upon you Gentlemen, for their amount. Which I could not comply with, having no directions from you to that purpose, which I hope you will approve.— M^r Ross being by some means apprised of this, has proposed Some Powder belonging to the Public, which the Captain has accepted & is now occupied in taking into his Powder Room.⁴

Yesterday I sent the last boat with the Provisions & Slops on board & have now nothing else but what the Captain can take when he receives his last dispatches, I am actually gathering the accounts, I hope to be able to make the general one shortly, in order to transmit you. I have the honor to be respectfully [&c.]

J. D. Schweighauser

Permit me to remind you of what I hinted to you in my last of 9 inst: of the necessity of taking the proper arrangements with the Farmers⁵ respecting the Prises, as it really appears clear to me that they shou'd not be consider'd, altho English, as the produce of that Country, leaving this to your better judgement beg leave to Subscribe myself as on the other side Honorable Gentlemen [&c.]

J. D. Schweighauser

L, MH-H, Arthur Lee Papers, ser. 3, no. 58.

1. This letter has not been found.

2. See the commissioners' letter to Capt. Abraham Whipple of 23 June, and Whipple to the Commissioners, 2 July, both above.

3. Former Continental agent Jonathan Williams Jr.

4. On 14 July, Thomas Lee, who was living with and serving as a clerk for Schweighauser, wrote his uncle Arthur Lee concerning this gunpowder: "M^r Ross had 15 Tons of Gun Powder bought on his private account for to ship to America, which by some meanes was left here and has ever since been in a Magazine at Paimbœuf; this Powder he now intends passing to the public Acc^t as you will see by M^r Schweighausers Letter of this Day to the Commissioners. This Powder must certainly have lost its force in a great measure." ViU, Lee Family Papers.

5. The Farmers-General, a tax-collecting arm of the French government. See note at Gabriel de Sartine to the American Commissioners in France, 6 June, above.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday July 16th. 1778.—

[Port Louis, France]

This Day pleasant Weather. at 10 AM. I orded M^r Atkins on Shore to the Broker, to enter the Prize Brig *Britannia*,¹ he being put on Board of s^d. Prize on June 23^d. 1778, as mate under a french prize master,² after doing his Buisiness on Shore he coming on Board the Ship, was Ordered by the first Lieu^t.—M^r Reed³ to go on Board the Prize, and behave himself in his former Station, he went immediately on Board & demanded the Charge of the prize telling the prize Master he had orders from the Lieu^t to take command of the s^d. prize; the prize Master would not give up his Charge, untill he had Orders from one, who gave it him; they fell into a dispute, whereby the honest prize master received a Wound by a knife, who complayned to me immediately, after hearing the Complaynt I sent M^r Reed on Board the Prize to send all Hands on board the Frigate, I examined them to no Satisfaction, I then inflected 12 Lashes on the bare back of the s^d. Atkins, for assuming a false Charge & suffering the prize master wounded.—⁴

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. The broker was a Mr. Field. *Britannia* was carrying a cargo of fish.

2. The prize master was J. P. Giscard.

3. Lt. Benjamin Reed.

4. In his journal entry for 17 July, below, Lt. William Jennison indicated it was a board of officers of *Boston* who decided the punishment for William Atkins.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Port Louis, France*]

[July] 16 A black man Cuff Jennings for Abusing the Officers was flogged with 12 lashes—¹

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. According to the journal of Continental Navy frigate *Boston*, this incident occurred on 12 July. See above.

July 17

“EXTRACT OF A LETTER FROM LIEUT. ALEXANDER CHRISTIE, OF HIS MAJESTY’S SHIP THE *BEDFORD*, AT SEA, ONE OF ADMIRAL BYRON’S FLEET, TO HIS FATHER AT INVERNESS, DATED JULY 17, LAT. 46.5. LONG. 43. W.”

“I embrace this opportunity of sending you a few lines by a ship that I hope will arrive safe in England. We parted from Admiral Byron¹ in a very hard gale of wind the 4th of this month. We and five more sail of 74 guns are in company. The *Grafton* and our ship have sprung our main-masts;² *Royal Oak*, Admiral Parker, his top-masts;³ the *Sultan* her main-mast in two places, and lost all her top-masts;⁴ the *Albion*⁵ has lost her main-mast and all her top-masts, and has been seen steering for England. What has become of the rest of the fleet we know not, or how they have suffered.⁶ We are to rendezvous at New York. I am &c.”

The London Chronicle, 5–8 Sept. 1778.

1. On the make-up and mission of the squadron commanded by Vice Admiral John Byron see Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3 and 18 May, in *NDAR* 12: 654–55 and 705–6, and 5 June, above.

2. H.M.S. *Grafton*, Capt. Andrew Wilkinson, commander; H.M.S. *Bedford*, Capt. Edmund Affleck, commander.

3. H.M.S. *Royal Oak*, Rear Adm. Sir Hyde Parker Sr. commander.

4. H.M.S. *Sultan*, Capt. John Wheelock, commander.

5. H.M.S. *Albion*, Capt. Sir George Bowyer, commander.

6. There were eight additional ships in Byron’s squadron. It was 26 Sept. before this scattered squadron reassembled at Sandy Hook. When it reassembled, the squadron was missing two ships: H.M.S. *Russell* had returned to England because of storm damage and H.M.S. *Invincible* was lying crippled in St. John’s, Newfoundland. Moreover, all of Byron’s ships required extensive refitting, and it was not until 18 Oct. that the squadron was able to sail in search of the French fleet commanded by Vice-amiral comte d’Estaing. James, *British Navy in Adversity*, pp. 110–11.

WILLIAMSON’S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE, FRIDAY, JULY 17, 1778

Sir Geo. Collier, Captain of his Majesty’s ship the *Rainbow*, writes, in a letter of the 11th of May,¹ that on the 11th, being a few miles from land near Casco Bay, he fell in

with and retook the *Martha*, with a valuable cargo, which had been taken by the Rebels on her voyage from London to New York;² that he had also retaken the *Elizabeth*³ and *Polly*,⁴ the former having been bound from Bourdeaux to New York, laden with wines and brandy, the latter from St. Augustine to London, with tobacco and tar; and that he had taken the *Mary*, a schooner from Faro for Boston, laden salt.

. . . A letter from Halifax, dated June 8, mentions, that the *Mary*, Capt. Smith, from St. Augustine to London, has been taken twice by rebels, and as often retaken by his Majesty's ships. She is now brought in there by the *Ambuscade* man of war;⁵ her cargo consists of 187 barrels of tar, 32 hhds of tobacco, 1500 oak staves, &c.

1. The first paragraph of this letter seems to have been drawn directly from Collier's letter to Philip Stephens of 16 May 1778. See Captain George Collier to Secretary of the Admiralty Philip Stephens, 16 May 1778, in *NDAR* 12: 365.

2. Ship *Martha*, Peter McIntosh, master, had been captured by the Continental frigate *Boston*, Capt. Samuel Tucker, commander, on 10 Mar. Lt. Hezekiah Welch of *Boston* had been sent to Boston, Massachusetts, with the prize. See Samuel Tucker to the Continental Navy Board of the Eastern Department, 11 Mar., in *NDAR* 11: 1079–80, and Diary of John Adams, 14 Mar. 1778, in *NDAR* 11: 1085–86. An "Extract of a letter from Dover, July 3," printed in *Williamson's Liverpool Advertiser* on 10 July reported that the cargo of *Martha* was valued at £70,000 and "would have been most acceptable to the rebels if they could but have carried her in safe." *Martha* carried "bale goods"; Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 484. For an account of the recapture of *Martha*, see Journal of H.M. frigate *Rainbow*, 11 May 1778, in *NDAR* 12: 326–27.

3. Brigantine *Elizabeth*, Thomas Howe, master, captured on 2 May off Cape Ann. It carried a cargo of wine and brandy. The master contended the brigantine was a recapture but his claim was denied. *Records of the Vice-Admiralty Court at Halifax, Nova Scotia*, 26. Other records give the date of capture as 1 May; Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 484. The British record of the recapture notes that *Elizabeth* had been captured by the Massachusetts Navy brigantine *Hazard*, commanded by Capt. Simeon Samson, an account that was corroborated in a Boston newspaper. Journal of H.M. frigate *Rainbow*, 1 May 1778, in *NDAR* 12: 237; and *The Boston-Gazette, and Country Journal*, 18 May 1778, in *NDAR* 12: 380.

4. Both Collier, in his letter to Stephens of 16 May 1778, and the newspaper reversed the names of *Mary* and *Polly*. According to the Howe's Prize List, *Rainbow*'s journal, and the Vice-Admiralty Court at Halifax, Nova Scotia, it was schooner *Polly*, Ignatius Webber, master, that was captured while on a voyage from Faro, Portugal, for Boston with a cargo of salt. It was taken on 9 May between George's Bank and Cape Ann. Collier to Stephens, 16 May 1778, in *NDAR* 12: 365; Journal of H.M. frigate *Rainbow*, 9 May 1778, in *NDAR* 12: 302; Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; and *Records of the Vice-Admiralty Court at Halifax, Nova Scotia*, p. 61.

5. *Mary* was recaptured by H.M. frigate *Rainbow* on 8 May and by H.M. frigate *Ambuscade*, Capt. John Macartney, commander, on 18 May 1778. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84 and 487–88. For the accounts of the recaptures of *Mary*, see *NDAR* 12: 297, 365, and 389.

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth, 1778*]

JULY 17. There are a number of very quarrelsome, lawless men in prison, who have been the occasion of a great deal of mutiny and disturbance amongst us, which has obtained for us the ill-will of our friends;¹ and we have been informed that unless there is an alteration among us, our donations will be stopped; so that we thought it proper to have Articles among ourselves. These were drawn up to-day;² they forbid all gambling, and blackguarding, which have caused great disturbance in the yard, and occasioned much fighting. They also forbid any improper language to any officer or soldier, who are now, or may hereafter be, appointed to preside over us.³ These articles were read in the yard before all the prisoners, and then stuck up in prison, and two men out of each ship's company were appointed to see them put into execution.⁴

Herbert, *Relic of the Revolution*, pp. 145–46.

1. In his journal entry of this date, Jonathan Haskins added that these "fellows who as Often as they

Receive donation Money are disguised with Beer." MeHi.

2. According to Haskins, the articles were drawn up by residents of the Long Prison and then submitted to the entire American prisoner population. Ibid.

3. According to Haskins, the articles also forbade getting "Disguised with Liquor." Ibid.

4. According to Haskins, penalties for violating the articles were to be imposed by a "Committee Chosen Out of every Crew." Ibid.

CAPTAIN JOHN PAUL JONES TO GABRIEL DE SARTINE

Honored Sir

Passy July 17th 1778

I should be ungrateful did I not return you my warmest thanks, for your kind and Generous intentions in my favor.— My greatest ambition would be to merit your future approbation; by my Services against the common Enemy of France and America.— Had your first Plan taken place¹—the most pleasing prospect of Success would have been before me: but that seems now a distant Object.

I have no doubt but that many projects, that would promise Success might be formed from the Hints which I had the Honor of sending lately for your Inspection:²— Had I been entrusted with the Chief Command, I would have held myself Responsible for Consequences.

I am bound in Honor to communicate faithfully to Congress the generous Offer which the King now makes; of Lending the *Epervier*,³ in the meantime to be employed under my Command and under the Flag of America.— I would thankfully have accepted this offer the moment that it was communicated to me; had not difficulties Occurred on account of the Situation of the American Funds in Europe.

I have now under my Command a Ship bound to America⁴—On my arrival there; from the confidence of Congress I have reason to expect an Immediate Removal into one of their best Ships. I have reason Also to expect the chief Command of the first Squadron destined for an Expedition, having in my possession several similar appointments. And when Congress see fit to appoint Admirals, I have assurances that my Name will not be forgot.

These are flattering prospects to a Man who has Drawn his Sword only upon principles of Philanthropy; and in Support of the Dignity of Human Nature.— But as I prefer a solid to a Shining Reputation—An useful to a Splendid Command—I hold myself Ready, with the approbation of the Commissioners⁵ to be Governed by you in any measures that may tend to distress and humble the Common Enemy. I have the Honor [&c.]

Jn^o P Jones

L, FrPNA, Marine B⁷, vol. 459, fol. 91. Addressed below close: "A Monseigneur/Monseigneur De Sartine/Minister de la Marine/in Court."

1. On the "first plan," see Benjamin Franklin to Jones, 1 June, above.

2. Jones's "Hints" are in his letter to Sartine of 5 July, above.

3. *Epervier* was a French Navy cutter.

4. That is, Continental Navy ship *Ranger*.

5. Benjamin Franklin, Arthur Lee, and John Adams, the American Commissioners in France.

LIEUTENANT MUSCO LIVINGSTON TO CAPTAIN SAMUEL TUCKER

Sir

Paris 17 July 1778

at length, I have got your dispatches¹ & this day Sett out for Nantes, with Cap^t Whipples Letters; which, as they concern you, it is Necessary he Should have; & his Letter to you to be brought by Me will Settle, your future planns—²

I cannot be at Lorient So Soon as the post, as I take Nantes in my way this will therefore acquaint you, of my Rout, & that you may Expect Me Thursday Next³ if nothing happens to prevent me, on the Road Such as Sickness &c— I am Sir [&c.]

M Livingston

L, MH-H, Samuel Tucker Papers, no. 66. Addressed: "Samuel Tucker Esq^r/Commander of Frigate/*Boston* at/Lorient." Docketed: "M- Livingston/Parris July. 17th. 1778/Copy^d."

1. See American Commissioners in France to Tucker, 13 July, above.
2. See Livingston to the American Commissioners in France, 21 July, below.
3. That is, 23 July.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday July 17. 1778.

[*Port Louis, France*]

This Day, pleasant weather, sold all 3 of the Prizes¹ to M^r. Puchebergh of Lorient,² the half that belong'd to the Crew to receive & devide among them, the other to be p^d to M^r. Schweighauser. Con^l. Agent at Nantee³

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. The prizes were brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig carrying a cargo of fish.
2. In a letter to the American Commissioners in France of 24 Aug. 1778, Musco Livingston, formerly an officer serving with *Boston*, charged that Puchelberg cheated Tucker in the price he gave for the prizes and their cargoes. PPAmP, Benjamin Franklin Papers.
3. That is, Jean-Daniel Schweighauser, and Nantes, France.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Port Louis, France*]

[July] 17

At 4 PM Mons^r. De Gascard complained of William Atkins' having taken the Command from him & attempting to stab him The Officers adjudged him worthy of 12 lashes which he received—¹ at 5 pm went ashore at Port Louis to see a Gen^l. Review of the Garrison—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. A fuller account of this incident is to be found at Journal of the Continental Navy frigate *Boston*, 16 July, above.

SERGEANT JEROME CAZENEUVE TO CAPTAIN SAMUEL TUCKER

Sir

BellesIsle a 17 Julliet 1778-

The Beror wil in forme you that I have Bin at Belelle wethe the general¹ that was at Lorient and that I Saw al the Englshe prisniers that wheor thear aMong Whom I found 9 that wear to Be trostet in your Coas² I could have found 30 Bot I Dowtem³ thos far I hop Sir youl faind Me Still your whell wisher and a troo frend to your Coas Plias Sir to geave My youmble Respects to Capt^{nc} palmes⁴ and to thos that Cals themSelves My frends if thear is any S^r. your Most yumble Sevant

J. Cazeneuve

L, MH-H, Samuel Tucker Papers. Addressed: "To Samuel Tucker Esq^r/Capt^{nc}. on Bord the *Boston*/Shiep of

war at port Louis/Near Lorient." Docketed: "J. Cazenaugh/Letter April/1778.—"

1. Chef d'escadre La Touche de Tréville.
2. That is, "trusted in your cause."
3. That is, "doubted them"?
4. Capt. Richard Palmes, who commanded the marine detachment aboard *Boston*.

July 18

GABRIEL DE SARTINE TO THE AMERICAN COMMISSIONERS IN FRANCE

A Versailles le 18 Juillet 1778.

Je recois, Messieurs, des Lettres de L'orient au Sujet de differents qui se sont elevés le Commandant de la Fregate americain le *Boston*, et des Francois, qui faisoient partie de son Equipage, tant, en qualité de Volontiers, qu'en cell de Matelots.¹ Suivent ce qui m'est marqué a ce sujet, quelques Moyens qu'on ait employé pour faire [*blank*] de les concilier; on n'a pas pû parvenir, et l'on a été obligé d'en faire débarquer un nombre de 28, dont 25 Volontiers et 3 Novices, et il paroît que le Mécontentement de ces gens n'étoit pas contra le Capitaine du Batiment, ne contra celuy des Volontaires mais qu'il n'en est pas de même du 1^e Lieutenant,² et de deux autres officiers de l'Etat Major, dont il est constant qu'ils avoient éprouvé de tres mauvais traitement; ce sont des faits dont le Commissaire des Classes de L'orient a eu connoissance, ainsy que M. de la Touche de Preville chef d'Escadre qui s'étant trouvé à l'orient, a l'occasion d'operation dont il est chargé, s'étoit transporté abord de la Fregate: cet officier Général a même eu personnellement des sujets de plaintes qui l'ont mis dans le cas de s'en expliquer vis-à-vis du Capitaine. Au surplus, lorsque les Gens débarqués été mis a terre, le Capitaine s'est employé a leur faire, rendre tout ca qu'il a pu de leur hardes, qui, pendant leur Observe, avoient été en partie pillés par les gens de L'Equipage; mais il paroît qu'ils éprouvent des difficultés sur leur traitement; que ces gens pretendent avoir part sur deux Prises conduits a L'orient, renonceant a toute pretentions sur deux autres qui ont été expédiées pour L'Amerique.³ Ils prétendent qu'ils ne s'étoient engagés a Bordeaux que pour une Croisiere, ainsly que leur Engagement en fait mention, et le Capitaine soutient qu'elle ne doit finir qu'a L'Arrivée du Batiment a Boston, quisque [*quisque*] ella ne soit pas expliqué dans l'Engagement; il conviendrait, Messieurs, que vous donnassiez des ordres a ce sujet pour éviter les frais auxquels cette Contestation pourroit donner lieu, si elle étoit portée une Siege de L'amirauté. Je vous prie de me marquer ce que vous auriez fait a ce sujet, a fin que je fasse connoître au Commissaire de Classes. ce Commissaire m'a mandé avoir offert au Capitaine de la Frégate toutes les facilités qui pourroient dependre de lui, pour L'Engagement de nouveaux Volontaires en remplacement. J'ay l'honneur [&c.]

De Sartine.

P.S. Le S^r Schweighauser⁴ vient de m'écrire de Nantes que son Correspondant a Brest éprouve des Difficultés de la part de l'amirauté relativement a la Vente des Prises faites par la Fregate Le *Ranger*.⁵ j'écris aux officiers de ce siege pour faire cesser ces difficultés, et j'eu donne avis au Sr. Schweighauser.

D. S.

[Contemporary Translation]

Versailles the 18 July 1778

I receive, Gentlemen, Letters from L'Orient, on the Subject of Differences, which have arisen, between the Commander of the American Frigate the *Boston* and some Frenchmen who made a part of his Crew, some in the Character of Volunteers, and others in the quality of Sailors.¹ According to what is written to me, upon this Subject, whatever means have been employed to effect a reconciliation, they have not been able to obtain it. And they have been obliged to disembark a Number of twenty Eight, twenty five of whom are volunteers and three Novices. It appears that the discontent of these People was not against the Captain of the Ship, nor against that of the Volunteers, but that it was not the same with the first Lieutenant,² and two other Officers, from whom, it appears, they had received very ill Treatment; These are Facts which have come to the Knowledge of the Commissary of the Classes at L'orient, as well as of Monsieur De La Touche de Treville Chef D'Escadre, who being at L'orient on Occasion of the Operations, with which he is charged, went on board the Frigate. This General Officer has had, even, personally Subjects of Complaint, which have obliged him to enter into Explanations with the Captain. Moreover, when the People disembarked were put on Shore, the Captain employed himself, in causing to be restored to them, all he could of their property, which during their Absence had been in part pillaged by some of the Crew; but it appears that they experience difficulties about their Pay and Subsistence; that they pretend to have a right to Shares in two Prizes sent into L'orient, but renouncing all Pretensions to two others, which have been sent to America.³ They pretend that they did not engage themselves at Bourdeaux, but for one Cruise, as their Engagement mentions but the Captain asserts that it ought not to finish, till after the Arrival of the Vessel at Boston, although this is not explained in the Engagement. It will be convenient, Gentlemen, that you give orders upon this Subject to avoid the Expence to which this Contest will give rise, if it should be carried to the Admiralty. I pray you to signify to me, what you would wish to have done upon this Subject, that I may communicate it to the Commissary of the Classes. This Commissary writes me, that he has offered the Captain of the Frigate, all the facilities, which may depend upon him, for the Inlistment of new Volunteers, to replace the others. I have the honour to be [&c.]

De Sartine

P.S. Mr. Schweighauser⁴ has written me from Nantes, that his Correspondent at Brest, meets with difficulties on the Part of the Admiralty relative to the Sale of the Prizes, made by the Frigate *Ranger*.⁵ I write to the Officers of the Admiralty, to cause those difficulties to cease and I give Notice of it to Mr. Schweighauser.

D.S.

Copy and translation, MHi, Adams Papers. Addressed below close: "M^r Franklin, Lee et Adams, Deputés de Etats unis de L'Amerique Septentrionale"; translation: "Messrs. Franklin, Lee, and Adams, Deputies of the United States of North America."

1. For an account of the dispute by Captain Samuel Tucker, commanding Continental Navy frigate *Boston*, see Tucker to the American Commissioners in France, 12 July, above.

2. Lt. Benjamin Reed.

3. The prizes were: brig *John & Rebecca*, brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig carrying a cargo of fish. Tucker sent *John & Rebecca* to Boston; the other three prizes eventually arrived in France.

4. Jean-Daniel Schweighauser, Continental Commercial Agent, Brittany Region, France.

5. Continental Navy ship *Ranger*, Capt. John Paul Jones.

CAPTAIN JOHN PAUL JONES TO ARNAUD DE LA PORTE, INTENDANT AT BREST

Sir.

Passy July 18th 1778.—

Having been detained at Paris much longer than I expected—and as I shall yet be detained by Business a few Days longer before I can set out on my return for Brest—I must beg the particular favor of you to see that the plate belonging to the Countess of Selkirk which you had the goodness to receive into the Kings Store may not be delivered to any person who may apply for it in the Name of the Officers and Men belonging to the *Ranger* or under any other Authority whatsoever—as I have pledged my Word to Return it to the Owner¹—and will on my return to Brest pay the full Value thereof to the Captors. I have the Honor to be with Singular Obligation and profound Esteem and Respect [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 54. Addressed at foot: “À Monsieur/ Monsieur De la Porte/ Intendant de la Marine/ á Brest.”

1. See Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May 1778, NDAR 12: 675–76.

CAPTAIN WILLIAM BAKER TO CAPTAIN SAMUEL TUCKER

On Board the *Boston* [*Port Louis, Fr.*]July y^e. 18th 1778

Sir

I hope you will exquse my freedom: in acquainting You that I have an opertunity of taking a Passage in the Deanish Galliot Lieing at Port Lewis Should be glad if in Your power & without Predevyce to Your-self, if you would be so kind to give me my Parole to go to England. & I Pledge you my word of Honour that I will use my uttmost endeavour to get a Release for one of the same Station as my self, from England, or any other Person you please to Name, my affairs in England are in an unsetteled situation which requires my Imeadate presence there, the Genorous treatment I have received at Your hands Emboldens me to make the above request, not Doubting but Your Goodness will Exquse my freedom I rest Sir [&c.]

W^m: Baker

L, MH-H, Samuel Tucker Papers. Addressed at bottom of page: “Cap^t/Sam^l Tucker Esq^r/of the *Boston*.” Addressed on separate sheet: “Cap^t Sam^l Tucker Esq/*Boston*.” Docketed: “Cap^t Will^m Bakers/Letter. July 18th 1778./Copy^d.” Baker was captain of the brig *Britannia*, captured by the Continental Navy frigate *Boston* on 24 June.

CAPTAIN WILLIAM HILL SARGEANT TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Having lately Arrived in a Very fast Sailing Vessell from the State of Virginia whose Owners not having it in their Power to arm her in that Country gave me full power So to do here (As well to take the Advantage of any thing that might Offer as to protect our Vessell and Cargo) I therfore take the Liberty of Requesting the favour of your granting me a Commission for that purpose, and least you might Suggest that I have lately Entered in to Arms, or that I might make a Bad Use of your Favours, I beg leave to Inform you that I a have served the State of Virginia most part of the present Warr, In a small Trading Vessell¹ nor did I quit her untill She was Condemned and broke up, the Vessell I now Command Is a Briggantine named the *Dispatch* mounting Eight

four Pounders Navigated with twenty five Men, Saint George Tucker of Williamsburgh Owner—M^r. John Hanse: Delap² to whom I am Addressed will be so Obligeing as to Stand Security for my Behaviour. I have now been here five or Six Weeks and Shoud have made this Application sooner (But that I Intended to have paid my Respects personally to you as well for this purpose as to have Inquired wether you had any Stores to Ship for the Continent haveing Room for Considerable freight in My Vessell) had it not been for the Very great Difficulty I find while present to keep an American Crew of Sailors in Order in this port. I shall Be Ready to sail in 7 or 8 Days. But shall wait for your Answer³

Shoud you have any Dispatches for the Continent and think proper to send them by me You may Depend On My Care to Destroy them if taken or forwarding them Shoud I arrive safe,⁴ I shall Attempt the Capes of Virginia or Ocrecok as Winds weath-er & other Circumstances may Admitt I am Gentlemen [&c.]

William Hill: Sargeant
Bordeaux July 18th: 1778

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 130. Addressed below signature: "To the Hon^{ble}: Benjamin Franklin/Arthur Lee & John Adams Esq^s/Paris." Addressed on separate sheet: "To/The Honorable Benjamin Franklin,/Arthur Lee, and/John Adams, Esq^s/Plenipotentiaries from the United States/of America, at the Court of/Versailles." Docketed: "W^m Hill Sergeant/Bordeaux/July 18. 1778." Sargeant's letter was enclosed in one of the same date from Samuel and Jean-Hans Delap to the commissioners that recommended Sargeant and offered security for his good behavior. PPAmP, Benjamin Franklin Papers, vol.10, fol. 131.

1. Sargeant was master of the brig *King of Prussia*. William Aylett, Report on Sundry Cargoes of Flour, DNA, PCC, item 78, vol. 1, p. 97 (M247, roll 90). There Sargeant's name is spelled "Searjent."

2. That is, Jean-Hans Delap.

3. The commissioners sent Sargeant the commission on 23 July. At the same time they sent the Delaps a blank bond, which the Delaps completed and returned on 19 Sept. 1778. *Benjamin Franklin Papers* 27: 147, 145, 424–25.

4. In their reply, the commissioners said nothing about dispatches.

July 19

LORD WEYMOUTH TO LORDS COMMISSIONERS OF THE ADMIRALTY

My Lords

S^t James's 19th July 1778

In consequence of the Intelligence received that Orders have been given by the french Court for seizing or destroying all Ships and Vessels belonging to British Subjects, I am commanded to signify to Your Lordships His Majesty's Pleasure that You send immediately Instructions to Admiral Keppel¹ to seize or destroy all Ships belonging to France or french Subjects which he may meet with, and that You give the like Orders to Vice Admiral Buckle² Commander in Chief of His Majesty's Ships and Vessels in the Downs, and to the Commanders of His Majesty's Ships and Vessels employed as Convoys or Cruizers on the Coast of Great Britain and Ireland; And it is His Majesty's further Pleasure that Your Lordships should order Vessels to be prepared with all possible Dispatch to carry the same Instructions to the Commanders of His Majesty's Fleets, Ships and Vessels on foreign Stations. I am &c Weymouth

Copy, UKLPR, S.P. (Naval) 42/53, fol. 23. Notation: "Secret/Lords Commissioners/of the/Admiralty."

1. Adm. the Hon. Augustus Keppel, in command of the Channel Fleet.

2. Vice Adm. Matthew Buckle.

JOSEPH KENDALL TO BENJAMIN FRANKLIN

Respected Sir

Nantes July 19th 1778.

Since I had the Honor of seeing you I have influenced a Relation (while in England) to discharge all my pecuniary obligations there, & am now at liberty to offer myself to you to serve in any capacity you may think me capable of—¹ My profession is that of a Surgeon, but will exert myself with pleasure in any other line, to the utmost of my abilities—I have been here about a Week—I came by the way of Guernsey & Jersey, the latter of which I left the beginning of this Month, in company with 5 Prisoners on board a Dutch Ship bound for the Isld of Brehæ—² I am sorry to inform you of the number of Privateers fitted out of those Islands, & their success in distressing our trade—from the former there are 21, the latter 16 beside 3 upon the Stocks—The Adventurers from Guernsey have taken 24 Vessels, those of Jersey 16 their force is from 16- 6^{pr} & 80 Men to half that Number of both. But they have already engaged many more in case of a War with this Country which they are in daily expectation of—& they seem'd so confident of commissions to take French property that they delay putting out to Sea till their Commissions are sign'd—. The *Fox*³ & another Frigate with a small cutter is now upon that Station, they were orderd in consequence of a French Ship of force cruiz^s off those Islands—They have no Military but the New rais'd Regiment of Highlanders command by Lord M^cCloud,⁴ they are divided between the 2 Islands, they are as yet but little acquainted with discipline & near 1/3 are Sick. The Militia are much worse, tho' exercis'd daily, every 12th. Man is upon Guard at Night, notwithstanding which I shou'd think it no difficult matter to land in the Night with 25 or 30 Men & destroy the Shipping—The principal Pier is that of S^t. Hilliare, distant near one half a Mile from the Town, containing 38 Vessels & guarded only by 2 Men—When the tide is ebb, the Water does not come within half a Mile of the Pier, on which I build the probability of success in the attempt—

There is now an American Prisoner there ready to cooperate in any Plan, you may think eligible or if you will procure him the means of escaping from the Island, he will attempt what is here intimated—this Person is Captⁿ. M^cKirdy of Maryland,⁵ he desired me to mention him in this manner to you—I have such an opinion of the practicability of the Plan, that I have no objection to make one of 30 who may be depended upon to attempt it—I should have wrote to you sooner to have offer'd myself, but I thought I might have been able to get out with the Fleet under the care of the *Providence* & the *Boston*, which I cannot accomplish for the want of Money to purchase necessaries—I have a Passage offerd me in the former of these Vessels, but I am in such want of Clothes, that I must wait till an opportunity offers to go as Surgeon, if I cannot get any other assistance—Might I presume to intrude once more upon you, I shou'd be happy to receive the means of getting either immediately to America or into the Continental employ on board one of their Ships in France—The Ship will I beleive not sail till the beginning of the next Week & if you will be so kind as to serve me by that time I shall ever acknowlege it as the greatest obligation, confer'd on Sir- Your most ob^t. Hble Serv^t

Joseph Kendall

Before I left London I informd M^r. Wharton⁶ of my wishes, & of my inability to get here, this however I have accomplish'd, but with many difficulties—for the rest I must wait the event—

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 135. Addressed: "To His Excellency/Benjamin Franklin Esq^r/Ambassador from the United States/of N. America to the Court of/Versailles." Docketed: "B. Kendall." There are calculations on the address sheet that appear unrelated to the letter.

1. Kendall, a Philadelphia Quaker, had earlier applied to Franklin for assistance, but then traveled to England and offered his services to the British. *Benjamin Franklin Papers* 25: 466n.

2. That is, Bréhat, a small Channel island.

3. H.M. frigate *Fox*, Capt. Thomas Windsor, commanding. At the time of Kendall's letter, *Fox* was at sea serving in the fleet of Adm. the Hon. Augustus Keppel.

4. John Mackenzie, Lord MacLeod, raised two battalions of Highlanders in 1777 that later became the Seventy-Third Regiment of Foot. Valentine, *The British Establishment* 2: 568–69; and Katcher, *Encyclopedia of British, Provincial, and German Army Units*, p. 69.

5. Captain John McKirdy, who later commanded the Maryland schooner *Dove*. *Benjamin Franklin Papers* 27: 126n.

6. Samuel Wharton, Pennsylvania merchant, land speculator, and friend of Franklin's who had been in England since 1770 trying to get a grant of land for a new colony, "Vandalia," which was to lie between the Allegheny Mountains and the upper Ohio River. *DAB*.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday July. 19th. [1778]

[Port Louis, France]

A very pleasant Day, let the people have part of their Prize money,¹ nothing very remarkable.—

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. On the sale of *Boston's* prizes, see Journal of the Continental Navy frigate *Boston*, 17 July, above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Port Louis, France]

[July] 19

There was some Disagreement between M^r. Reed the Lieu^t & M^r. Cooper the Capt^s. Clerk^s on Account of an Irish Officer—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Lt. Benjamin Reed.

2. William Cooper was the captain's clerk with *Boston* who also served as its chaplain.

July 20

LLOYD'S EVENING POST, FRIDAY, JULY 17 TO MONDAY, JULY 20, 1778

LONDON

On Saturday last the *Tyne Castle* letter of marque, Captain Stewart,¹ belonging to Greenock, brought in there an American vessel from Charles-Town, South Carolina, laden with rice and indigo, valued at 5000l. She is called the *Dispatch*, belongs to Congress,² and was taken in lat. 39. Long. 42. bound for France.

1. No further information on this vessel has been found.

2. For more on the Continental packet brigantine *Dispatch*, Lt. John Brown, Continental Navy, commander, and its mission, see John Bradford to Levinus Clarkson and Abraham Livingston, 16 Mar. 1778, *NDAR* 11: 654.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERMonday July. 20th [1778]

[Port Louis, France]

This Day fresh Gales, attended with heavy rains, had the three prizes,¹ secured from the Weather as far as possible.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. The prizes were brig *Elizabeth*, brig *Britannia*, and an unidentified brig carrying a cargo of "Coales & empty bottles." Tucker to James Moylan, 3 July 1778, above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Port Louis, France]

[July] 20

This morning Cap^t Tucker¹ p^d the 3^d. Class² their prize money 13 in the Class amounting to 47 Crowns Each—for Prizes taken June 23. 25 & 28th.³

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Capt. Samuel Tucker, in command of Continental Navy frigate *Boston*.

2. The third class consisted of: lieutenants of Marines, surgeons, chaplains, pursers, boatswains, gunners, carpenters, and masters' mates. They shared 2.5/20 share.

3. The prizes of the Continental Navy frigate *Boston* were the brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig.

July 21

HEATHCOTE MUIRSON TO BENJAMIN FRANKLIN

Sir

Forton Prison July 21st 1778

The unfortunate situation I am in, I beg leave to make as an apology for my troubling you to peruse the following, unhappy, anecdote of my life.

I am the youngest son of Doct^r George Muirson of Suffolk County Long Island; and connected in the family of Doct^r Joshua Babcock of Westerly,¹ whose son M^r Adam Babcock married a sister of mine. I early engaged in the service of my Country, (contrary to the express orders of my Father & family, who, have positively refus'd me evry kind of support, so long as I continue in the Rebel service, as they please to term it.) In Oct^r 1776, I was made a prisoner by Gen^l Carlton on Lake Champlain, then acting as Cap^t of Marines on board the fleet commanded by Gen^l Arnold, and was permitted to return home upon my Parole, where I remained a prisoner untill April 1778. I have been repeatedly solicited by my father & friends to return to them, making me evry offer they thought probable would tempt me, and even went so far as to procure me a pardon from Gov^r Tryon,² (on the supposition that I was to deny the service of my country,) which I receiv'd, and destroy'd.

Immediately after my exchange, I engaged in my former capacity on board the Brig^{nc}. *Angelica* of 16 Guns and ninety eight men, William Dennis Esq^r commander.

We sailed from Boston 25th. of May, and had been at sea only five days, when we fell in with and were captured by the *Andromeda* frigate from Philadelphia, Gen^l Howe being on board for England.³

We were brought to SpitHead, and after undergoing a ceremonious tryal, were committed as Pirates to this dismal Prison.

I have no desire Sir to boast of my Pedigree or connections, I only wish modestly to inform you who I am, thinking most probably you may have been acquainted with the persons or Characters of those I have mentioned, and by this means introduce myself to your Honor as a person destitute of friends and in want of almost evry necessary of life. It will be needless to enter into a long detail of my treatment it is too much to say that I was rob'd of evry thing except the clothes I had upon me; which obliges me to make my complaint in this channel and humbly ask your assistance.—

If it is in your power Sir to give me any releif, either in effecting my exchange, or by any means conveying me a sum of money, I will obligate myself to remit the value of the same agreeable to your Order.—

At present I have very little fortune except what is in the Enemies possession on Long Island; yet happily for me my brother in Law grants me evry thing I want which will enable me to answer any obligation your Honour may please to lay me under.—⁴I am Sir [&c.]
Heathcote Muirson

L, PHi, Benjamin Franklin Papers, vol. 2, no. 32. Addressed: "His Excellency/Benj Franklin Esq'/Paris." Docketed: "Heathcot Muirson/Prisoner." Addressed below signature: "His Excellency/Benjamin Franklin."

1. Joshua Babcock was an old acquaintance of Franklin's. See Joshua Babcock to Franklin, 31 May 1778, *Benjamin Franklin Papers*, 26: 548–52.

2. William Tryon was the last royal governor of New York.

3. On the capture of the Massachusetts privateer brigantine *Angelica* by H.M. frigate *Andromeda*, Capt. Henry Bryne, commanding, see Report from the British Admiralty Office, 8 July, above. Gen. Sir William Howe was aboard *Andromeda*, returning to England after turning over command in America to Sir Henry Clinton.

4. Muirson later escaped from Forton Prison and made his way to France. *Benjamin Franklin Papers* 27: 131n.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, July, 1778*]

21st. Tuesday last Night about 10 P.M. the People in the L Prison¹ Broke a hole in their P. Wall big Enough for two to go Out Abrest the hole was Ready Some time, Only Waiting a favourable Opportunity, & this Night favouring their Design Broke Ground, & falling in made some Noise;² & 4 Immediately Rushed Out & pushed by the Centry Who Alarmed the Guard so that No More had an Opportunity of Eloping— (Brot. Over) the guard Came in to that Prison, & while they were there, the Guard-House Chimney Caught on fire, Upon which Occation the Drum Beat to Arms & The Prisons was on fire: & the Prisoners a Breaking Out was the Cry; after this was Over the Guard Came in again & took of [f] Men & Carry'd them to the B. hole, only Because they were up & their Clothes on,—

To Day Cap^t Lee Ross Kirk & Shoemaker³ Climbed Over into the Frenchmans Yard, the two Latter got Out by the Centry But was Soon pursued & taken & Com^{md} to the B. hole, the Other two were found in the Hospital a Broiling of Beef Stakes they were put into the B. hole—

Those Men com^{md} to the B. Hole last Night Discharg'd to day

D, MeHi, Jonathan Haskins Journal.

1. That is, Long Prison.

2. Charles Herbert added that the night was "very dark and rainy" and that when the escaping prisoners "broke ground, the pavement fell in." Herbert, *Relic of the Revolution*, pp. 146–47.

3. Capt. John Lee of the brig *Fancy*, Arthur Kirk from the brigantine *Lexington*, Samuel Ross from the Ship *Reprisal*'s prize, and Anthony Shoemaker from the sloop *Charming Sally*. *Ibid.*, pp. 247–57.

LIEUTENANT MUSCO LIVINGSTON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Nantes 21 July. 1778-

I arrived here Last Night, deliverd my letters to Cap^t Whipple, & shall have his Instructions for Cap^t Tucker & Sett out immediately for Lorient.¹

I will be Exceedingly Obligd you, to do me the Favour, to give me two, or three Lines, either to the President of congress or by way of Certificate, Mentioning, what Cap^t Tucker Said of My Conduct, during My being on board the *boston*;² as it will be a very great Satisfaction to my Friends, & may be, Other wise Servisible to me;³ I for got to make this Request while in Paris, or would not now, have taken the Liberty to trouble you; I shall Return to Nantes, in five or Six days from whence I Expect to git a passage to america; So that If I am honourd with your Letter under cover to John Loyd Esq^r at this place, I shall be sure to git it. I have the Honour to be with much Respect [&c.]

M Livingston

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 139. Addressed on separate page: "The Hon^{ble} the Commissioners/for the United States of/America at/Paris." Docketed: "M Livingston/Nantes 21 July 1778."

1. Capt. Abraham Whipple had already sent instructions to Capt. Samuel Tucker in a letter of 7 July, above.

2. See Tucker to the commissioners, 3 July, above.

3. The commissioners wrote a letter to the President of Congress on Livingston's behalf. That letter, dated 29 July, is printed in *Benjamin Franklin Papers* 27: 174-75.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERRemarks on Board the *Boston* Tuesday July 21st 1778-[*Port Louis, France*]

This Day fresh Gales & pleasent weather, the people imployd as usual. paid the Officers their shares of Prize Money.— for the 3^d Prizes sold at L'Orient.—¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. On the sale of *Boston's* prizes, see Journal of the Continental Navy frigate *Boston*, 17 July, above.

July 22

LLOYD'S EVENING POST, MONDAY, JULY 20, TO WEDNESDAY, JULY 22, 1778

LONDON

The *Royal Subject*, Capt. Andrew Sym, belonging to Glasgow,¹ has taken and carried into New York the sloop *Greyhound*, with 86 hogsheads of tobacco, and some lumber;² and likewise another sloop, with rice, indigo, and 27 hogsheads of tobacco.³ This makes seven prizes taken and carried into New York in the course of a few months by Capt. Sym. . . .

A letter was received at Liverpool last Thursday, informing, that the *Dolphin*, Capt. Penrice,⁴ belonging to Whitehaven, was taken off Cuba, on her passage from Halifax, by an American sloop privateer, of six guns and 30 men, and sent for America. While Capt. Penrice was on board the privateer, they were re-taken by the *Le Blond*,⁵ (a ship belonging to the British Navy, formerly one of Thurot's squadron, defeated off the

Isle of Man by Capt. Elliot.)⁶ The day after the *Le Blond* and privateer being in company, fell in with a French frigate of 24 guns, which they attacked, and after an obstinate engagement took, and carried safe into Halifax.⁷ The frigate was bound for Boston.

...

The *Kitty* Fisher, of Liverpool,⁸ is taken on the Coast of Africa, by the *Marlborough* Rebel privateer.⁹

It is yesterday reported, that a French frigate, of 30 guns, and 220 men, was taken off the coast of Scotland by a 20 gun ship, cruizing there for the protection of the Scotch trade.¹⁰

The *Levant* frigate, of 28 guns,¹¹ sent in the 21st of June to Gibraltar, an American brig, called the *Robert*, laden with salt from Cadiz to North America. She had been out from Cadiz only eight days.¹²

1. Letter of marque brig *Loyal Subject*, Capt. Andrew Sym, commander, mounting four carriage guns, six swivel guns, and a crew of 15. *New-York Gazette and the Weekly Mercury*, 20 Apr. 1778.

2. Sloop *Greyhound*, Robert Cauldfield, master, from Chincoteague, Virginia, bound for Bordeaux, arrived in New York on 19 May. *Ibid.*, 25 May 1778; *Rivington's New-York Loyal Gazette*, 20 May 1778.

3. Sloop *Friendship*, Daniel Munro, master, from Charleston, South Carolina, to Amsterdam. *Ibid.*

4. Brig *Dolphin*, J. Penrice, master, 100 tons burthen, built in Newburyport in 1774, owned by W. Keith. *Lloyd's Register of Ships, 1777-1778*.

5. On 30 May 1778, H.M. frigate *Blonde*, Capt. John Milligan, commander, captured Massachusetts privateer *Washington*, Nathaniel Wardell, commander. *Journal of H.M. frigate Blonde*, 30 May 1778, in *NDAR* 12: 483.

6. Capt. John Elliot commanding a squadron including his own ship, H.M. frigate *Aeolus*, and the frigates *Pallas* and *Brilliant*, encountered Commodore François Thurot's three-ship French squadron, including the French Navy frigate *Blonde*, in the Irish Sea near the Isle of Man on 28 February 1760. In a short engagement, Elliot's squadron captured its French counterpart. The British navy purchased two of the French frigates of that squadron, *Blonde* and *Terpsichore* for service in the British navy. Clowes, *The Royal Navy* 3: 230-31.

7. Neither the *Blonde's* nor the *Raisable's* logs record such a capture. UKLPR, Adm. 51/118, part 3, fols. 112-13; Adm. 52/1938, fols. 154-55.

8. Ship *Kitty*, John Fisher, master, 160 tons burthen, built in Liverpool in 1769 and owned by F. Ingram. *Kitty* carried ten 4-pounders. *Lloyd's Register of Ships, 1777-1778*.

9. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock, commander. For more on the capture of *Kitty* on 5 Mar. and its disposition, see Log of Rhode Island Privateer Ship *Marlborough*, *NDAR* 12: 824.

10. There is no record of the loss of a French Navy frigate at the time and place noted. Clowes, *The Royal Navy* 3: 114.

11. H.M.S. *Levant*, Capt. George Murray, commander.

12. Ship *Robert*, Samuel Pelton, master, on a voyage from North Carolina to France. UKLPR, H.C.A. 32/443/2.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

22^d of July Wednesday Yesterday Noon Another hole was begun in the L. Prison;¹ & at Night when at work a Mining about 9 or 10 o'Clock they were Discover'd by the guard who Immediately Came in & took two & Comnd. To the B. hole—

This Afternoon took two Boys a Mining the Vault-Whome they Chastised & Afterwards Discharged. Two Bro^t Back of those that eloped the 20th. Inst^t, & one Return'd of his Own Accord Only because he was Hungry—²

D, MeHi, Jonathan Haskins Journal.

1. That is, Long Prison.

2. On the escape of 20 July, see Haskins's Journal entry of 21 July, above.

THE AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

M. De Sartine.

Passi July 22 1778

We have the Honour of your Excellency's Letters of July 15th. and 18th.¹

James Niggins and John Selby are wholly unknown to Us, but as their Account of themselves to your Excellency is probable enough; and if nothing appears to invalidate their Relation, We should be obliged to your Excellency if you will grant their Request.

We are very Sorry for the Dispute between two Officers of the *Boston*, and some of the Men belonging to this Nation, who had inlisted on board that Frigate, and for the Trouble your Excellency has had in Consequence of it.— We have a Letter from Captain Tucker and another from those two officers upon the same subject.²

Captain Tucker informs Us, that these Men were inlisted at Bourdeaux, by Permission of the Admiralty, not as Volunteers, but that they signed the ships Books like other Men, to proceed to Boston and were consequently liable to do the Duty, and ought to be governed by the Rules of War which are made by the Congress, for the Government of all their ships of War. That on the day of his entering at Port Louis, Eight of them obtained Liberty to go on shore, that one of them who was a serjeant,³ raised such Reports of their ill treatment from the Officers that the Deputies of his Majesty with the General⁴ came on board, and asked them if they would tarry or go on shore. They chose to go on shore. The Captⁿ. shewed the General the Book of their Enlistment, but the General, saying it was better to leave them, than to take them, ordered them on shore, with all their Cloathes, telling them, they forfeited their Wages and Prize Money. But the Captain observes that they have received of the Purser and himself, more than their Wages and Prize Money will amount to. That the two officers, complaind of, have never done any Thing contrary to, his orders except boxing one of these Mens Ears for flogging a Boy and Striking another for calling him a Buger, putting his fist up to his Nose, which they must expect no Officer would bear.— The Captain says his orders were to put up against the Bulk head, to strike no French Man whatever. This Article the two Officers broke twice, and nevermore.

This is the substance of the Captains Account of the Affair.— It is impossible for Us, at this Distance to judge between the Parties. All we wish for is that Justice may be done. Our Opinion is this, if the Men are inlisted upon the ships Books to go to Boston they ought to return to the ship and be received by the Captain, and are intituled to their Wages and Prize Money.

But if they are not inlisted in Writing to go to Boston, but only for a Cruise that Cruise is compleated by the ships return to France, they have a Right to leave the ship if they choose it, and are still intituled to their share of Wages and Prize Money, deducting from it however What has been Advanced them by the Captain and Purser.

These are our sentiments of the Justice of the affair. These We shall write to Captain Tucker,⁵ and We hope that the Dispute may in this Way be amicably ended. We inclose y^r Excellency a Copy of the acknowledgement of good treatment by some of those Sailors⁶ & our Letter to Captain Tucker, and should be obliged to your Excellency to forward it, to him with yours to the officers who have made the Complaint. We have orderd all our Frigates to sail immediately with what Goods they can carry so as not impede their Cruize.⁷

1. In his letter of 15 July, Sartine asked if the Commissioners were familiar with two prisoners at Nantes who said they were Americans pressed into service with an English privateer after capture of their vessel, the ship *Hancock and Adams*. Printed in Adams, *Diary* 4: 161–62. Sartine's first letter of 18 July is printed above. A second letter on the 18th from Sartine is discussed in note number 7, below.

2. See Captain Samuel Tucker to the American Commissioners in France, 14 July, and Petition to the American Commissioners in France on Behalf of Lieutenant Benjamin Reed and Lieutenant Benjamin Bates, 11 July, both above.

3. Sgt. Jerome Cazeneuve.

4. Chef d'escadre La Touche de Tréville.

5. This date, immediately below.

6. See Declaration by French Marines Serving on Board the Continental Navy Frigate *Boston*, 14 July, above.

7. The concluding sentence replies to Sartine's second letter dated 18 July, in which the minister urged the commissioners to order the immediate employment of American ships idling in French ports. Printed in Adams, *Diary* 4: 167.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN SAMUEL TUCKER

Sir

Passy July 22^d 1778

We have received your Letters relative to the Disputes between two of your Officers & some of your Men belonging to this Nation,¹ & we are of Opinion that if the Men are inlisted upon the Ships Books, to go to Boston, they ought to return to the Ship, & be received by you, & are intitled to their Wages & prize money. But if they are not inlisted in writing to go to Boston, but only for a Cruise, that Cruise is compleated by the Ships Return to France & they have a Right to leave the Ship if they chuse it, & are intitled to their Share of Wages & prize money, deducting therefrom however what has been advanced them by the Captain & Purser—You are strictly enjoined to take special Care that all Frenchmen who may be in the Service under you be at all times treated with Justice & Impartiality, & that Suitable Allowances be made for the Difficulties they are under in not understanding our Language, & not being habituated to our Customs—We are Your humble Serv'ts

B Franklin
Arthur Lee
John Adams

P.S. If however the Men insist on leaving the Ship altho' inlisted expressly to go to Boston, we advise you to agree to it, but in that Case we think they are not intitled to wages or prize Money—

L, MH-H, Samuel Tucker Papers. Docketed: "The Honble Commissioner/Letter Passy July 22^d. 1778/Copy^d."

1. See Tucker to the American Commissioners, 12 and 14 July, both above.

July 24

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE, FRIDAY, JULY 24, 1778

The *Robert*, Hall, from Dominica for this port,¹ is taken by the *Warren* privateer² and carried into Boston.

1. Snow *Robert*, James Hall, master, 150 tons burthen, built in Bristol, England, in 1764, owned by Samuel Spann; it carried six guns. *Lloyd's Register of Ships, 1777–1778*. A libel notice in the *Boston Gazette* of

23 Apr. 1778 gives the tonnage of *Robert* as “about 180 tons.”

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

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

24th of July Friday those in the L.P. this Morning Discover'd their Articles were Defaced,¹ & the Com^{tee}. Order'd three of those people who threatened to do the same Should be tied up to a post & Effectually washed down with cold Water for the Space of ½ hour— One who Continued to be Obstinate was Complained of [*to*] the Agent, who put him in Irons & put him in a Separate Apartment Viz. the Itchy Prison—²

D, MeHi, Jonathan Haskins Journal.

1. On these “Articles,” see the Journal of Charles Herbert, entry of 17 July, above. By “L.P.,” Haskins means Long Prison.

2. The “Itchy” prison was a separate building in the Mill Prison complex. The name came from the fact that it was where prisoners suffering from mange, which was caused by a parasitic mite, were sent. Cohen, *Yankee Sailors*, p. 63.

JOURNAL OF TIMOTHY CONNOR

[*Forton Prison, Portsmouth, July 1778*]

Friday 24th, Rainy weather this week past, Last Night 10 of our Officers made their escape by cutting a hole through their Chamber floor into the black hole and have got off clear and have not been heard of since they were as follows Capt. Hinman, Capt. Dannis, Capt. Murphy, Capt. Chew, Capt. Slacomb, Dr. Burns, M^r Wailland, M^r Lagear, M^r Tryon, Mess. Bubotrong, a French Gentleman¹ it was not made known till five o'Clock this afternoon when strick search was made after them but to no effect.

D, DLC, Forton Prison, England, American Prisoner's Journal, 1777–79, collection 2272.

1. Capt. Elisha Hinman of Continental Navy ship *Alfred*; Capt. William Davis of Massachusetts privateer brigantine *Angelica*; Capt. John Murfey [Murphy] of Rhode Island letter of marque sloop *Swallow*; Lt. Benjamin Chew of Maryland letter of marque brig *Sturdy Beggar*; Prize Master Gabriel Slacomb of *Sturdy Beggar*; Dr. Thomas Burns of *Angelica*; Midn. Benjamin Whaland of *Sturdy Beggar*; Lt. Edward Leger of Maryland armed ship *Hornet*; Lt. William Tryon of South Carolina Navy brigantine *Notre Dame*; René-Etienne Henry Vic Gaiault de Boisbertrand, a former French cavalry officer who had gone to America seeking a colonelcy in the Continental Army. Boisbertrand had been captured with Maj. Gen. Charles Lee in December 1776. See Boisbertrand to the American Commissioners in France, 5 September 1778, *Benjamin Franklin Papers*, vol. 27: 356–57. There is an account of the break-out of “Thirteen” officers in the *Gentleman's Magazine* for 1778, which states that on the same day as their escape “there was a mutiny in the hospital, which was so serious that the militia who were encamped near Wevil Brewhouse were ordered to lie on their arms all night.” *Gentleman's Magazine*, p. 332.

JACQUES NECKER TO THE COMTE DE VERGENNES

Paris le 24. Juillet 1778.

Vous m'avez fait lhonneur de me marquer, Monsieur le Comte, le 17 may d^e¹ que vous vous etiez assuré que la frégate le *Boston*, dont le Capitaine avoit refusé la declaration et la visite, apartenoit aux Etats unis de l'Amerique et etoit véritablement armée par les ordres du Congrès; Vous estimiez en consequence qu'on ne pouvoit pas le traiter comme un bâtiment marchand et que les Employés devoient, ainsi qu'ils le font à légard de tous les bâtimens de guerre, Se borner aux précautions d'usage pour empêcher le versement de la contrebande.

Les fermiers generaux, auxquels j'en ai fait part, viennent de me remettre le me-

moire² cy joint Ils y exposent qu'aux termes des ordonnances, les navires etrangers ou nationaux, soit de guerre ou de commerce, Sont assujetis à la formalité de la déclaration et de la visite; que dans tous les tems et dans toutes les circonstances l'exécution S'en est Suivie.

Quelque recherche que j'aie faite, je n'ai trouvé aucun règlement qui ait derogé a cette legislation pour les vaisseau de guerre etrangers et Sil n'en existe pas réèlement, l'interet des droits du Roi et de nos fabriques ne semble pas devoir permettre une exception, cependant je ne puis que soumettre la question à vos lumieres et vous prier de m'informer de ce que vous en aurez pensé. J'ai lhonneur d'etre [&c.]

Necker

Il me semble que jai vis cet objet fixé dans le
Traité que vous mavez communiqué.³

[Translation]

Paris, 24 July 1778.

You did me the honor to inform me. Monsieur le Comte, on the 17th May last,¹ that you had been assured that the frigate the "*Boston*", whose Captain had refused to declare and to allow the examination, belonged to the United States of America, and was really armed by order of Congress. You consequently considered that it could not be treated as a merchant vessel, and that the employees should, as they do with regard to all vessels of war, limit themselves to the usual precautions for preventing the landing of contraband goods.

The farmers-general, to whom I communicated this, have just sent me the enclosed memorial.² In this they show that, by the terms of the ordinances, foreign or national vessels, whether ships of war or traders, are subject to the formalities of declaration and examination; that at all times and in all circumstances they have been carried out.

In spite of all my researches, I have not found any regulation derogating from this legislation for foreign ships of war; and if none really exists, the interest of the King's dues and of our manufactures do not appear to admit of an exception. I can, however, only submit the question to your judgment, and beg you to let me know what you think of it. I have the honor to be [&c.]

Necker

It seems to me that I saw this matter settled
in the treaty that you communicated to me.³

Stevens's Facsimiles, vol. 22, no. 1932. Addressed at foot of first page: "M. le C^{te}. de Vergennes." Notations: "M. de Rayneval"; "memoire des fermiers g^x au Sujet de la fregate americaine le *Boston* qu'ils Se Sont crus en droit de visiter"; "rep le 30"; translations: "memoire of the farmers-general on the subject of the American frigate the *Boston*, which they believe they have the right to visit"; "answered on the 30th."

1. Vergennes to Necker, 17 May 1778, in *NDAR* 12: 703–4.

2. This word is marked with a cross, referring to the marginal notation, "au 15 Juillet" (translation: "of 15 July"). See the Memorial of the Farmers-General, 15 July, above.

3. The postscript is in Necker's hand, whereas the body of the letter is in that of a clerk. Vergennes's reply is below at 30 July.

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. This was 1/20th part of the prizes captured by Continental Navy frigate *Boston* and listed in note at Jennison's journal entry of 20 July, above.

AMOUNT OWED TO LIEUTENANT MUSCO LIVINGSTON CHARGED TO CONTINENTAL
NAVY FRIGATE *BOSTON*

Ship <i>Boston</i> to M Livingston			D ^r
1778-			
Ap ^r 25 ^h .	To my Expences from paris to Joine the) <i>Boston</i> at bourdeaux		336..
June 2.	To Expences to bourdeaux on Ships duty & which was forgot to be charged in a former ac ^t	72_	
	To My Expences from Lorient to Paris, to Nantes & back to Lorient on Ships duty	<u>1320-</u>	
	To my wagers due from 19 Ap ^l last to 25 July at 33 Doll ^s 3 ^q m ^o 106 D ^o l a. 4 ^o .10	<u>477-</u>	
			2205
	C ^r		
By Cash Rec ^d at Bordeaux	154 ^o	151	
ditt ^o at Lorient from M ^r Moylan	600		
ditt ^o of the Commissioners at paris	<u>720</u>		
	1474	<u>1471¹</u>	1474
			<u>3</u>
	Ball ^e due M Livingston		<u>734</u>
L'Orient 25 July 1778			
Rec ^d the Above acct by Order on M D Swegha ^{sr2} at Nants—			M Livingston

DS, MH-H, Samuel Tucker Papers (MS Am 812), Letter Book.

1. Someone, possibly Livingston, lowered the amount that Livingston had received at Bordeaux by 3 livres, then adjusted the credit subtotal by 3, but then added 3 livres to the final credit amount so that the balance due Livingston remained unchanged.

2. That is, Jean-Daniel Schweighauser, the Continental agent.

GUICHARD TO BENJAMIN FRANKLIN

Monsieur a Marennes Le 25. Juillet 1778.

Je Pris La Liberté de Vous Ecrire Le 6. de ce mois¹ pour vous prier de Vouloir Bien Me faire Compter La somme de 720^l duë a augustin Guichard Mon frere Embarqué En qualité d'officier² sur un Bâtiment des Etats unis appellé *Lexington*, commandé Par M. Johnson, pour un an de Gage à Compter du 12. May 1777. au 12 may 1778. Ainsy que Les deux Parties qui Luy Reviennent sur les Prises qu'ils onts faites. Je vous observay, Monsieur, que Mon frere ayant Eté Pris³ et se Trouvant avoir Besoin D'argent a Eu Recours a moy, que luy En ayant fait Passer, Il Me donne ordre De Retirer Les Gages & Parties de Prises dont sagit. Je me Persuade, Monsieur, que vous voudrés Bien mentendre a Cet Egard, & Rendre Justice a la demande que Je vous fais, Mon frere à servi avec assés de distinctions et d'aplausiment Les États unis Pour en Esperer du Retour par le payement d'un L'Egitime dû.

Tout sacorde a Rendre Justice a Mon frere, M. Wilk Comis de feu M. Moris⁴ De Nantes agent du Congrès M'en a parlé dans les Meilleurs Termes, & M'assure qu'il Luy Est dû Ce qu'il Reclame. M. odeas fils subdelegué de pimbeuf me dit Par sa Lettre du 1^{er} de Ce mois qu'il L'a Parfaitement connu Lors qu'il y Conduisit une prise du Cap^{ne}. Johnson, nommée La *Saller* de Baltimore. Je pense, Monsieur, que vous daignerée Me Repondre & accorder Ce que Je vous demande, Dautant mieux, que Cest pour adoucir Les Peines d'un Malheureux qui sest Livré Tout Entier pour Le Bien du Congrès. Ce na été Ny Libertinage Ny L'apas du Gain qui La fait agir mais Bien Le désir de Combatre pour une Cause Juste quoy quelle ne le Regardât Pas. Je suis [&c.]

Guichard ainé

Commis aux Classes de La Marine

[Translation]

Sir

Marenes, 25 July 1778.

I took the liberty of writing to you on the 6th of this month¹ to ask you kindly to have paid to me the sum of 720 livres tournois due to Augustin Guichard, my brother, embarked as officer² in a United States vessel called the *Lexington*, commanded by Mr. Johnson, for a year's salary to run from 12 May 1777 to 12 May 1778, as well as the two parts due him from the prizes they have taken. I have to inform you, Sir, that my brother having been captured³ and finding himself in need of money has appealed to me, and, having supplied him with the same, he has given me an order to collect his salary and shares in the prizes in question. I am sure, Sir, that you will heed my request in this connection and do justice to the claim I am submitting. My brother has served the United States with sufficient distinction and praise to expect from them in return the payment of a legitimate debt.

All unite in rendering justice to my brother. Mr. Wilk, clerk of the late Mr. Moris⁴ of Nantes, agent of the Congress, has spoken to me of him in the highest terms and assures me that what he claims is rightfully due him. Mr. Odea Junior, sub-delegate from Paimbeuf, tells me in his letter of the first of this month that he remembers perfectly his bringing in a prize of Captain Johnson's named the *Sally* of Baltimore.

I hope, Sir, that you will vouchsafe me a reply and grant what I ask, all the more because it is to relieve the sufferings of an unfortunate man who has devoted himself entirely to the good of the Congress. It was not adventure nor the lure of gain that made him act, but the desire to fight for a just cause even though unseen. I am with respect, Sir, [&c.]

Guichard Senior

Clerk of the Navy's Office of Enrollment

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 147. Docketed: "Guichard July 25/78."

1. Letter not found.

2. Augustin Guichard served as quartermaster of the Continental Navy brig *Lexington*, Capt. Henry Johnson, commanding. Muster Roll of the Continental Brig *Lexington*, 28 May 1777, NDAR 8: 876.

3. *Lexington* and its crew were captured by H.M. cutter *Alert*, Lt. John Bazeley, commanding, on 19 Sept. 1777. Journal of H.M. Cutter *Alert*, 19 September 1777, NDAR 9: 651-52.

4. Thomas Morris, Continental Commercial Agent at Nantes, died 31 Jan. 1778. His supposed secretary, Mr. Wilk, has not been identified.

July 26 (Sunday)

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday-July-26. 1778.

[*Port Louis, France*]

This day pleasant & moderate Weather, at 4 PM Hans Persons a Seaman on Board departed this Life after being four or five Days sick, all which Time he was Distracted.¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. By "Distracted," Tucker meant in a state of delirium.

LIEUTENANTS JONATHAN PITCHER, SILAS DEVOL, AND PATRICK FLETCHER, AND MARINE CAPTAIN
WILLIAM JONES TO CAPTAIN ABRAHAM WHIPPLE

Dear Sir

Ship *Providence* 26 July 1778

we have the Pleasure to inform You That m^r Gardner¹ with his People Came on Board this morning, and all are well &c—You herewith have his Reciepts for the Brig And her Cargo, as Deliver'd by himself—He informs us that, the Leakag is Verry inconsiderable, he Says he Expended for his Crew, one half Pipe of wine only, and he has Reciepts for One Hundred and twenty four Pipes, so that there Is not so much as was imgined. there is also On board Nine Thousand weight of Cork for which he was offered nine Livers p^r Hundred, also 112^{lb} Candles, not accounted for &c We in General are Verry well and have the Hon^r to Subscribe our Selves your most Obedient [&c.]

Jonathan Pitcher
Silas Devol
Pat^k Fletcher
W Jones

LB, MiU-C, Abraham Whipple Letter Book. Addressed: Abraham Whipple Esq^r/Nantes." Docketed: "26 July 1778/Letter from Ship."

1. Nicholas E. Gardner had been prize master of the prize brigantine *Lord Grosvenor*, which was at Ile de Ré. The sale of *Lord Grosvenor* and its cargo had been overseen by the firm of Fairholme & Luther.

July 27

LLOYD'S EVENING POST, FRIDAY, JULY 24, TO MONDAY, JULY 27, 1778

His Majesty's frigate the *Proserpine*,¹ with a prize, the *Caesar*, —,² from Virginia, laden with tobacco, &c. are arrived at Dover.

1. H.M.S. *Proserpine*, Capt. Evelyn Sutton, commander.

2. French merchant ship *Caesar*, Jean Baptiste de la Tounerie, master.

THE LONDON PACKET; OR, NEW LLOYD'S EVENING POST,
FRIDAY, JULY 24, TO MONDAY, JULY 27, 1778.

The *Surprize*, letter of marque, of Guernsey,¹ has taken and sent into that island two French ships, viz. the *Success* brig, with salt, iron, &c. bound to Boston;² and *L'Enfer*

de Bourdeau, capt. Mernet, a ship of 250 tons, with 194 tons of salt, and 11,896 pair of shoes.³

1. Probably sloop *Surprise*, Capt. J. Thompson, 50 tons, carrying six 3-pounders, owned by Fiott & Co. *Lloyd's Register of Ships, 1777-1778*.

2. Possibly brig *Succès*, Louis le Grand, master. According to the records of the British High Court of Admiralty, *Succès* was on a voyage from France to South Carolina when captured. UKLPR, H.C.A. 32/456/3.

3. Ship *Enfer*, Jacques Mermer, master, taken on a voyage from France to the United States. UKLPR, H.C.A. 32/322/1.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Monday July 27th. [1778]—

[*Port Louis, France*]

This Day fair & moderate Weather, I am now waiting for a fair wind only, to go to Sea. in the afternoon the Body of Hans Persons¹ was sent on shore at Port Lewis & decently buried, M^r Reed² 1st Lieu^t went on shore & M^r Cooper³ read prayers over his Corpse.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Persons had been sick and delirious for four or five days before dying on the 26 July.

2. Lt. Benjamin Reed.

3. William Cooper was the captain's clerk of *Boston* who also served as its chaplain.

LIEUTENANT THOMAS SIMPSON TO THE AMERICAN COMMISSIONERS IN FRANCE

May it please your Honours

Brest July 27th. 1778—

I wrote you from Nantes that I had arrived there, and was to take my passage for America in the *Providence*, the 25. M^r Livingston¹ arriving from Paris informed me that you had appointed him to the command of the *Ranger*, but on Captain Jones delivering up my parole, you were pleased to honour me with that appointment.²

Your Honours letters to Captain Whipple, and M^r Schweighasser coming to their hands advising them of it,³ and that I was to obey Captain Whipple's instructions, he ordered me the 24th- to proceed immediately for Brest, to take the command of the *Ranger*, and to get her ready for sea immediately, with not less than three months provisions on board. M^r Schweighasser also gave me a letter to his friend here⁴ to supply me with every necessary I shou'd want for that purpose—I set out from Nantes the 24th in the evening, and arrived here the 26th. find the Ship near ready, wanting a few stores, and her bottom to be cleaned for which only a few days will be required—Captain Whipple, and M^r Schweighasser recommended my entering thirty or forty of the prisoners if possible to serve in the *Boston*, which I shall endeavour to do, and make no doubt I shall succeed As soon as possible, shall procure a State of the *Ranger* in regard to her stores, and forward you—The prizes are not yet sold, M^r Schweighasser has been kind enough to say, if their value cou'd be nearly ascertained, he will advance the money for the Ships company, which will set every thing on a proper footing.

I have the pleasure to inform you that your appointment affords the greatest satisfaction to Officers, and men—

And am with gratitude for the trust you have been pleased to repose in me Your Honours, most Obedient [&c.]

Thom Simpson

L, PPAmP, Benjamin Franklin Papers, vol. 10, fol. 152. Addressed on separate sheet: "The Honourable Commissioners/from the United States/of America/At Passi-." Stamped: "BREST." Docketed: "Brest July 27. M^r Simpsons./Lett."

1. That is, Lt. Musco Livingston.
2. See American Commissioners to Simpson, 16 July, and John Paul Jones to American Commissioners, 16 July, both above.
3. See American Commissioners to Abraham Whipple of 16 July, above. Their letter of the same date to Jean-Daniel Schweighauser is summarized in a note there.
4. Continental agent Jean-Daniel Schweighauser's friend was presumably Jacques Odea.

LIEUTENANT THOMAS SIMPSON TO CAPTAIN ABRAHAM WHIPPLE

Captain Whipple

Sir

Brest 27th. July 1778

I arrived here on Sunday afternoon.¹ This morning visited the *Ranger*. She can soon be got ready for sea. No letter has appeared from their Honours the Commissioners; have wrote them this day informing them of your order to me in consequence of their letter to you.²

The Officers and men are very happy at my appointment and I make no doubt that if the money, or even some part of it for the prizes can be procured, peace and Satisfaction will be the consequence. Make no doubt shall succeed in procuring men for the *Boston*.³ Your presence here will be of infinite service, and will certainly hasten our departure.

Please to make my respects to the Gentlemen your Officers. I am Sir [&c.]

Thom Simpson

L, RHi, Abraham Whipple Papers.

1. That is, 26 July 1778.
2. See Simpson to the American Commissioners in France, this date, and the Commissioners to Whipple, 16 July, both above.
3. On the plan to obtain men to serve with Continental Navy frigate *Boston*, Capt. Samuel Tucker, commanding, see Simpson to American Commissioners in France, this date, immediately above.

DIARY OF DR. EZRA GREEN, CONTINENTAL NAVY SHIP *RANGER*

[Brest] Monday, July 27th.— This day Thomas Simpson Esq^r came on board with orders to take command of the *Ranger*; to the joy and Satisfaction of the whole Ships company.¹

Diary of Ezra Green.

1. On Simpson's being named commander of *Ranger*, see his letter to the American Commissioners in France, this date, above.

GRACIANO SIEULANNE TO THOMAS COLOGAN

Copie

A Monsieur Cologan

Monsieur

Sainte Croix de Teneriff Le 27 Juillet 1778

Ayant été trouver Monsieur le Gouverneur de ces Isles¹ il m'a donné a entendre que cetoit a votre Requête que mon Batiment² a été arreté le 19 de ce Mois et d'ailleurs j'en suis informé a ne point en douter; J'ai pensé que lorsque le General m'a dit de me

voir avec vous, c'étoit pour prendre des Arrangemens sur le Prejudice que ce Retard me cause, d'un autre Coté M^e. Casalon³ Consignataire de Capitaine Cunningham, qui m'a confié sa Prise pour la conduire a la Martinique desire egalement que je m'arrange a l'Amiable, Je suis prêt a le faire et je vous prie en Conséquence de me faire savoir vos Intentions, ne doutant pas que vous aurez Egard au Temps que vous m'avez fait perdre, aux Depenses que vous me causez, ainsi qu'au Danger auquel Vous m'avez exposé par ce Retard, Des que Vous m'aurez honoré de votre Reponse; je me rendrai au Port de l'Orotave pour traiter avec vous. En attendant j'ai l'honneur d'etre [&c.]

Signé Sieulanne

[Translation]

Copy

Santa Cruz, Tenerife, 27 July 1778

Monsieur Cologan

Sir

Having been with Monsieur the Governor of these Islands,¹ he gave me to understand that it was at your Request that my Vessel² was arrested the 19th of this Month and I am otherwise informed so as not to doubt it; I thought that when the General told me to consult with you, it was in order to make Arrangements regarding the Damage that this Delay has caused me, from another Side M. Casalon,³ Consignatory of Captain Cunningham, who entrusted me with his Prize in order to conduct it to Martinique desires as well that I settle this amicably. I am ready to do so and I ask you in Consequence to let me Know your Intentions, not doubting that you will have Regard to the Time that you have cause me to lose, to the Expenses that you have caused me, as well as to the Danger to which you have exposed me by this Delay; As soon as you will have honored me with your Response, I shall come to the Port of Orotava in order to treat with you. In expectation, I have the honor to be {&c.}

Signed Sieulanne

Copy, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 156 1/2. Enclosed in Graciano Sieulanne to Benjamin Franklin, 30 July 1778, below.

1. Enrique Fernández de Alvarado y Perales Hurtado y Colomo, Marqués de Trabalosos, Captain-General of the Canary Is.

2. *Countess of Morton*, prize to Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander. Sieulanne was prize master of *Countess of Morton*.

3. Casalón & Co., merchants at Santa Cruz, Tenerife, had supplied *Revenge* with provisions in July 1777 and Lagoanere & Co. had given Conyngham a letter of credit addressed to the firm, among others, dated 22 May 1778, NDAR 12: 742-43. Enrique Casalón, the principal in the company, was French consul in the Canary Islands. See also *Letters and Papers of Gustavus Conyngham*, p. 7.

July 28

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday, July. 28th. 1778.

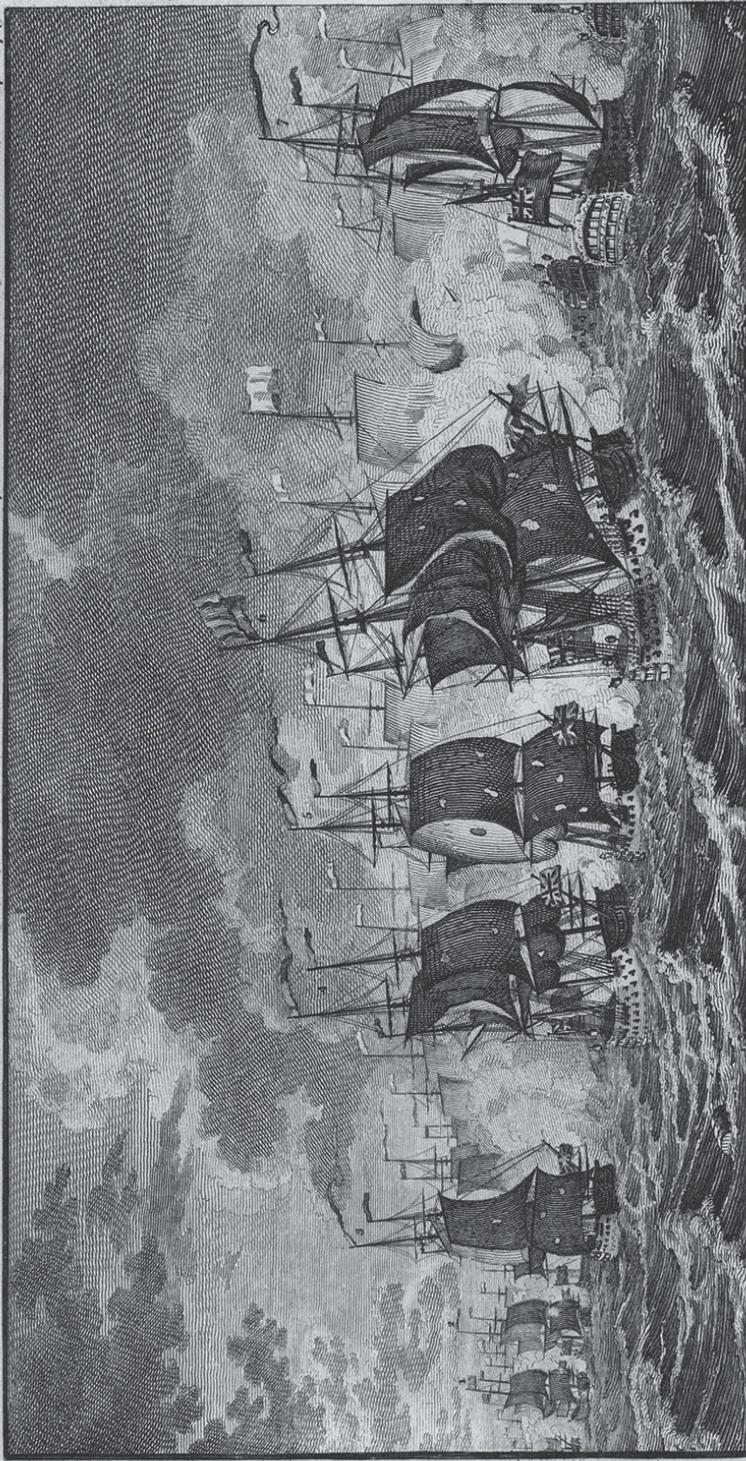
[*Port Louis, France*]

This Day pleasant weather. In the Morning ordered W^m. Granger to be brought to the Gang way & receive 12 Stripes on his naked back; his Crime was taulking among the people & making them beleive that the Officers on Board had embasseld, some part of the prizes Cargo, & other abuse.—

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

*The Engagement off Ushant 27th of July 1778 between the British Fleet Commanded by Adm. Keppel, and the French Fleet under Count D'Orvilliers:
Drawn by an Officer on board the Victory*

Vol. V. Book 7 chap. 9.



¹ THE FORMIDABLE 90 <i>Formidable</i> <i>La Couronne</i> 80	² ROBUST 74 &c. <i>La Glorieux</i> 74 &c.	³ VIGILANT 64 &c. <i>S. Michel</i> 64 &c.	⁴ P. GEORGE 90 <i>Le Fenix</i> 64	⁵ FOUAROYANT 80 <i>L'Acconnaire</i> 64	⁶ VICTORY 100 <i>La Bretagne</i> 110	⁷ BIENVAISANT 64 &c. <i>La Ville de Paris</i> 92 &c.
--	---	---	---	--	--	--

Published 25th April 1779 by J. Bow, Paternoster, R.

The Battle of Ushant

On 27 July 1778, one hundred miles west of Ushant, an island at the mouth of the English Channel, the British Channel Fleet of twenty-nine ships of the line under Adm. Augustus Keppel and the French Brest Fleet of thirty-two ships of the line under Vice Admiral comte d'Orvilliers fought the first major naval engagement of the American Revolutionary War between the two European antagonists. In France, after the indecisive battle, the duc de Chartres, accused of failing to engage the enemy, resigned from the navy, and in Great Britain, a public quarrel between Keppel and subordinate Vice Adm. Sir Hugh Palliser over responsibility for the failure to secure victory led to Keppel's resignation and Palliser's leaving Parliament and his post of lieutenant-general of the Marines.

July 29

LORD GEORGE GERMAIN TO LORDS COMMISSIONERS OF THE ADMIRALTY

(Copy)

Whitehall 29th July 1778Secret

My Lords,

In addition to my Letter to your Lordships of the 25th Inst.¹ I am commanded by The King to signify to your Lordships His Majesty's Pleasure that you do Instruct the Commander of His Majesty's Ships in the Leeward Islands, to Co-operate with, and give all the Assistance in his power to the Commander of His Majesty's Troops there, in carrying into Execution any Attempts which they shall concur in Opinion are proper to be made upon the French Possessions in the West Indies, in consequence of the Discretionary Orders contained in my letter of this day to Major General Grant, Extract of which I have the honor to inclose herewith for your Lordships' Information.² I am &c.

Geo: Germain

Copy. UKLPR, S.P. 42/66, fol. 81. Addressed at the foot, "Lords of the Admiralty."

1. Germain to Lords Commissioners, 25 July, above.

2. In the referenced letter, Germain gave Maj. Gen. James Grant, whom Gen. Sir Henry Clinton had put in charge of an expedition against St. Lucia, discretion to target additional French West Indian islands, informing him, at the same time, that he would receive no reinforcement. Davies, *Documents of the American Revolution* 13: 329.

JOURNAL OF H.M.S. *PRINCESS ROYAL*, CAPTAIN WILLIAM BLAIR

July 1778

Lizard¹ N77E 709 L^{gs}

Wednesday 29 at 7 am saw a strange sail in the SW q^r with any sail² made towards her. brought to. hoisted out the boat, mann'd and Arm'd them: sent them after the Sloop. punished Pat. Lawler with 12 Lashes for quarrelling. at 11 AM saw the Boats board the Sloop. and bear down to the Ship.

Lizard N56E³ 722 L^{gs}

at ½ past noon return'd three of the Boats, the other remained with the Sloop. comming down to the Ship. proved to be a Sloop from North Carolina for Amsterdam with 86 Hhds Tobacco at 3 PM came on board the Master & Crew. went an officer and two Petty Officers with 8 Men to take charge of her at 5 saw a sail in the SW bearing down on us within 3 or 4 miles of the Ship and haul her Wind we hoisted French Colours, hove too & Fired a Gun to Leeward. she bore away but soon haul her Wind again, at ½ past 9 PM hailed the Sloop and desired the Officer to make the best of his way to England, or if meeting with Contrary winds to go to Halifax or Newfoundland part Company at noon.⁴ Fresh breezes and hazey

D, UKLPR, Adm. 52/745.

1. That is, Lizard Peninsula, Cornwall, the southernmost point of Great Britain.

2. The master's log has "without any Sail." UKLPR, Adm. 51/1976.

3. The master's log gives the reading as "N76E," which is consistent with the entries for 28 and 30 July

in the captain's journal. UKLPR, Adm. 51/1976.

4. The prize, a "large Bermudian-built sloop, called the *William*, laden with 100 hogsheads of tobacco," arrived at Portsmouth, England, on 24 Aug. *Lloyd's Evening Post*, 24–26 Aug. 1778. According to the prize papers, *William* was a Connecticut vessel, Jeremiah Tryon, master, on a voyage from Virginia to Holland. UKLPR, H.C.A., 32/490/5.

JOURNAL OF H.M.S. *GRAFTON*, CAPTAIN ANDREW WILKINSON

July 1778

Liz^d No. 78..E 640—¹

Wednesday 29th AM at 4 gave Chace to y^e S^oward fir^d a Gun brout too y^e Chace She prov^d y^e *Jane and Elizabeth* Brigg from Jersey bound to Quebec had been taken by y^e *Pluto* a American Privateer of 10 Guns—² brout on board y^e Supercargo and 4 Men. sent y^e Supercargo & 3 of our Men on board to take charge of her to Sn^t Johns.³ Her Lad^s was Salt Pitch & Bale Goods—

Liz^d No. 77=E..661— Lea^s

P.M. Mod^{te} & foggy W^{te} y^e Adm^l firing a Gun Each Hour⁴ at 5 Sent a Lieut^t y^e Prize master on Board y^e Adm^l down & Stowing Sails

D, UKLPR, Adm. 52/1759, part 2, fol. 20.

1. That is, Lizard Peninsula, Cornwall, the southernmost point of Great Britain.

2. Massachusetts privateer brigantine *Pluto*, Joseph Robinson, commanding. Allen, *Massachusetts Privateers of the Revolution*, p. 239.

3. That is, Saint John, New Brunswick, Canada.

4. H.M.S. *Princess Royal*, flagship of Vice Adm., Hon. John Byron. *Grafton* was part of Byron's squadron.

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

Gentlemen,

Passi July 29th 1778

We have recieved your favor of the Eighth of June,¹ by the Hand of Captain Barnes of the Schooner *Dispatch*, together with the Packets, forwarded by the Honorable Council of Massachusetts Bay.² We have according to your desire given Orders to M^r Schweighauser at Nantes to furnish the Captain, with such supplies as may be necessary to provide for his Return, and to defray his Expences there. We have given him an order on our Banker for a Months Pay, to himself and his Crew, and a Gratification to him of one hundred Dollars, in lieu of Primage, which as you inform Us, is according to Contract.³

We thank You for the Gazettes, and shall always be obliged to you for similar favors, which are not less beneficial to the public, than amusing to Us. We have the Honour to be, with great Respect &c^c

We cannot avoid expressing our Surprise at the monstrous Sum to be advanced here in Silver and Gold to the Officers and Crew of this Vessel. If it was really the Intention of the Honourable Board that it should be paid so—We wish the Board had specified the Sums to be paid to each person.

Copy, DNA, PCC, item 84, vol. 1, p. 167 (M247, roll 111). Addressed below close: "The Hon^{ble} the Navy Board/Boston." Notation: "(Copy)."

1. Continental Navy Board of the Eastern Department to American Commissioners, 8 June 1778, above.

2. Capt. Corbin Barnes brought packets containing copies of the ratified Franco-American treaty.

3. According to the accounts of Rodolphe-Ferdinand Grand, the commissioners' banker, he paid 2,108.15 livres to Barnes. *Adams Papers* 6: 246.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN THOMAS READ

Captain Read,

Passi July 29th. 1778

You will take on Board your Vessell¹ such a Cargo, as you shall receive from M^r Schweighauser, out of such Merchandizes belonging to the Public as he has in his Hands.² You will get loaded and to Sea with all possible dispatch and return to such part of America as you shall Judge safest. We propose to send Dispatches by You, which We shall forward in season, but dont wait, after you are ready to sail, for any dispatches from Us, without further Orders from Us.³ We are &c^c

Copy, DNA, PCC, item 84, vol. 1, p. 167 (M247, roll 111). Addressed below close: "Captⁿ. Read of the/
Baltimore."

1. Continental Navy packet *Baltimore*.

2. On the same day, the commissioners wrote Jean-Daniel Schweighauser informing him that they had instructed Read and Capt. Corbin Barnes of the Continental packet schooner *Dispatch* to apply to Schweighauser for cargoes and "necessary supplies." DNA, PCC, item 84, vol. 1, p. 167 (M247, roll 111).

3. *Baltimore* sailed from Nantes the end of Sept. 1778. *Pennsylvania Packet*, 10 Dec. 1778.

ACCOUNT OF PUCHELBERG & COMPANY WITH CONTINENTAL NAVY FRIGATE BOSTON

		Doit
La fregatte Le <i>Boston</i> Commandée par Le Capitaine		
Samuel Tucker		
à Puchelberg & Comp ^c . de L'orient		
Pour divers Payements & fournitures d'ordre du Capitaine Savoir		
1778		
Juillet	11. Payé à Moylan suiv ^t . son compte Savoir	
	Compté à M ^r . Livingston	£ 600. --- --
	Pour Louage d'une Chaise p ^r Paris	120. --- --
	compté à Mr. Pierre	24. --- --
	Pour 312 ^d . de Viande à 5 ^s	78. --- --
	Port à Bord	--- 12. ---
	Fraix de Chaloupes pour Port Louis & groix	4. 16. ---
--	Payé pour port à Bord de 30 Tonn ^x . d'Eux Savoir	
	Pour 8 hommes	£ 18. --- --
	au Patron	3. 7. 6
	au gardien	--- 15. ---
	14. Payé à Durete Tonnelier pour 20 Cercles fournir à la fregatte	22. 2. 6
	15. Payé à La Boissiere suiv ^t . son Compte Savoir	2. --- --
	net 102 ^d sucre en Pains	
	103½ Jambons	£ 132. 12. ---
	100 ^d . Savons	93. 3. ---
	6 Bouteilles d'huile	53. --- --
	6 petits Pots de moutarde	12. --- --
	6 ^d . Poivre moulu	9. --- --
	10. 10. ---	310. 5. ---
--	Payé pour	
	net 10 ^d . Thé Verd Superieur	45. --- --
--	Payé pour 2 minots d'oignon	6. --- --
17.	Payé pour 1 Tiercon Vin de madere	£ 215. --- --
	Pour droits de Sortie	1. 5. 6
		216. 5. 6

	8. --. --	80. --. --
25 Pour les sacs Payé à Truyard Peintre pour ouvrage faites à la fregatte suivt. son Compte		72. 4. --
26 Payé au Capitaine Tucker pour divers deboursés qu'il à fait pour la fregatte suivant son compte quittancé		2657. 12. --
- Payé à Mr. Livingston suiv ^t . mandat du Capitaine Sam ^l . Tucker		734. --. --
- Payé à Henry de La Blanchetair suiv ^t . son Compte Savoier		
Pour deux Bordages cubant ensemble, 8 pieds 2 pouces à 3 [#] 5 ^s .		
Pour 42 Pieds Courant de bordages à 7 ^s . le pied	£ 26. 10. 10	60. 14. 10
Pour 78 Pieds Idem à 5 ^s . d ^o	14. 14. -- 19. 10. --	
- Payé en différentes fois pour fraix de Cannot pour aller à Bord de la fregatte, Port à Bord des Provisions &ca		32. 18. --
- Pour divers Port de lettres deboursés pour le Capitaine		3. 13. --
- Pour Port à Bord des 80 Poulles		3. --. --
29. Payé à Filhol suiv ^t . son compte Savoier		
Payé au chirurgien pour le Traitement d'un matelot malade	£ 14. --. -- 36. 15. 6 12. --. --	62. 15. 6
Payé à Allere aubergiste, pour le dit matelot		
Payé pour l'enterrement d'un homme mort à bord		
- Payé à Salomon suiv ^t . compte Savoier p ^r . 16 Volailles pour la fregatte à 14 ^s .		11. 4. --
- Payé à Salomon suiv ^t . compte Savoier p ^r . 3 Douz ^e . de Coche 2½ Douz ^{es} . de grande brosse 3 Douz ^e . de Ballays 2 ^d . d'amray ^l Port à Bord	£ 10. --. -- 75. --. -- 3. 12. -- 4. --. -- 1. 4. --	93. 16. --
- Payé à Genthon apothicaire pour medicaments fournis		

$\frac{482. \text{ --. } 6}{6667. \underline{2^s} \underline{10}}$
 £

à la frégate suivt. son compte quittancé

Sauf Erreur Et Omission
 L'Orient 29. Juillet 1778.

Puchelberg & Ce.

[Translation]

The frigate *The Boston* Commanded by Captain
 Samuel Tucker

Owes

to Puchelberg & Company of L'orient

For diverse Payments and supplies by order of the Captain, to Wit
 1778

<p>July 11. Paid to Moylan according to his account as Follows Accounted to Mr. Livingston For Rental of a Carriage for Paris accounted to Mr. Pierre For 312 lb. of Meat at 5^s. Bringing on Board Expenses of boats for Port Louis & groix Paid to bring on Board 30 Tons of Water as Follows For 8 men at 45s. to the Master to the keeper</p>	<p>£ 600. --. -- 120. --. -- 24. --. -- 78. --. -- --. 12. -- <u>4. 16. --</u></p>	<p>£ 827. 8. --</p>	<p> } } } } } }</p>
<p>14. Paid to Durete Cooper for 20 Hoops supplied to the frigate 15. Paid to La Boissiere according to his Account as Follows net 102 lb. loaf sugar at 26^s. 103½ Hams at 18^s. 100 lb. Cakes of Soap 6 Bottles of oil at 40^s. 6 small Pots of mustard at 30^s. 6 lb. ground Pepper at 35^s.</p>	<p>£ 132. 12. -- 93. 3. -- 53. --. -- 12. --. -- 9. --. -- <u>10. 10. --</u></p>	<p>22. 2. 6 2. --. -- 310. 5. --</p>	<p> } } } } } }</p>
<p>– Paid for</p>	<p>10. 10. --</p>	<p>–</p>	<p>–</p>

	net 10 lb. Superior Green Tea	at 4# 10 ^s .		45.	--	--
-	Paid for 2 bumpkins of onions			6.	--	--
17.	Paid for 1 Tierce of Madeira Wine			216.	5.	6
	For Export duties		£ 215.	--	--	--
	Paid for 1 bumpkin of onions not any deniers		1.	5.	6	
23.	Paid to La Boisseire according to account as Follows		£ 350.	--	--	--
	net 500 lb. Dry sugar	at 70#	24.	--	--	
	do 100 lb. Rice		40.	--	--	
	do 80 lb. rod candles	at 10 ^s .	12.	--	--	
	do 20 th molded candles	à 12 ^s .	7.	--	--	
	For the two Barrels & the 2 Cases					
	Paid to Jaques Bracty for having brought from Belle isle on					
	Board the frigate Seven Bostonian Prisoners					
-	Paid to Boudouin according to his Account as Follows		£ 22.	--	--	40.
	À 1 Ream of Paper double crown		17.	--	--	
	1 Idem in the Cone		10.	--	--	
	100 Quills 1st quality from holland		12.	--	--	71.
	200. idem 2nd d ^o .	at 6#	10.	--	--	
	200. idem 3rd d ^o .	at 5#	10.	--	--	
24.	Paid for 2 Bottles of Ink					1. 16.
-	Paid for 1/2 ^d fine Wax seals					6. --
	Paid Menard Sisters according to account as Follows		£ 275.	--	--	
	net 500 lb. cheese	at 55# the %	14.	8.	--	291. 8.
	do 8 Bottles of olive oil	at 36 ^s	2.	--	--	
	For the Bottles					
	Result & subtotal from the other Part	Carry over				£ 2272. 5. --
24	Paid to Gillet according to his Account as Follows		£ 45.	--	--	£ 2272. 5 ^s --
	= 3 Cords of Wood small round logs	at 15#	56.	--	--	
	= 40 Pairs of Fowls	at 28 ^s .				101. --
Juillet						

-	Paid to Jubert, baker, according to his Account as Follows for 300 Biscuit	at 24 [#] 1e %	£	72. --. --	
	For the bags			8. --. --	} 80. --. --
25	Paid to Truyard Painter for work done to the frigate according to his Account				} 72. 4. --
26	Paid to the Captain Tucker for diverse disbursements that he has made for the frigate according to his discharged account				} 2657. 12. --
-	Paid to Mr. Livingston according to warrant of the Captain Sam ^l . Tucker				} 734. --. --
-	Paid to Henry de La Blanchetair according to his Account as Follows For two Plankings cubing together, 8 feet 2 inches		£	26. 10. 10	}
	For 42 Running Feet of planking	at 3 [#] 5 ^s .		14. 14. --	
	For 78 Feet Idem	at 7 ^s . the foot at 5 ^s . d ^o		19. 10. --	
-	Paid at different times for expenses of Boat to go aboard the frigate, Bringing on Board Provisions &ca				} 32. 18. --
-	For diverse Carriage of letters disbursed for the Captain				} 3. 13. --
-	For Carriage on Board of 80 Fowls				} 3. --. --
29.	Paid to Filhol according to his account as Follows Paid to the surgeon for the Treatment of a sick seaman		£	14. --. --	}
	Paid to Allere innkeeper, for the said seaman			36. 15. 6	
	Paid for the internment of a man dieing on board			12. --. --	
-	Paid to Salomon according to account as Follows for 16 Fowls for the frigate	at 14 ^s .			} 11. 4. --
-	Paid to Salomon according to account as Follows for 3 Dozen Sows		£	10. --. --	}
	2½ Dozen large brushes			75. --. --	
	3 Dozen Brooms			3. 12. --	
	2 ^d . amray ^l			4. --. --	
	Carriage on Board			1. 4. --	
					} 93. 16. --

- Paid to Genthon apothecary for medicines furnished to the frigate according to his discharged account

482. --. 6
 £ 6667. 2^s. 10

Except for Error and Omission
 L'Orient 29, July 1778.
 Puchelberg & Co.

DS, MHH, Commodore Samuel Tucker Papers, Vol. 1, pp. 74–75.
 1. Meaning of d'amray is unclear.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERRemarks on Board the *Boston* Monday July. 29th [1778][*Port Louis, France*]

This Day, I ordered 23 of the prisoners in Irons on Account of words they were heard to say: as, if they were to go in the Ship to Nantee,¹ they would rize among them &c.— I am still waiting for a fair Wind.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Nantes, France.

JOHN EMERY TO ARTHUR LEE

Sir

Bilbao 29 July 1778

I have at length got the Liberty of Cap. Allen and his Crew¹ who are now here with some more Sailors which have been taken and sett onshore in Spain, I have a Schooner here what is a Remarkable fine Sailor & these people seem disposed to make a Cruize this Summer before they go home therefore I am preparing to Arm the Vessell as a Privateer

—If you can send me a Commission by Return of Post you will oblige me very Much as the Vessell will be Ready by that time and wait only for that—there have been no Arrivals here for some months Past from America consequently No News —The Schooner is Calld the *Newbury* John Allen Com^r mounts 8 Carriage Guns & 8 Swivels & 30 hands am S^r your

Jn^o Emery

If there is no objection be so good as to send A Commission &^c w^{ch} I will Dispatch²
Aug^t 9th 1778

A Lee

L, MH-H, Arthur Lee Papers, ser. V, no. 27. Addressed at top of page: “Arthur Lee Esq^r/Chaillot.”

1. John Allen had been prize master for the Massachusetts privateer schooner *Hawke*. On arriving at St. Sebastian in Spain, the prize he was captaining, the brig *Britannia*, was siezed and Allen and the prize crew put in prison. See Arthur Lee to Conde de Aranda, 25 Dec. 1777, *NDAR* 10: 1145–46; Marston Watson to Benjamin Franklin, 6 Jan. 1778, *NDAR* 11: 879.

2. The response of the other American Commissioners in France, John Adams and Benjamin Franklin, has not been found.

THOMAS COLOGAN & SON TO GRACIANO SIEULANNE

Reponse du S^r Cologan ./.

Monsieur

En Reponse a la votre du 27 du Courant¹ que nous avons recûe hier a 9 heures du Soir, nous pouvons vous dire que nous n'avons pas demandé l'Arrêt de votre Batiment,² puisque contre vous, nous n'avons aucunes Pretentions, ni même nous vous connoissons, ne Sachant votre Nom jusqu'au Recû de la votre; ce que son Excellence le Gouverneur de ces Isles³ a ordonné, c'est l'Arret du Capitaine Cunningham et de la Prise⁴ qu'il avoit a l'Isle de la Palme, en Vertu d'avoir injustement et comme un Pirate pris un Vaisseau Suedois chargé d'Effets qui appartenoient, la plus grande Partie a nous

autres Naturels de cette Ville et le Reste a d'autres Naturels ou Voisins de ces Isles; tous Vaisseaux de sa Majesté Catholique, ce qui fut déclaré a Londres par le Chargé des Affaires de notre Cour a celle d'Angleterre Selon le Certificat qu'en apportoit Le Capitaine Suedois et que nous aurions trouvé a Bord de sa Balandre avec Les Papiers du dit Capitaine, ce que nous avon Seû d'un Matelot Suedois qui a la Nage fut a Terre a la Palme; Mais comme L'Ordre de Son Excellence n'arriva pas assez a tems a La ditte Isle, Le Capitaine Cunningham s'échappa, Aussitot que nous le Sûmis, nous ecrivimes a Son excelence, lui disant que nous n'avions aucune Pretention contre La Prise qui pour nous etoit un Objet de tres peu de Consideration et qui pouvoit agir d'Office comme bon lui sembleroit et en Consequence Son Excellence envoya Ordre de la mettre en Liberté, ce qui aura été executé des le 24 du Courant qu'on aura recû Ordre a La Palme; des Son Arrivée a cette Isle et jusqu'a Son Arrêt, elle fut tenu comme Propriété du dit Cunningham. Si elle vous appartient a present, presentés vos Titres a son Excellence qui vous fera Justice, & soiez ass[uré ?] qu'il ordonnera aussitôt qu'on vous delivre votre Batiment n'en doutez Pas c'est tout ce que nous pouvons vous dire et restons [&c.]

Signé Cologan et fils

Orotave 29 Juillet 1778

[Translation]

Mr. Cologan's Answer./.

Sir

In Reply to yours of the 27th of this Month,¹ which we received yesterday at 9 o'clock in the Evening, we can tell you that we did not request the Arrest of your Vessel,² since against you we have no Pretensions whatsoever, nor were we even acquainted with you, not knowing your name until Receiving your letter; what his Excellency the Governor of these Islands³ ordered is the Arrest of Captain Cunningham and of his Prize⁴ which he had at the Island of Palma, in Virtue of having unjustly and as a Pirate taken a Swedish Vessel laden with Effects a majority of which -belonged to us, Natives of this City, and the Remainder to other Natives or Neighbors of these Islands; all Subjects of his Catholic Majesty, which was declared in London by the Chargé des Affaires of our Court to that of England According to the Certificate that the Swedish Captain brought and which we would have found on board his schooner with the Papers of the said Captain, which we learned from a Swedish sailor who swam ashore at La Palma; But as the Order of His Excellency did not arrive soon enough at the said Island, Captain Cunningham escaped, As soon as we Learned of it we wrote to His excellency, telling him that we had no Pretension whatsoever against the Prize, which for us was an Object of very little Consideration and that he could do an Office as seemed good to him and in Consequence His Excellency issued an Order to set it at Liberty, which should have been executé on the 24th of the Current Month, when the Order would have been received at La Palma; since His Arrival on this Island and until His Arrest, it was held as Property of the said Cunningham. If it belongs now to you, present your Claims to His Excellency who will do you Justice, & be assured that he will soon order your Ship delivered to you, without doubt. This is all that we can tell you and we remain [&c.]

Signed Cologan and Son

Orotava 29 July 1778

Copy, PPAmp, Benjamin Franklin Papers, Vol. 10, fol. 156 1/2. Enclosed in Graciano Sieulanne to Benjamin Franklin, 30 July 1778, below.

1. Above.
2. *Countess of Morton*, prize to Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, of which Sieulanne was prize master.
3. Enrique Fernández de Alvarado y Perales Hurtado y Colomo, Marqués de Trabalosos, Captain-General of the Canary Is.
4. Swedish brig *Henrica Sophia*, Peter Heldt, master, taken by *Revenge* on 31 May 1778. See NDAR 12: 788.

July 30

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, July 1778]

30th. Thursday Yesterday was Donation-day[;]¹ Several of the people got Disguised² with Beer; & Last Night fell upon two of Capt. Ravels Frenchmen³ beat & Bruised them, they cried Murder which Alarmed the guard who came in & took two to the B[lack] hole for the same

D, MeHi, Jonathan Haskins Journal.

1. The "Donation" was money collected in England in late 1777 and early 1778 to help relieve the distress of the American prisoners. Some £4,000 was raised, which was distributed to the prisoners in installments. Cohen, *Yankee Sailors*, pp. 83–84.
2. That is, inebriated.
3. These were French nationals who were members of the crew of the Massachusetts privateer schooner *Warren*, John Revell, commanding.

JOURNAL OF TIMOTHY CONNOR

[Forton Prison, Portsmouth, July 1778]

Thursday 30th, Rainy this day and we are employed about getting all the Money we can to make our escape this night as we have a hole five feet deep and fourteen in length and Six round so that it being all finished we intended a push at about 12 o'Clock when we all got ready to go; the guard having information of our intentions rather than kill us as we came out, came into the Prison with ten Lanthorns and proceeded for the hole and caught two French men in it with lights to work they were carried off immediately to the Black hole and there close confined the Prison now being in an uproar as there were a great number a going such hoping and sciping [*i.e.*, *hopping and skipping*] as we never saw before they placed Centinels over our works and thus we were secured: takeing all the Centinels out of the Prison from among us and placing twice the number all around us of the outside so we ended the first nights work of sorrow for us.¹

D, DLC, Forton Prison, England, American Prisoner's Journal, 1777–79, collection 2272.

1. For more on this abortive escape attempt, see Journal of Timothy Connor, 31 July, below.

COMTE DE VERGENNES TO JACQUES NECKER

V^{lles}. le 30. juillet 1778

M. Necker

J'ai reçu, M, la lettre que vous m'avez fait l'honneur de m'écrire le 24. de ce moi, aussi que le mémoire de M^s les fermiers-généraux concernant la frégate américaine le *Boston*.¹ j'ay lû cette pièce avec la plus grande attention; mais je vous avoue que j'ay été étonné que pour établir les formes à suivre vis-à-vis d'un bâtiment de guerre, en n'y ait été que des ordonnances relatives à la visite des bâtiments marchands. Selon moi la question qu'il l'agit de décider, est on ne peut pas plus simple. les employés de la ferme sont-ils autorisés ou sont-ils dans l'usage de visiter les vaisseaux ou autres bâtiments de guerre étrangers entrant dans nos bords? Au défaut de loy pour établir l'affirmative, M^s les fermiers-généraux auraient au moins des cites des faits. il y a quelques mois seulement qu'un frégate hollandaise nommée le *Thétis* à séjourné dans le port de Toulon; je demande si les employés de la ferme l'ont visités ou non? La réponse a faire sur cette question, servira de décision par raport à la fregate américaine le *Boston*, les deux cas etant parfaitement analogues. Au surplus, M, je vais devoir vous observer que nos vaisseaux et autres bâtiments de guerre ne sont point visités dans les ports étrangers, et que si l'on voulait-les y assujetés, le le Roi ne le Souffrirait point. vous jugerez de vous même que que S. M^{te}. ne saurait refuser la reciprocité sans commettre une injustice manifeste. Quant au traité de commerce que le Roi a conclu avec les Etats-unis, il ne renferme aucune stipulation relative à la matière dont il est question, et je ne connais aucun autre traité où il en soit fait mention.

[Translation]

Versailles, 30 July 1778

M. Necker

I have received, Sir, the letter that you did me the honor to write to me on the 24th instant, as well as the memorial of the farmers-general concerning the American frigate *Boston*.¹ I have read that document with the greatest attention, but I confess to you that I was astonished that, in order to decide on the formalities to be observed with regard to a ship of war, there were cited only ordinances relating to the examination of merchant vessels. In my opinion, the question that has to be decided is most simple. Are the employees authorized or accustomed to examine foreign ships of war coming to our shores? In default of a law establishing the affirmative, the farmers-general ought at least to have quoted facts. Only a few months ago a Dutch frigate named the *Thetis* stayed in the port of Toulon; I would ask whether their employees examined it or not. The reply to be made to this question will serve as a decision with regard to the American frigate *Boston*, the two cases being perfectly analogous.

Moreover, Sir, I think it right to point out to you that our ships of war are not examined in foreign ports, and that if it were wished to subject them to this, the King would not allow it. You will easily judge that His Majesty cannot refuse reciprocity without committing a manifest injustice.

With regard to the Treaty of Commerce that the King has concluded with the United States, it contains no stipulation relative to the matter in question, and I know of no other treaty in which any mention is made of it.

Stevens's Facsimiles, vol. 22, no. 1933. Notation: "reponse qui decide que les fermiers gⁿ n'ont point été en droit de visiter la fregate americaine Le *Boston*"; translation: "response that decides that the farmers-general have no right at all to inspect the American frigate the *Boston*."

1. Jacques Necker to the Comte de Vergennes, 24 July, and Memorial of the Farmers-General Concerning the Right to Examine American ships of War, 15 July, both above.

CAPTAIN WILLIAM STRAUGHAN TO LIEUTENANT THOMAS SIMPSON

Copy.

Cap: Simpson

Sir

Brig *Patience*¹ Bres Road

July 30th 1778.

Nothing but the Distressed Situation of my family, and fearing a french prison at the begining of a War should oblige me to be So troublesome to you and your officers. The State of my family is truly deplorable. About Eighteen Months ago I had a brig seized from me with many other things and Sold, being almost my all I then got y^c *Lord Chatham*, my first voyage became A Victim to y^c *Ranger*,² If I am sent to prison Will certainly ruin me. I have a large family Eleven in number, a Wife, Children, and grand children all females except one Boy of Six years of age; the father of the grand Children in y^c american Service I have Nothing left to maintain them but my labour. If I am confind my family must become a public charge, God of his infinite mercy grant it may not be the case. I am now near sixty years of age and sending me to Prison will by no means serve the States of america, and will forever destroy my family. There has not been any masters of american Vessels not armed detained in England. Cap. Whipple³ generously sent the Masters away for a dutch Ship that he brought to Nantes. I have not heard of any men being served by the americans as we have been by Cap. Jones, since this unhappy War, I pray God of his infinite Goodness put an end to it. As you have been always very kind I flatter myself you will do what lies in your power for me and that you will be kind enough to speak to the Agent in my favor. I need not point to you y^c ways I might be set free. I have also a boy an apprentice a relation of my own I should be glad to get with me, if it can be done. your interest in this affair, I am in hopes, will set me free, for which, and my distressed family shall ever pray for your wel fare I am &c

W^m Stroughan

P.S. After you left the *Ranger* as well as before, I was always willing to contribute to the safety of y^c *Ranger*, particularly when it looked so bad coming thro' y^c North Channel. Cap. Jones asked me what he should do, as he was afraid to go through the South Channel and thought he should not be able to go to y^c Northward. I told him I could take y^c Vessel into Lough Endal⁴; he then promised me to set me free.⁵ If D^r franklin knew his promises and my age I think he would give orders for my clearance.⁶

Copy, PPAmp, Benjamin Franklin Papers, vol. 47, fol. 127. Addressed: "To Cap Tho' Simpson Commander of the/Continenta frigate the *Ranger*." Docketed: "Copy of a Letter from a prisoner/to Lieu' Simpson/Brest July 30./1778." This was the third time Straughan had petitioned the commissioners for his release. There is no evidence that the commissioners acted on Straughan's petition. The first petition, and discussion of the second, are at Christian Stenger and William Straughan to the Commissioners, 18 May 1778, in *Adams Papers* 6: 134–35 and 135n.

1. John Paul Jones used the captured brig *Patience* as a prison ship.

2. For a discussion of the capture of *Lord Chatham* by Continental Navy ship *Ranger*, commanded by Capt. John Paul Jones, see Jones to American Commissioners, 27 May 1778, in *NDAR* 12: 756.

3. Captain Abraham Whipple, who commanded the Continental frigate *Providence*.

4. Loch Indaal, or Lochindall, a bay or sea loch of the isle of Islay, Scotland.

5. Straughan had also noted in an earlier petition that he gave Jones "knowledge when on the Coast of Ireland" that "Contributed for the Safety of the *Ranger*." *Adams Papers* 6: 134. However, Straughan did not mention here his failed escape attempt with Christian Stenger, former master of *Ranger's* prize *Dolphin*, on 21 May. See David Cullam to Jones, 21 May 1778, in *NDAR* 12: 738.

6. Straughan's earlier requests for release had been directed to the American Commissioners in France

rather than Lt. Simpson of *Ranger*. Benjamin Franklin was one of the three American commissioners.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE

Dear Sir/

Nantz 30 July 1778

As a friend to humanity I take the liberty to recommend you the Bearer M^{rs} Marichal whose case I submit to your Justice—Fleury the man who made an attempt to go off with your Boat & who you have since released has by some means or other found his Merchandize in this Poor Woman's shop & on proving that they were his own, She has been obliged to restitute them to the right owner—this Lady says that she bought them of the Chevaillier de la forest,¹ who to all appearance took possession of them during this M^r fleury's confinement—I need not reflect on the baseness of this action or point out to you how far this should be rectified conscious of your superior judgement & love of humanity—being with respect and esteem [&c.]

Schweighauser
Continental Agent

Dear Sir/

I hope you have now received all your Articles I send off a Barge with the *Ranger* slops who I hope will be with you as soon as this—by this occasion I answer your Kind Letter she will deliver you a Letter received this Post from Brest—

LB, MiU-C, Abraham Whipple Letter Book. Addressed at top of first page: "Abraham Whipple Esq^r/on board the Cont^l Ship/of War *Providence*/at Paimbeuf." Addressed on separate sheet: "Abraham Whipple Esq^r/Continental Ship of War/the *Providence*/at Paimbeuf/recomendee a M^e Odea—." Docketed: "John D Schweighauser_/Letter Nantes July 30. 78/Copied."

1. As seen at Jacques Odea, Fils, to Whipple, 20 June, above, the Chevalier de la Forest had been acting as a recruiting agent for *Providence*.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Thursday July- 30th. [1778] [*Port Louis, France*]

Fresh Gales & thick weather, & I waiting only for a fair wind to put to Sea

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of Boston).

GRACIANO SIEULANNE TO BENJAMIN FRANKLIN

Copie
d'une Lettre du S^r. Sieulanne a
M. Le Docteur Franklin

A S^{te}. Croix de Teneriff Le 30 Juillet 1778

Monsieur

J'ai L'honneur de vous informer que Le Cap^e. G. Cunningham commandant Le Ba-teau Americain *La Revenge*, armé en Course, ayant pris & mené a L'Isle de Palme une des Canaries, Le Brigantin Anglois *La Comtesse de Moreton*,¹ il me proposa de le conduire a la Martinique. Apres avoir obtenu l'agrement de mon Consul dans ces Isles et avoir fait mes Conventions avec le Ca^{pe}. Cunningham, je me transportai a La Palme ou je pris Possession du d. Brigantin. Mais, Monsieur, comme j'étois a appa-reiller Le 19 de ce Mois, Le Gouverneur de la Palme² envoya une Chaloupe armée a

mon bord pour m'obliger d'aller Lui parler, ce qu'ayant fait, il me dit qu'il venoit de recevoir l'Ordre de M. Le Marquis de Tavallosos, Commandant general de Canaries,³ d'arreter mon Batiment et il fit en Consequence descendre a Terre Les Voiles et les Boussoles. Je lui demandai les Raisons d'un Procedé aussi violent, il me repondit que non seulement il avoit Ordre de m'arrêter, mais même Le Cap^c Cunningham; celui ci avoit appareillé un peu avant moi et il etoit encore a La Vuë du Port; Le Gouverneur ajouta qu'il falloit que je m'adresse au General; Je passai en Consequence a Teneriff et m'etant présenté au d. General, il m'accabla d'Injures, moi et Le Cap^c Cunningham, nous traitant de Brigands. Je lui repondis que j'ignorois ce qu'il pouvoit avoir contre ce Capitaine, que ma Mission se bornoit a conduire La Prise dont il S'agit a la Martinique et que je venois Scavoir la Raison pourquoi il m'avoit fait arreter aussi ignominieusement; Il me dit alors d'aller trouver un Negociant Anglois etabli au Port de L'Orotave appellé M. Thomas Cologan. Ne Scachant a quoi cette Demarche aboutissoit, je fus rendre Compte a mon Consul de ce qui se passoit. Il me conseilla d'ecrire au d. S^c Cologan, qui me fit La Reponse dont je joins ici la Copie.⁴

Cette Lettre, Monsieur, developpe tout Le Mystère et il paroît que c'est par Re-presailles que j'ai été arrêté et que le Cap^c Cunningham devoit l'être. Je ne reflechirai point sur un Procedé aussy violent de la Part du General des Canaries; je me bornerai seulement a vous supplier de vouloir bien employer vos Bons Offices pour que la Cour d'Espagne oblige ce General a me payer tous Les fraix que ce Retard m'a occasionnés et qui peuvent etre évalués a cinq cent Piastres; attendu que mon Marché avec Le Cap^c Cunningham est par Traversée, avec huit hommes d'equipage et que je serai obligé de vendre a Perte une Portion de mon Chargement a La Palme, lequel consiste en Vin de Catalogne. Cette Somme pourra etre remise a M. Le Consul de France qui me La fera passer ou je me trouverai, Selon Les Prieres que je Lui en fait et Les vis que je Lui donnerai. Je pense aussi, Monsieur, qu'en bonne Justice, ce General devoit etre tenu de repondre de tous les Evenemens, jusqu'a mon Arrivée a la Martinique, puisqu'il ma causé un Retard de prés de trois Semaines. Le Chargement & Le Navire sont estimés Seize mille Piastres ou Soixante quatre mille Livres.

Pour ce qui regarde, Monsieur, L'insulte fait au pavillon, je suis persuadé que vous en obtiendrez Satisfaction et qu'il ne sera plus exposé dans ces Parages a des semblables Attentats. J'espere aussi que vous excuserez mon Importunité, mais j'aurois crû manquer aux Egards que je dois au Cap^c Cunningham qui a bien voulu me confier ses Intèrets, Si j'avois omis de vous faire part de cette Circonstance. J'ai L'honneur d'être [&c.]

Sieulanne

[Translation]

Copie
of a Letter from Mr. Sieulanne to
Dr. Franklin
Santa Cruz, Tenerife, 30 July 1778

Sir

I have the honor of informing you that Capt. G. Cunningham, commanding the American Boat the *Revenge*, armed as a cruiser, having taken and led to the isle of La Palma, one of the Canaries, the English Brigantine *The Countess of Moreton*,¹ proposed that I conduct it to Martinique. After having obtained the consent of my Consul in these islands and having made my agreement with Capt. Cunningham, I traveled to

La Palma, where I took possession of the said Brigantine. But, Sir, as I was setting sail on the 19th of that Month, the Governor of La Palma sent an armed sloop alongside me and obliged me to go speak to him. This having been done, he told me that he had just received the Order of the Marquis of Tavallosos,² Commanding general of the Canaries, to stop my Ship, and he, in Consequence, had the Sails and Compasses sent ashore. I asked him the Reasons for such a violent proceeding, he answered me that not only had he an Order to stop me, but also Capt. Cunningham; the latter had sailed a little before I had and he was still within sight of the Port; The Governor added that I needed to address myself to the General; I passed in Consequence to Teneriff and having presented myself to the said General, he overwhelmed me with insults against me and Capt. Cunningham, treating us like Brigands. I answered him that I was ignorant of what he could have against the Captain, that my Mission was limited to conducting the Prize in question to Martinique and that I came to find out the Reason why he had had me stopped so ignominiously; He told me then to go find an English Merchant established at the port of Orotava called Mr. Thomas Cologan. Not knowing where this proceeding would end, I gave to my Consul an Account of what had passed. He advised me to write to the said Mr. Cologan, who gave me the Response the Copy of which I enclose.³

This Letter, Sir, develops all the Mystery and it appears that it is for Reprisals that I have been stopped and that Capt. Cunningham is their objective. I shall not Reflect on a Proceeding so violent on the Part of the General of the Canaries; I shall restrict myself solely to requesting you to kindly employ your Good Offices so that the Court of Spain may oblige this General to pay me all the expenses that this Delay is costing me and which can be valued at five hundred Piasters; considering that my agreement with Capt. Cunningham is by crossing, with a crew of eight men and that I shall be obliged to sell at a Loss a Portion of my Cargo at Palma, which consists of Catalan wine. This Sum could be remitted to M. the French Consul who will have it sent me where I will be; According to the Requests that I made to him and the notices I shall give him. I also think, Sir, that in good Justice, this General ought to be held responsible for all eventualities, until my Arrival at Martinique; because he caused me a delay of nearly three Weeks. The Cargo & the Vessel are valued at sixteen thousand Piastres or Sixty-four thousand Livres.

In this regard, Sir, the insult made to the Flag, I am persuaded that you will obtain Satisfaction for it and that it will no more be exposed in these Regions to any similar outrages. I hope also that you will excuse my Importunity, but I would have believed it a failure in the Regards that I owe to Capt. Cunningham, who has been pleased to confide to me his Interests, If I had omitted to inform you of this Circumstance. I have the honor to be [&c.]

Sieulanne

Copy, PPAmp, Benjamin Franklin Papers, Vol. 10, fols. 156 ½–160.

1. For the capture of the *Countess of Morton* by Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, see Captain Gustavus Conyngham to William Hodge, 16 May, in *NDAR* 12: 702–3.

2. Enrique Fernández de Alvarado y Perales Hurtado y Colomo, Marqués de Trabalosos, Captain-General of the Canary Is.

3. Graciano Sieulanne to Thomas Cologan, 27 July 1778, and Thomas Cologan & Son to Graciano Sieulanne, 29 July 1778, above.

July 31

"EXTRACT OF A LETTER FROM PLYMOUTH, JULY 31."

"Yesterday arrived the *Virginia packet*, Gordon, from Virginia for Bourdeaux, with about 70 hogsheads of tobacco,¹ prize to the *Fortune* letter of marque, capt. Fortune, of London.² This day arrived a schooner, supposed the *Viper*, a letter of marque from some part of Scotland,³ and taken by a French man of war, and retaken by the *Fox* frigate.⁴ This morning admiral Keppel's fleet arrived from the Bay."⁵

London Packet; or, New Lloyd's Evening Post, 31 July–3 Aug. 1778.

1. Ship *Virginia Packet*, John Gordon, master, captured on a voyage from Virginia to France. UKLPR, H.C.A. 32/475/15.

2. *Fortune*, a two-masted vessel of 200 tons, of London, George Fortune, commander, with a crew of 50, and armed with 14 6- and 4-pounders, and 8 swivel guns, received a letter of marque on 30 Oct. 1777. UKLPR, H.C.A. 26/61, Letters of Marque: Declarations Against America, 1777–1783, fol. 111.

3. *Viper*, a two-masted vessel of 60 tons, of Greenock, Scotland, Thomas Salkeld, commander, with a crew of 30, and armed with 8 4-pounders, received a letter of marque on 12 June 1778. It was on a trading voyage to Gothenburg and Madiera and back to Greenock. UKLPR, H.C.A. 26/62, Letters of Marque: Declarations Against America, 1777–1783, fols. 123–24.

4. H.M. frigate *Fox*, Capt. Thomas Windsor, commanding.

5. The fleet commanded by Adm. the Hon. Augustus Keppel was returning to Plymouth Sound and Cawsand Bay for repairs after having engaged the French Brest fleet in Quiberon Bay off Ushant.

JOURNAL OF DR. JONATHAN HASKINS

[Mill Prison, Plymouth, July 1778]

31st. Friday Last Night the Centry at the L[ong]. End of the L. Prison gave them a Signal to Come Out, Seven Accepted of the Invitation & Cut of a Bar in y^c. window & let them selves down by a Rope, before they got Clear of they Surprised & three were taken.¹ Henry Lunt, Tho^s. Barker & Rob^t. Swan got off² We hear the Guard have Rec^d. Orders to fire upon Any One who Attempts to Elope for the Future To Day Adm^l. Keppels Fleet Arived in the Sound, & we hear they have had an Engagement with the F. fleet but the particulars we've not heard³ Some more frenchmen Com^{md}. Our officers sent up from the B[lack] hole.

D, MeHi, Jonathan Haskins Journal.

1. In his journal entry, Charles Herbert adds that the same sentry who had invited the prisoners to escape, alerted the guard. He also writes that had the escapees waited "a few moments longer, we should have had a hole in the back side of the prison, for a number more to have got out." Herbert, *Relic of the Revolution*, 150.

2. Henry Lunt of the Massachusetts privateer brigantine *Dalton*, and Thomas Barker and Robert Swan of the Massachusetts privateer brigantine *Fancy*.

3. The British fleet commanded by Adm. the Hon. Augustus Keppel engaged a French fleet commanded by Lt. Gen. Louis Guillouet, Comte d'Orvilliers at the indecisive battle of Ushant on 27 July.

JOURNAL OF TIMOTHY CONNOR

[Forton Prison, Portsmouth, July 1778]

Friday 31st. This day we found out that the information was given¹ by one of our own people (an English man) who had been a Prisoner near 20 Months and is now con-

fined from out in the Hospital—and has petitioned the Admiralty to go on board the Men of War. this day came on shore 103, French Prisoners and 2 Americans amongst them and was committed to Forton Prison, this night the lights and Centinels are take out of both Prisons

D, DLC, Forton Prison, England, American Prisoner's Journal, 1777–79, collection 2272.

1. The “information” concerned an escape attempt, which is discussed in Journal of Timothy Connor, 30 July, above.

REAR ADMIRAL SIR HUGH PALLISER TO EARL OF SANDWICH

[Extract]

[*At sea in the English Channel, 31 July 1778*]¹

. . . From the French stealing away in the night, I conclude they are very much damaged and got into Brest the next day or the day after.²

As to the surmise that they were to go to Quiberon Bay, I think it is very probable if they had any intention to embark troops for a descent in England or Ireland; but I am inclined to think it very uncertain whether they will now attempt to carry such scheme into execution, after they have seen our strength and felt some hard blows. However, I have no doubt but they will refit their fleet with all possible expedition, and reinforce it to the utmost of their power; and if you have not *very authentic* accounts of the Toulon squadron's being otherwise destined I shall believe they will join the Brest fleet, and that they will exert every nerve to dispute with us the superiority in the home seas.³ This I shall believe to be their plan until I know for certain that the Toulon squadron or some ships from Brest are sent abroad. Therefore, though it will certainly be right to have a squadron ready for the East Indies or elsewhere, yet I shall hope it will be thought not right to detach any ships before they do.

Even with this cautionary measure for keeping their grand fleet in awe, I fear if many frigates do not speedily arrive from America our coasts and trade will be exposed to frequent mischief from squadrons of frigates and privateers. Much more caution is necessary in conducting this than any former war; hence your Lordship will perceive that I consider the operations of the French in this war will be regulated by the schemes, informations, and advice of some able and well-informed British traitors and rebels.

Sandwich Papers 2: 129–32.

1. The editors of *Sandwich Papers* assign this date based on an endorsement on the letter by Earl Sandwich that reads in part: “Supposed to be July 31st 1778.” Palliser, one of the Lords of the Admiralty, commanded one of the divisions in Adm. Augustus Keppel's Western Squadron.

2. Palliser was referring to the conduct of the French fleet after the battle off Ushant on 27 July.

3. Five French ships of the line under the Chevalier de Fabry had left Toulon at the end of July. They did not join the French fleet at Brest but remained in the Mediterranean. Lacour-Gayet, *La Marine Militaire*, p. 311.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE

Dear Sir

[Nantes July 31. 78]

I am favoured with your esteemed Letter of the 28 Instant and am glad to see that you have safely received your Anchor, The Bread Brandy Buckshot & Medicines have also I hope reached you as they were forwarded the day before Yesterday they

were ready before but the Continual Rains we have had made me put it of 'till then— By this Barge you will receive all the articles for the *Ranger* as specified on the other side¹ which you will be kind enough to receive & deliver to Cap Simpson² when the occasion offers—I shall be obliged to you for regularity sake to give a receipt to the Boatmen

Last night your Prisoners³ arrive here I am extremely puzzled what to do with them—Reiterating you my sincere & harthy wishes for your welfare and happiness I conclude in assuring you that I am always with true esteem & consideration Dear Sir Your mo: humble [&c.]

⌘ M^r Schweighauser
Conl Agent
Dobré³

Inclosed your Passport & Clearances which youll please to communicate to Mr. Odea—⁴

Mr. Schweighauser suffers from his Rhumatism his Worthy Lady-my rib & Sisters join me in Wishes for your success & beg our compliments to all your Officers from Yours Dobré

excuse my hurry & scribbling I beg—

M^r S has been obliged to write to you the Chev. de la forest affair this Morn^g but I must beg you would be kind enough not to mention his name as this Chevailler has some relations here⁵

LB, MiU-C, Abraham Whipple Letter Book. Addressed at top of first page: "Abraham Whipple Esq^r Commander of the Continen/^{tal} Ship of war *Providence*/at Paimbeuf." Docketed: "M^r Schweighausers/Letter Nantes July 31. 78/Copied."

1. The list of goods has not been found.
2. Lt. Thomas Simpson had been placed in command of Continental Navy ship *Ranger* on 16 July.
3. Presumably, the crew of the captured brig *Lord Grosvenor*.
3. Peter Frédéric Dobrée, who was Schweighauser's son-in-law, had written this letter on behalf of his father-in-law. The portion below the signature Dobrée wrote for himself.
4. Jacques Odea.
5. See Schweighauser to Whipple, 30 July, above.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* July- 31st 1778-

[*Port Louis, France*]

The first part of this Day, fresh Gales & fair weather, the latter part moderate, the pilot came on Board to carry us out of the Harbour, but the wind failing, the pilot went on shore again.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN ABRAHAM WHIPPLE TO THE AMERICAN COMMISSIONERS IN FRANCE

On board Continental Frigate *Providence*

Honoured Gentlemen

Paimbeuf July 31 1778-

Have the pleasure of acquainting you, that my Ship has been in readiness for the Sea ever since the 25 ins^t only wait for a favourable wind, the wind has been to the west-

ward this fifteen days past, which makes it absolutely impossible to get out, these winds blowing directly up the River—added to this the water is so exceeding shoal, we are obliged to sail on the tide of flood—your Honours Letters dated the 13th came to hand the 18th. in these you were pleased to Order Captⁿ Tucker of the *Boston* Frigate to join me in my Cruize to America and to get to Sea with all possible dispatch¹; acquainted Capt Tucker with these instructions and wrote him to Repair to the mouth of this River as soon as might be. as yet the *Boston* has not joined me, and if she does not arrive here shall proceed the first fair wind and touch at L'Orient for Capt Tucker; the 22^d received your Letters of the 16th acquainting me that L^t T. Simpson was appointed to the Command of the *Ranger* and in his destination for America, was to obey my Orders,² accordingly dispatched L^t Simpson the 24th by Land for Brest with express instructions to fit the *Ranger* for the seas with all possible dispatch, this morning recieved a Letter from him, informing me that he doubts not to be ready very soon and in compleat Order.³ after having joined Captⁿ Tucker at L'Orient shall both proceed for Brest the first oppertunity wind and weather permitting and if your Honours have any Orders to Communicate in future be pleased to forward them for Brest have taken on board a quantity of Goods Arms & Ammunitions for the United States which M^r Schweighauser will inform you of—My Prisoners are Delivered to the Agent agreeable to the Orders recieved.⁴ at Present have on board Two hundred and Forty Men and Boys included all in good health and high spirits. Many of whom are Gentlemen Volunteers belonging to America, Master of Ships &c who have had the misfortune to be made Prisoners.— with four months provisions on board, my Officers and People well Cloathed my Ship in Compleat Order, and all hands contented doubt not shall be able to pay my Respects to the Guernsy & Jersy Privateers: with the most Agreeable hopes that before I arrive in America I shall do honour to the Command with which I am entrusted, Permit me to assure your Honours that I am with all imaginable Respect [&c.]

Abraham Whipple

L, PPAmp, Benjamin Franklin Papers, vol. 10, fol. 159. Docketed: "Cap' Whipple/Paimbeuf July 31/1778--."

1. The American Commissioners in France to Captain Samuel Tucker and the American Commissioners in France to Captain Abraham Whipple, both above.

2. Above.

3. Lieutenant Thomas Simpson to Captain Abraham Whipple, 27 July, above.

4. See Jean-Daniel Schweighauser to Whipple, 31 July, above.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO JEAN-DANIEL SCHWEIGHAUSER

On board *Providence* Frigate July 31 1778

Paimbeuf

John D^r Schweighauser Esq^r

Contin Agent

Sir

Early this morning I recieved yours of yesterday the Chevalier¹ was on board I soon found that he had sold the other mans² Goods and had defrauded him out of his property I delivered him to the Officer that came off with the Woman³ found part of the Goods in her Trunk I discharged him from the Ship paid him off for the time that he belonged to the Service and orderd him never to return onboard any more upon any pretence whatever—he had no Coat only what belonged to the Service I

let him have it but Orderd him to take off the uniform and not attempt to ware it. Pray let the Americans know these Circumstances that they may take it off as it belongs to the thirteen United States I have recieved every thing agreable to your Letter⁴ but if it is possible send yet the Small Bale of Linning as it is much wanted apply to the Custom House and urge the necessity writing with the greatest Sincerity your better health and my Complim^{ts} to all the family the wind Still a head remain. Sir your most Obed^t hum Serv^t

A Whipple

LB, MiU-C, Abraham Whipple Papers.

1. The Chevalier de la Forest.
2. Fleury, an attempted deserter from *Providence*. See Schweighauser to Whipple, 30 July, above.
3. Mrs. Marichal, a shopkeeper. See Schweighauser to Whipple, 30 July, above.
4. See Schweighauser to Whipple, 30 July, above.

LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

Duplicate No 45

My Lord

Madrid 31, July. 1778.

In a Conversation yesterday with M Floridablanca,¹ he mentioned to me his having remitted to M. Escarano² two Subjects, more of Discussion than of Complaint. One was the Demand threatned to be made upon the Governour of Louisiana, by the Governor of Florida relative to a Vessel carried into New-Orleans by the Americans.³ He thought the Manner in which this Demand was made, rather violent, considering that the Spanish Governour had given great Proofs of his Friendship and Humanity by his Reception of the British Subjects who had been driven out of fort Mischak⁴ on the Missisipi. . . .

Grantham

P.S. I have received Your Lordship's N. 13 mentioning the Arrival of M. Almodovar—⁵ G.

Copy, UKLPR, SP (Foreign) 94/206. Docketed: "Madrid 31 July 1778/Lord Grantham/(N 45) Duplicate/Rd 11 Oct' from the/Spanish Ambassador/Original nor received."

1. José de Moño y Redondo, Conde de Floridablanca was the Spanish Minister of State.
2. Franciso de Escarano, the Spanish Chargé d'Affaires to Great Britain.
3. The threat by Gov. Peter Chester of British West Florida against Gov. Don Bernardo de Gálvez of Spanish Louisiana concerning the capture of ship *Neptune* by a party of Americans commanded by Capt. James Willing is discussed in the letter of Gálvez to Don Diego José Navarro, 14 Apr., in *NDAR* 12: 110–14.
4. That is, the British fort at Manchac, West Florida. On the capture of the fort, see Minutes of the Governor's Council of West Florida, 2 Mar. 1778, in *NDAR* 11: 490–92; on the protection afforded by the Spanish to the British residents of that area see Alexander Rose to Col. John Stuart, 5 Mar. 1778, and Gov. Don Bernardo de Gálvez to Don José de Gálvez, 11 Mar. 1778, in *NDAR* 11: 526–27 and 606–8.
5. Pedro de Luxan y Silva, Marqués de Almodóvar was the new Spanish ambassador to England. He took up his post on or about 17 July.

August 1

SONG FROM FORTON PRISON

The Widdows Lamentation for the Loss of her Husband in America. N^o. 22.—

All true hearted Britons that passing along—
I would have you draw near and attend to my song—
O what terrible news do we hear every day—
Of the lives that are lost in North America—

'Tis enough for to pierce a heart of a stone—
To hear the poor widdow and Children to mourn—
When our armies they arrive on America's Ground—
What cutting and slashing and blood runing down—

The Son slays the Father or the Father the son—
While the blood all in streams down the furrows To run
And never a man that's willing to yield—
Till one or the other lies dead in the field—

Many thousand brave men have already been slain—
Left their wives and their Children in grief to complain—
While our Enemies all around us advantages take—
Which causes Britannias poor heart for to ake—

To think that her Children is slain every day—
And all sorts of business begins to decay—
When they once were united we never did fear
The threats of proud Spain nor lofty Monsiear

They never was able against us to stand—
We always could beat them by sea or by land—
But now our armies get weak every day—
Pray God put a stop to this terrible fray—

What a shocking affair so much blood their should spill
While Sawney¹ is scheaming his Coffor to fill—
O Heaven be kind and bring things about
And send master Sawney be put to the rout—

And let him gon back to the Highlands away
And all things be settled in North-America
So now to conclude these few line I have pen'd
Let us pray that these troubles be brought to an end

For there's many poor Woman that's left in distress
And many poor Child that's left Fatherless

Who are over-whelmed with sorrow and grief—
Pray God be their relief comfort and send them relief

Forton Prison, August 1st 1778—

D, DLC, Sailor's Songs from Forton Prison. The cover reads: "John Rogers his Book/Forton Prison October/1778."

1. Sawney was an English nickname for a Scotsman. The name derives from a Lowlands diminutive of Alexander, a popular Scottish first name. In the time of George III and the Bute administration, Scotsmen were unpopular in England and it was customary to call them by this epithet.

COMMISSIONER OF THE PORTSMOUTH NAVY YARD, BARON SAMUEL HOOD, R.N., TO LORDS
COMMISSIONERS OF THE ADMIRALTY

Gentⁿ Ports^o. the 1^t of August 1,778.¹
I judged it proper to acquaint you that a French Ship, cut out from Sheepscut² on the Coast of America by the *Rainbow's* Tender, arrived at Spithead last night, and has on board 50 Masts, two of which are of 26 inches. And that on the 17th. of last month, she fell in with Six Sail of Adm^l Byron's Squadron. The *Albion* was dismasted; the *Grafton*, *Royal Oak*, and *Bedford*, each a lower Mast sprung, those Ships having separated from the Rest of the Squadron. These six Ships were spoke with in Latitude 46.. Long. 41.³
S. Hood.

L, MiU-C, William Petty, Lord Shelburne Papers. Addressed below close: "Comm^s Navy."

1. That is, Portsmouth, England.

2. That is, Sheepscot River, Maine.; for more on the capture of the French ship *Marquis de la Fayette*, see Journal of H.M. frigate *Rainbow*, Captain Sir George Collier, 2 July, above.

3. In the Atlantic Ocean on the same line of longitude as eastern Greenland and the same latitude as Cape Breton Island, Nova Scotia.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday- Augst. 1st. 1778.-

[Port Louis, France]

This day begins with a Calm, wharpe'd the Ship out of the Harbour, at Noon got clear of all the Rocks, Ordered the Boats hoisted in board; then made sail for Nantse, at 5 PM. passed through between the Isle of Houat & Quiberon point with the 3 prize Brigs under my Convoy;¹ at 11 PM spoke with Cap^t. Giles in a Schooner belonging to New London, North America²

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. The prizes were brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig carrying a cargo of fish. As seen at Journal of *Boston*, 17 July, above, the prizes had been sold to a merchant at L'Orient.

2. Neither Capt. Giles nor his schooner has been further identified.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

Aug^t 1 [frigate *Boston*, Port Louis, France] At 5 am the *Boston* convoyed the 3 prizes¹ to Nantz where they had been bought by the Merchants—At 1 pm passed Bell Isle[.]²

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. The prizes were the brig *Elizabeth*, brig *Britannia*, and an unidentified Scottish brig. They were captured by *Boston* on 23, 25, and 28 June 1778.
2. That is Belle Île, which is off the coast of Brittany.

JAMES MOYLAN TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentlemen

L'Orient 1st. August 1778

The Frigate *Boston* sails this morning with her three prizes.¹ Captain Tucker happen accidentally to have mention'd to me that he had your orders to take on board some goods here, but that as the wind was fair, he determin'd not to wait for them. if it is a disappointment to you, w^{ch}. in any manner can be remedied by loading them on a french bottom, I can give you freight for them on reasonable terms, by one that I shall dispatch in all the next month for America²

I am much obliged to M^r Franklin for having advanced M^r Ogden Eight Guineas, in that gentleman's way hither, w^{ch}. sum I desire my friend in paris to pay him.³ I wou'd have acknowledged that favor sooner, if M^r. Ogden had acquainted me therewith before. I have the honor to be [&c.]

James Moylan

L, PPAmp, Benjamin Franklin Papers, vol. 11, no. 1.

1. On the disposition of those prizes: *Britania*, *Elizabeth*, and an unnamed Scottish brig, see Musco Livingston to the Commissioners, 24 Aug., in *Adams Papers* 6: 387.

2. The commissioners' reply has not been found.

3. Presumably Titus Ogden, a merchant from North Carolina for whom Moylan had acted as agent. Moylan's "friend" has not been further identified.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Dear Sir

[1 August 1778]

I am honoured with your most esteemed favour of the 31 Ul^o by which I see how deservedly you have discharged the Chevaillier¹ and beg you would be Assured that I will take care to cause proper Applications to be made to him if he Should attempt to wear the Naval American Uniform I am glâd to see that you have received every thing² safe the *Rangers* slops have I hope also reached you long before this I am extreemly sorry that I cannot get the Bale of Linning³ out of the Customs House but the laws of that public office are Such that this Merchandize must be shipped for the Coast of Guinea as I have told you before had we had a vessel loading for that Quarter there would not have been the least difficulty.

Mess^{rs} Desegray Beaugeard Fils & Co write me that they have advanced

96^l to Francis Rust

& 30 to Ephraim Westcoat

both prisoners escaped from the British Prisons. they both go down to your Ship to day and as they have been here some time I have paid them 36^l each to defray their expences I advise you with this that you may deduct this from your wages or Prize money if Customary the wind Seems to be towards the Northward I therefore suppose that as soon as the tide will permit you will put to sea there being nothing more left I beg leave to reiterate my sincere wishes for your welfare Success & happiness & assure you of the perfect esteem & consideration with which I am [&c.]

John D Schweighauser
Con Agent

I have paid 190^l to M^r Freeland⁴ according to the inclosed Accot which you will please to receive and be accountable to the Ship

LB, MiU-C, Abraham Whipple Papers. Addressed at the head, "Abraham Whipple Esq^r Comm^{dr} of the Contin Ship of War the *Providence* actually at Paimbeuf."

1. The Chevalier de la Forest. See note, Schweighauser to Whipple, 30 July, above.
2. See Schweighauser to Whipple, 31 July, above.
3. See Whipple to Schweighauser, 31 July, above.
4. Abraham Freeland, a junior officer aboard *Providence*.

August 2 (Sunday)

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Sunday Augst. 2^d. 1778-

This Day pleasant Gales & moderate weather, at Noon we Anchored it being calm, ab^t 5 miles from point Groziact¹ NWst at 3 PM weighed anchor @ 7 came past the point at 9. Anchored.

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Point Le Croisic, France.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 2 [*frigate Boston, coast of Brittany*] Came to Anchor at Noon off the Crozick.¹ At 2 pm sailed up the River² till 8 pm.

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. That is, Le Croisic, on the coast of Brittany.
2. The Loire River.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO JEAN-DANIEL SCHWEIGHAUSER

Onboard Continental Frig *Providence*

Sir,

Paimbeuf Aug 2^d 1778

I received your favour of yesterday and have received every thing contained in your Invoice¹ of the *Ranger* Slops as they are marked on the Baskets & Bales which I have enclosed a receipt for Agreeable to those marks Contents unknown Also I received the Clearance for the Ship which I have deliv^d to M^r Odea² I have everything in Compleat Readiness for the Sea and shall sail as Soon as there is water over the Banks and wind. Pray if you know the particulars of the french and english fleets in the late engagement³ I would be greatly obliged to you to write me. I hope your health will be in better State than it has been—Supply Ephraim Westcott my young Man lately escaped from Jersey w^h Sufficient Mony to Defray all his expences on Board and get down as soon as possible—My kind love to Madam Schweighauser and all the family, the young Gentlemⁿ of the Counting house & enquiring friends have the honour to be [&c.]

A Whipple

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "John D Schweighauser Esq^r/Con Agt

Nantes." In the left margin: "AW— to JDS."

1. An enclosure to Schweighauser to Whipple, 31 July, above, that has not been found.
2. Jacques Odea, fils, merchant at Paimboeuf, Whipple's broker.
3. The Battle of Ushant, fought 27 July between the British Channel Fleet under Adm. the Hon. Augustus Keppel, R.N., and the French Brest fleet under Lt. Gén. des Armées Navales Louis Guillouet, Comte d'Orvilliers.

August 3

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth, August 1778*]

3. For these two months past, since we have been allowed pens, ink and paper, I have employed them to as much advantage as possible. Most of the time, I have busied myself in writing and cyphering. I have had as much writing to do as I could accomplish; and to-day I sent out to buy books and instruments to learn navigation.¹ To-day a number more Frenchmen were brought to prison.

Herbert, *Relic of the Revolution*, pp. 151–52.

1. In his journal entry of 4 Aug., Herbert wrote: "To-day I began to study navigation." *Ibid.*, p. 152.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday Augst 3^d 1778.-

This Day comes in with pleasant weather, at 7 in the Morning weigh'd anchor, at 9. a Branch Pilot¹ came on Board, at Noon anchored, carried the Ketch anchor, in Warping the Ship the topline broke & the Anchor lost, made sail for the River,² at 5. PM. anchored opposite the lowermost light House, at 7 weigh'd anchor again & at 8 Anchored opposite a Town called S^t. Nazarie.³ Cap^t. Whipple came on Board & I returned with him on Board his Ship⁴

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. A "Branch Pilot" was one holding a certificate of competency.
2. That is, the Loire River.
3. That is, Saint-Nazaire, France.
4. Capt. Abraham Whipple commanded the Continental Navy frigate *Providence*.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 3 [*Frigate Boston*] Sailed up the River as far as St Nazarie¹ & discharged 13 Cannon—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Saint-Nazaire, France, is on the Loire River.

PENET, DACOSTA FRÈRES & CO. TO SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS
BOARD OF WAR

Sir

Nantes 1^{er}. August 1778

The foregoing are Copyes of our last, Which hope soon to hear are safe come to

your hands, since have received your esteemed favor of 9th. June last wherein is acknowledged receipt of Sundry letters from us.¹

this by your ship *Adams Cap^t* L. Turner, incloses Bill of Loading and Invoice of her Cargo amounting to L.56235.7. which sincerely wish may arrive safe & give entire satisfaction[.] account of Said vessells disbursements shall forward you by the first opportunity after the different bills are Collected, we also inclose you Cap^t Turner receipt for the money advanced him for use of his vessell, account sales of the *Adams* Cargo net proceeds L.55052.0.3 we sold this Cargo immediately after the ships arrival, with Conditions to be delivered which has evited sundry heavy Charges, as you may observe by comparing this account sales with others further inclose you additional accounts of disbursements for the *Penet & Nantes²* amount^g to L2114.0^o 11^d. Acco^t sales of y^e flaxseed & potash p. the *Nantes N^t* proceeds L. 22345.17.4, Acco^t of an Error in the snow *Penet's* General Acco^t of Disbursemnts L. 346.7.11. in the states favour likewise inclose you a translation of Recules de Basmaerin Raimbaux et Cie Accounts,³ respecting the business they were charged with by Gruel & C^o in your states account,⁴ first account of Disbursements against the Brigantine *Tirranicidé* Cap^t Harri-dan⁵ amot^g to L. 19177.19.1 Second acco^t of Disbursements against the sloop *Bunker hill* Cap^t Clark⁶ amo^g to L. 7612.2 third acco^t sales of the sloop *Bunker hill* & Cargo N^t proceeds L.27618.18. Invoice of the *Tirranicides* Cargo amount^g to L. 35010.6.11. they forwarded you by said vessell.

Cap^t Turner received from us £.1400. .. for his primage as p. inclosed receipt he tole us that was the sum agreed upon with the board of war, and Mess^{rs}. Cripps & Mey⁷ wrote us to pay him as p. his agreements & not pay any attention to the bill of Loading that mentioned primage as customary which would amounted to full double the sum; it is necessary to inform you that Cap^t Turner had several passangers & some Indigo belong^g to them on freight, which he received the money for & said would settle with the board for the same. three muids⁸ of salt in bulk with that of y^e Cargo belong^g to Captain Turner which he bought & paid for.

Cap^t Proctor & Cap^t James (who were unfortunately taken in the two mast ships.)⁹ arrived here some time ago, we advanced them money to y^e amounts of L1770 p. inclosed receipts, the former went on board the frigate y^e *providence*,¹⁰ the latter is waiting to take the command of a small vessell now on the stocks, building by two Gentlemen that embark in her for your state—we sincerely wish the whole of y^e foregoing papers may be found Just on examination & give all satisfaction,

in your last we with pain remark the dissatisfaction of your having mention'd some time before what Balance remain'd as due to your state as you believed by the remittances, made & the money advanced our unfortunate Pliarne Exceeded what we shipt & paid for your state, this now serves to inform you that M^r. Pliarn never sent any account of y^e money he received from you which left us intirely in the Dark on that point;¹¹ further observe, it gives you no uneasiness to find we are in advance for that or a much considerable amount as it would be but as small part of y^e advances stipulated in your contract with our Mr Pliarne we are happy to think our advances give you no uneasiness, and be assured we will go to the utmost of our abilities in Serving your State which we have given a small proof of but hope you will not think this is done by agreement of contract, as we never received original or Copy, therefore are quite ignorant with the Contents.

With regard to your accounts not being sooner forwarded, we Can only give for reason that M^r. Gruel (who contracted the whole business whilst in the partnership) treated

you as he did all others that were pleased to intrust us with their business, by neglecting it in a most shamefull manner, dayly with astonishment we are obliged to see, in what an indolent manner he transacted the business, and are much afraid shall feel the consequence thereof untill the character of our present partnership is established & Known in what manner we dispatch business, which if not already taken place hope will soon be, after our M^r. Penet's arrival in the Continent, who leaves this in a small Vessell of ours, for the southward, that will sail with the fleet under convoy of the *providence* & two other Continental frigates,¹² who sees them off this coast, should M^r. Penet be fortunate enough to arrive, will think it his duty to wait on your respectable board of war so soon as possible.

With regard to the political affairs of Europe, must reffer to the french papers we forward you by this vessell, unless it is the King of france's proclamation giving liberty to fit out privateers & letter of marks against the English, further that a french frigate had already taken five english vessells which are all safe in different ports of this Kingdom,¹³ the french fleet left brest y^e 8 ultimo consisting of 32 ships of y^e line, frigate &^{ca}¹⁴ the English fleet went out some little time after, but have not had yet heard of the two fleets meeting which is looked for every moment what the consequence may be, cannot tell, but they assure for certain that our fleet has orders to attack admiral Keppel.¹⁵ we remain with most Sincere your most obedient [&c.]

(Copy)

penet D'acosta freres & C^o

3 August 1778

Since Sealing the papers for your board, four of Cap^t. Turners Sailors left him, of which had three taken by the Guards, the fourth could not be found, another has his hand so bad, the Captain will be obliged to leave him, which makes him Short of two hands therefor he apply to us for mony to Ship two others in their place that we could not refuse him & paid him ₧ inclosed receipt two hund^d livers, this day we received the news from brest, which we inclose you a hand bill printed in french,¹⁶ the Engagement began, without declaration of War on either side. We beg leave to Remain with due respect [&c.]

NB. y^e. 4th. Ins^t

we this moment receiv'd yours of ye 2nd. Ult^o. by way of Bordeaux informing us of Cap^t. Chapmans arrival, are in hopes of soon hearing that Cap^t. Harris also is saf arrived
(Copy)

Copy, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777–1780), pp. 87–90. Addressed at top: "M Samuel Philip Savage Esq^r/Presid^t of y^e. Board of war/At Boston." Docketed on last page: "From Mesr Penet/de Costa freres & C^o/Aug^t 4 1778."

1. None of the documents referred to in this letter has been found.
2. Massachusetts state trading brigantines *Penet*, Capt. John Harris, and *Nantes*, Capt. Joseph Chapman.
3. That is, Reculés de Basmarein & Raimbaux, a merchant firm based in Bordeaux.
4. Jacques Gruel and Co. was a banking firm at Nantes.
5. Massachusetts Navy brigantine *Tyrannicide*, formerly commanded by Capt. Jonathan Haraden. In late 1777, it had been used to carry a cargo of goods to France. See Massachusetts Board of War to Emmanuel de Pliarne, 27 Nov. 1777, *NDAR* 10: 615.
6. Massachusetts trading sloop *Bunker Hill*, Capt. John Clark.
7. John S. Cripps and Florian Charles Mey were merchants at Charleston used by Massachusetts to conduct business for them in that city.
8. A French measure of volume, a hogshead.

9. Joseph Proctor had been captain of Massachusetts state trading brigantine *Gruel*; Richard James had been master of the Massachusetts state trading brigantine *Union*; both vessels had been carrying cargoes of masts when captured. See Journal of H.M.S. *Milford*, 3 Feb. 1778, NDAR 11: 271; George Williams to Timothy Pickering, 22 Mar. 1778, NDAR 11: 757–58; Extract of a Letter from Falmouth, 7 Mar. 1778, NDAR 11: 1066.

10. Continental Navy frigate *Providence*, Capt. Abraham Whipple.

11. Emmanuel Michel de Pliarne, formerly a partner of Pierre Penet's, had been based in Alexandria, Virginia.

12. The two other Continental vessels were the frigate *Boston*, under the command of Capt. Samuel Tucker, and the ship *Ranger*, under the command of Lt. Thomas Simpson.

13. On 3 Aug., the American Commissioners in France were sent intelligence from Toulon reporting that two French Navy vessels, the frigate *Gracieuse* and the corvette *Éclair*, had brought in a total of five prizes. *Franklin Papers*, 27: 213–14.

14. The Brest fleet, commanded by Comte d'Orvilliers, left port on 10 July.

15. Adm. the Honorable Augustus Keppel commanded the British Channel fleet.

16. The handbill undoubtedly concerned the battle of Ushant, which was fought on 27 July between the French Brest fleet and the British Channel fleet. Both countries claimed victory; historians consider it indecisive.

JOHN ROSS TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Being informed that M^r Schweighauser gave you the reports of yesterday from Brest I shall not take up your time with another relation of it¹ only am ansious for to morrows post to know with certainty whether Kepples fleet are returned or kep the Sea you as an Officer of the navy can draw inferences and form a Superior judgement of the result of this engagement than I can pretend to do as such permit me to leave you to your own reflections I wish they would but give us ten of the best Ships in this Squadron returned for Shelter,² and leave it to ourselves to find men for the service of the United States. There is a young man returned here lately from Jersey, engaged I find to go in the frigate with you, Captain Kelly³ who is now here is in much want of a mate on whom he can depend his first mate & Crew being Chiefly Europeans and strangers to him his Brigg is loaded in part with public Property & in reading [*i.e.*, *readying*] to proceed & take Shelter under your wings as far as it proves Convenient to both, if you can dispense with Abraham Freeland he seems inclined to Accept of a Mates Birth & proced with Captⁿ Kelly it would not only be a security of property but a real Satisfaction to the Captain to have one trust worthy on this intended Voyage—I do not by this Application mean to interfere with you in any respect being persuaded if it is Convenient and Consistent with your own present Situation you will readily Concur and Assist at least where the Interest of the United States is Concerned having therefore no doubt Captain Kelly of the Brig *Peggy* will get away with you he will be instructed to keep by you till he gets quite off the European Seas Unless your Cruize lead you to part sooner I beg therefore you keep sight of him and of *Maggie*⁴ that they may benefit by your protection as far as possible wishing you every success & safety—believe me to be [&c.]

Jn^o Ross

Nantes August 3^d 1778—

LB, MiU-C, Abraham Whipple Papers. Addressed at the head, "Abraham Whipple Esq^t." In left margin: "J Ross/to/A. Whipple."

1. The latest news about the Battle of Ushant, fought 27 July between the British Channel Fleet under

Adm. the Hon. Augustus Keppel, R.N., and the French Brest fleet under Lt. Gén. des Armées Navales Louis Guillouet, Comte d'Orvilliers.

2. Presumably this refers to the French fleet under d'Orvilliers that had returned to Brest after Ushant.

3. Kelly, master of the brig *Peggy*, had arrived in Bordeaux on 11 May, from North Carolina with a cargo of tobacco, for the account of Willing and Morris. John Bondfield to the American Commissioners in France, 12 May 1778, in *Adams Papers*, 6: 108.

4. The *Maggie*, evidently a merchant ship, has not been further identified.

August 4

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Tuesday. Augst. 4th. 1778-

[*Saint-Nazaire, France*]

This Day pleasant weather, by my Orders left with Lieu^t Reed¹ he sent M^r Jacobs in the Cutter, with a Guard of Marines, to conduct the four prize Masters, with the Men² to peinpricoi³ & deliver them to Cap^t Whipple of the *Providence*

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Lt. Benjamin Reed, 1st lieutenant of *Boston*.

2. On the prizes captured by *Boston*, see the journal entry of 17 July, above.

3. That is, Paimboeuf, France.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 4 At 7 am. the 4 Capt^s with their men¹ were sent to Nantz. 6 marines were ordered to guard them—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Presumably the four captians were ——— Allen, master of an unidentified brig from Scotland, Thomas Anquetin, master of the brig *Elizabeth*, William Baker, master of the brig *Britannia* and George Finley, master of the brig *John and Rebecca*. On these prizes of *Boston*, see Samuel Tucker to American Commissioners in France, 3 July, above.

CAPTAIN THOMAS READ, CONTINENTAL NAVY, TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Sir

Nantes August 4 1778

I should have answered yours¹ before this but being confined to the house deprived me of getting news. we are still in the dark Concerning the engagement between the two fleets² the french gave out that Admiral Kepple was obliged to retire and they staid forty eight hours and saw nothing of him we had it yesterday reported that he is off brest with twenty Six Ships if so I think you run some risque in going to sea. I have Orders to Sail for the Continent as soon as I can get ready which will be in about ten days if my health permits³ I can hear of no American News Since you left this I mend very slow. am sir with my Compliments to all the Officers onboard⁴ Your hum Servt

Thomas Reed

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "A Whipple Esq."

1. Whipple wrote Read on 28 July, inquiring about his health and asking for news. Whipple stated that the frigate *Providence*, with a crew of 225, was only awaiting bread to be ready to sail the first fair wind, and that he expected Capt. Samuel Tucker at the Loire's mouth imminently. MiU-C, Abraham Whipple Papers, Abraham Whipple Letter Book.

2. The Battle of Ushant, fought 27 July between the British Channel Fleet under Adm. the Hon. Augustus Keppel, R.N., and the French Brest fleet under Lt. Gén. des Armées Navales Louis Guillouet, Comte d'Orvilliers.

3. On 24 Aug., Read reported to the American Commissioners in France, "I have been So unwell that I have not been out of my Room." *Adams Papers* 6: 396.

4. On board Continental Navy frigate *Providence*, Whipple commanding.

August 5

LORD GEORGE GERMAIN TO GOVERNOR PETER CHESTER OF WEST FLORIDA

(N^o. 16)

Whitehall, 5th. August 1778.

Sir,

Since my Letter to you of the 1st. of last Month¹ I have received your dispatch N^o. 52 and have laid it, with the Inclosures,² before The King.

The Measures already taken by His Majesty for the Security of the Province under your Government, and of which I fully informed you in my last, will, I hope, have the Effect to give entire Safety to the Inhabitants, and by removing their Apprehensions of Danger from any future irruption of the Rebels induce them to return to their Settlements and proceed in the Cultivation & Improvement of their Lands.

I have carefully read over the copies of the Correspondence that passed between the Spanish Governor of Louisiana and the Commanders of His Majesty's Ships *Sylph* and *Hound* contained in the Minutes of the Council and other Inclosures in your dispatch³; and althô a most unjustifiable partiality and Encouragement to His Majesty's Rebellious Subjects may easily be discovered in the Governor's proceedings, yet there by no means appears in those Papers, sufficient cause for taking so rash a Step as that you meditated, of seizing Spanish Property or committing any Act of Hostility against the King of Spain or His Subjects, and I am to signify to you His Majesty's Express Command that you take every Precaution to prevent any Violence or Injury being done to His Catholick Majesty's Subjects, or affording any just ground of Complaint of an Infraction on our part of the Peace and Friendship which so happily subsists between the Two Crowns.

The free Navigation of the Mississippi is undoubtedly the common Right of the Subjects of Both Nations, but the Jurisdiction and Property are, as Don Galvez states it, intirely in Spain, from the Belize to the Iberville, and from thence to it's Source on the left hand side only of a Line drawn thro' the Center of the River.—The Property of His Majesty's Subjects seized within those Limits, the Governor professes to restore, and I see by Cap^t. Nunn's Letter to you of the 14th. April⁴ that M^r. Campbell's Brig⁵ was actually given up.

The Countenance however which you say has been shewn to the Rebels at New Orleans and their being allowed to retain or dispose of there, the Effects they have plundered The King's Subjects of within His Majesty's Jurisdiction is a most offensive and injurious proceeding, & I shall not fail to communicate such part of your Letter and the Inclosures as relate to that Proceeding to Lord Weymouth, and I doubt not his Lordship will instruct His Majesty's Ambassador at Madrid to make the strongest

Representations to the Spanish Court upon the unwarrantable Conduct of It's Governor, and I shall hope that orders will be given for restoring to His Majesty's Subjects such part of their plundered Effects as may be found within the Spanish Territories. I am &c^a

Geo: Germain

Df, UklPR, C.O. 5/594, pp. 607–9. Addressed in margin: "Governor Chester." Docketed: "Dra^t to Gov^t Chester/5th August 1778./(N^o 16.)" Notation: "Ent^d."

1. C.O. 5/594, pp. 457–62, summarized in Davies, *Documents of the American Revolution* 13: No. 1939, p. 317.

2. Chester to Germain, 7 May 1778, in *NDAR* 12: 291–94; the notes there provide information on the enclosures.

3. Comdr. John Fergusson commanded H.M. ship-rigged sloop-of-war *Sylph* and Comdr. Joseph Nunn commanded H.M. ship-rigged sloop-of-war *Hound*. For the correspondence of Don Bernardo de Gálvez, governor of Louisiana, with Fergusson and Nunn, see Fergusson to Gálvez, 14 Mar. 1778, in *NDAR* 11: 642–43; Gálvez to Fergusson, 15 Mar. 1778, in *NDAR* 11: 649; Fergusson to Gálvez, 15 Mar. 1778, in *NDAR* 11: 650–51; Gálvez to Fergusson, 18 Mar. 1778, in *NDAR* 11: 704–6; Fergusson to Gálvez, 20 Mar. 1778, in *NDAR* 11: 745–47; Gálvez to Fergusson, 20 Mar. 1778, in *NDAR* 11: 747–48; Gálvez to Fergusson, 21 Mar. 1778, in *NDAR* 11: 756; Fergusson to Gálvez, 29 Mar. 1778, in *NDAR* 11: 833; and Gálvez to Nunn, 21 Apr. 1778, in *NDAR* 12: 165.

4. Joseph Nunn to Chester, 14 Apr. 1778, in *NDAR* 12: 106–8.

5. Brigantine *Neptune*, John Knowles, master, owned by John Campbell, British merchant resident in New Orleans.

LORD GEORGE GERMAIN TO LIEUTENANT GENERAL SIR HENRY CLINTON

(N^o 10.)

Whitehall August 5th 1778.

Duplicate.

Sir,

I have received your Dispatches of the 23^d May, and 5th and 13th June numbered 3 and 4,¹ and had the Honor to lay them before The King, and I have the satisfaction to acquaint you that the Disposition you made for evacuating Philadelphia appears to His Majesty, for the reasons you State, to have been very proper, and I shall hope to hear from you in a few Days that the Army under your Command passed throth the Jerseys without any material Molestation, and is arrived in safety at New York.²

But I am not so easy in respect to the Expedition ordered to the West Indies, as the Season will be so far advanced before it may be expected the Troops can Sail from New York, that I fear they will be exposed to the Danger of a Hurricane on their Voyage, and to that of the Autumnal Diseases upon their Arrival; I make no doubt however that every possible Precaution will be used to guard against both Dangers, and your giving the Command to an Officer of Major General Grant's³ prudence and Ability, was taking the most likely means to insure Success, his appointment therefore has met with The King's Approbation.

I am very anxious to learn the Effect of the Commissioners Letter to the Congress,⁴ I flatter myself a Treaty will take place, and that We shall be at liberty to act with our whole Force against France.

My Circular Letter of this day⁵ will inform you of the Resolution His Majesty has come to, of issuing Letters of Marque for seizing & making Prize of their Trading Ships, and you will see by the enclosed Gazette Extraordinary that an Action has happened between His Majesty's Fleet under the Command of Adm^l Keppel and the Brest Squadron.⁶

Should however the Congress, and all the revolted Provinces, refuse to treat with the Commiss^{rs}, the Attention due to the Safety of other Parts of the King's Dominions, and the Security of our Trade, will make it necessary to deprive them of the means of making Naval Expeditions, of fitting out Armed Ships; and therefore I trust you will, in concert with the Commander of His Majesty's Ships, lose no time in carrying into Execution such Measures as you and he shall concur in as most proper for effecting that Important Service

The Recovery of South Carolina & Georgia in the Winter, or even the latter Province if the other requires a greater Force than can be spared, is an Object of much Importance in the present State of things, as from thence our Islands in the West Indies might draw Supplies of Provisions and Lumber, for the want of which they are now greatly distressed, and His Majesty's Ships would have Ports of Safety to Wood and Water in, and refresh their Crews. But as in my most Secret Letter of the 8th of March⁷ I fully stated what appeared to me to be the most advantageous manner of employing the Troops under your Command in case a French War had not intervened, it is unnecessary for me now to say more upon that Subject than to acquaint you that it is still The King's Wish, if the Rebellion continues, that in your future Operations you should adopt such parts of the Plan suggested in that Dispatch, as in the present Circumstances you shall think may be executed with Success. I am [&c.]

Geo: Germain

P.S.

I have the pleasure to send you Enclosed herewith His Majesty's Commission under the Great Seal of England, appointing you Commander in Chief of all His Majesty's Forces in the Colonies lying upon the Atlantick, and a Warrant under His Majesty's Sign Manual authorizing you to appoint to Vacancies therein, on which I beg leave to congratulate you.—

G. G.

L, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, 1293; microfilm copy, ViW, British Headquarters Papers, vol. 8, 1293. Addressed at foot of first page: "Sir Henry Clinton." Docketed: "Duplicate N^o. 10./ Lord George Germain/to/Sir Henry Clinton/August 5th. 1778./received 18th. October 1778/~~to~~ the *Swallow* Pacquet."

1. For dispatch No. 3, of 23 May, see Davies, *Documents of the American Revolution* 13: 126; for dispatch No. 4, of 5 and 13 June, see UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, 1213; microfilm copy, ViW, British Headquarters Papers, vol. 8, 1213.

2. On June 28, Continental Army forces under General George Washington attacked the rear of the British column on its march to New York, at Monmouth Courthouse, New Jersey. In the aftermath of the battle, the British resumed their march, reaching the outskirts of New York City on 30 June.

3. Maj. Gen. James Grant, whom Gen. Sir Henry Clinton had put in charge of an expedition against St. Lucia.

4. The letter from the Commission for Quieting Disorders in America—commonly referred to as the Carlisle Peace Commission—to Congress concerning the offer of reconciliation, dated 9 June, is printed in Davies, *Documents of the American Revolution*, 15: 135–37. Congress replied on 17 June, rejecting any relationship with Great Britain that did not recognize the status of the United States as an independent nation. Henry Laurens to the Carlisle Commissioners, 17 June 1778, *Letters of Delegates*, 10: 122–23.

5. Germain to governors of colonies, 5 Aug. 1778, in C.O. 5/79, fols. 168–169d.

6. The Battle of Ushant, fought 27 July between the British Channel Fleet under Adm. the Hon. Augustus Keppel, R.N., and the French Brest fleet under Lt. Gén. des Armées Navales Louis Guillouet, Comte d'Orvilliers.

7. Germain to Clinton, 8 Mar. 1778, in *NDAR* 11: 1069–73.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERWednesday- Augst. 5th. 1778[*Saint-Nazaire, France*]

This Day pleasant Weather, a frigate & several Small Vessells, laying in Comp^y- with me, they being bound to Sea when the Wind serves, & My ship is only waiting for Cap^t Whipple¹

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).1. Capt. Abraham Whipple commanded the Continental Navy frigate *Providence*.**August 6**

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, August, 1778*]

6th. Thursday one of the Labourers Employed at the Old Prison this day—Noon went to dine & left his Coat hanging by his work & his Basket. W^m. Carpenter put on the Jacket & took the Basket in his hand & went to the gate. The Turn-key let him out but on his way met with the Laborer who Owned the Jacket he had on Accordingly Turned the Guard out who pursued him & Over took him & bro^t him back & he is put upon half Allowance for 40 Days

D, MeHi, Jonathan Haskins Journal.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO GENERAL GEORGE WASHINGTON

Honor'd Sir,

Passy near Paris August 6th. 1778.

As the Scene of War by Sea is now changing from America to Europe I have been induced to give up the Command of the American Ship of War *Ranger* and to Continue for some time in Europe in Compliance with the request of the Minister of the French Marine in a letter to our Ministers Plenipotentiary at the Court of Versailles.⁻¹

I will not intrude on your Excellencies time even by attempting to pay you the respect which you so Justly Command:-

The intention of this letter is only to beg your Acceptance of two Epauettes with which it is accompanied, and which my Friend M^r. Williams of Nantes² had undertaken to forward[.] I expected to have had the honor of delivering this little present into you own Hands—but not having that Satisfaction if in the meantime I can render you any Acceptable Services in France I hope you will Command me without reserve, being with Sentiments of perfect Esteem Honored Sir yours &c⁻

LB, MdAN, John Paul Jones Letterbook. Notation below close: "His Excellency/Gen^l Washington/Commander in Chief of the American Army/at his Head Quarters.-"

1. See Gabriel de Sartine to the American Commissioners in France, 5 July, and the American Commissioners in France to Sartine, 11 July, both above.

2. Jonathan Williams Jr.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Passy Aug^t. 6th. 1778.

By a resolve of Congress the Seamen who engaged to Serve in the *Ranger* under my Command were furnished Individually with forty Dollars—the Landsmen with Twenty Dollars Advance in Continental Bills at the time of Entry.—They have Also been supplied with slops from time to time to a considerable amount—And they received a small Advance in Cash from my hands at Nantes last Winter.

I conceive it to be my Duty to represent these circumstances to you—And I naturally hope that you will Order receipts to be given to me for my indemnification—And that my Stores, & furniture &c. be delivered up. I beg you to recommend the men who landed with me at Whitehaven to the Bounty of Congress Agreeable to your promise and I have the Honor to be [&c.]¹

Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 11, no. 24. Addressed below close: “Their Excellencies/the American Plenipotentiaries, Court of France.” Docketed on separate sheet: “Cap^t Jones/6 August 78.”

1. The Commissioners replied on 10 Aug., below.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Thursday Augst. 6

[*Saint-Nazaire, France*]

This Day pleasant Weather the Ship *Providence* Cap^t Whipple came down from Peinpreiaf,¹ I saluted his Ship wth. Thirteen Guns & he returned the same Compliment-

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Paimboeuf, France.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t.] 6 [Frigate *Boston*] Discharged 13 Guns because the *Providence* Frigate,¹ Cap^t Murray² & several Continental Vessels, had come down River to our moorings—³

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Continental frigate *Providence*, commanded by Capt. Abraham Whipple.

2. Capt. Alexander Murray, commanding Maryland privateer brigantine *Saratoga*.

3. Frigate *Boston* was anchored in the Loire River at Saint-Nazaire.

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Comm^d Cont Ship of War the *Providence* now lying at Paimbeuf
 Sir Nantes 6th Aug 1778—
 here are three young Lads who have presented themselves to go as Volontiers aboard your frigate they go down by this time to Paimbeuf in Order to apply to you for that purpose you will take them if they suit you they have begged I would give them a Line I am [&c.]

Schweighauser
 Contin Agent

Should they not Suit your Ship Mayhap Capt Tucker¹ would enter them on his

LB, MiU-C, Abraham Whipple Papers. Addressed below close: "Abraham Whipple Esq."

1. Samuel Tucker, commanding the frigate *Boston*, then at Saint-Nazaire, the port of Nantes.

August 7

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday- Augst. 7th. 1778-

[*Saint-Nazaire, France*]

This Day foggy-the Wind at NE-the People imployed in stowing provision in the hold. at 4 PM. Commedore Whipple fired a Gun & hoisted a Flag at his Main top gallant mast head as a signal for the fleet,¹ to send their boats on board him for to receive Orders. A Pilot came on Board, hoisted in the Boats, & Unmoor'd Ship.- Pleasant Weather

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. On the "fleet" commanded by Capt. Abraham Whipple, see the journal entry for *Boston* of 8 Aug., below.

August 8

SECRETARY OF THE ADMIRALTY PHILIP STEPHENS TO VICE ADMIRAL LORD SHULDHAM

8th. Augt 1778

My Lord—

My Lords Commiss^{rs} of the Admty having receivd Information that Jones who commanded the North American Privateer, which lately took the *Drake* Sloop, & committed other Depredations in the Irish Channel,¹ has purchas'd a new Ship and is expeceted to sail from France in a few Days in company with three others, with an Intention, as it is apprehended to plunder & destroy the Bleaching Grounds² in and about Larne & Carrickfergus, & to harrass the Coast,³ I am commanded by their Lordships to acquaint you therewith & to signify their direction to you so soon as the *Three Brothers* Arm'd Ship⁴ arrives at Plymouth from Kingroad, to order her Commander to proceed immediately into the Irish Channel, & to cruize very diligently off Carrickfergus & on the neighbouring parts of the Coast in order to be in readiness to defeat those, or any other Attempts which may be made in the above mention'd Channel, or on the Coast thereof by the said Jones, or any other of His Majestys Enemies; & letting him know that similar directions are given to the Commanders of the several Cruizers, in the said Channels⁵; For which you will receive An Order in form by the next Post. I am &c

PS

LB, UkLPR, Adm. 2/558, fols. 308–9. Addressed below close: "Vice Adml L^d Shuldham—Plymouth."

1. For the account by Continental Navy captain John Paul Jones of the capture of HM sloop *Drake* and other operations in the Irish Channel by the ship *Ranger* under his command, see Jones to American Commissioners in France, 27 May 1778, in *NDAR* 12: 755–61.

2. In the 1700s part of the process of bleaching linen was to lay the fabric out on the ground, sometimes for several months, to turn it white. Where the linen was laid was called "bleaching ground." *OED*.

3. The information appears to be a confused reference to the intention of the American Commissioners in France to procure the *Indien*, a warship the French were having built in Amsterdam, and give the command to Jones. It seems likely that the British had seen a copy of Jones' memorandum dated [4-5 July], above, in which he proposed an operation similar to what Stephens outlines here.

4. H.M. armed ship *Three Brothers* of 20 guns, Comdr. Hugh Baikie.

5. *Williamson's Liverpool Gazette* of 4 Sept. 1778 published such an order, dated 8 Aug., from Stephens to Comdr. Peter Foulkes of the 20-gun H.M. armed vessel *Satisfaction* at Greenock, Scotland.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Saturday Augst. 8th. 1778-

This morning at 3 °Clock—weighed Anchor at S^t Nazarie¹ in Company with Cap^t Whipple of the *Providence* & 8 Sails of Ships & other Vessells, under our Convoy; we being bound to Brest. with the Intention of Joyning Cap^t Simpson² in the *Ranger* Ship, & their thank God, there will be Two frigates & a Sloop of War, belonging to the thirteen united states together—& I hope Heaven will send us success in the Cruise; & that we all may return to America, plentifully loaded, with his devine Goodness. at 8- AM. The Tower of Crozix³ beares NE½E— distance 15 Miles, the Commodore⁴ & all the Fleet in sight.

Latt \wp Obs: 46.59. N^o

Course ⁵	Dist ^{ce} .	X Latt ^d .	Dep ^r .	Latt ^d \wp Obs.	X Long.	Long in	M. Dist:

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Saint-Nazaire.

2. Lt. Thomas Simpson, commanding Continental Navy ship *Ranger*.

3. That is, Le Croisic, France.

4. That is, Capt. Abraham Whipple who assumed the rank of commodore because, as senior captain, he commanded this flotilla.

5. The table is empty of data.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 8 [Frigate *Boston*, *Saint-Nazaire*, *France*] At 3 in the morning, weighed Anchor, & sailed in Company with the *Providence* & 11 other Vessels for Brest—Saw a Sail to windward—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

August 9 (Sunday)

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

9th. of Aug^t. Sunday last Eveng as 4 men went to Empty the Necessary tubs¹: two of them took to the water to swim away: but were soon taken up—The Commissioner from the B^d.² who was here a few months ago has come here again to Regulate Matters—

D, MeHi, Jonathan Haskins Journal.

1. That is, the tubs constituting the prison's privy.
2. A representative from the Commission for Sick and Hurt Seamen, which oversaw British prisons.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO COMMISSIONERS OF THE
CONTINENTAL NAVY BOARDS

Onboard American Contin Frig *Providence*
At Sea in Bay of Biscay August 9 1778

Honble

Commissioners Navy Boards United Ameri States Where these may Arrive and can be deliver^d with greatist Conven^{cy}

Honoured Gen^m.

This oppertunity permits me to Acquaint you that when I saild from the River of Providence we recieved a severe Cannonading from the two Frigates that Attacked¹ but I flatter myself they had nothing to boast of as the fire was returned with Interest. One shot from the Enemy hulld us between wind & water and the sails, Rigging &c was much damaged but amid all this fire not a man was killed or wounded. The *Lark* was fairly along side when she recieved three of our Broadships and immediately sheered off not being able to Stand the w^t of our metal the 4th Day was chased by a two Decker² but out saild her from the wind exceeding fast.

In Latt 45.00 Long 10.00 took a Brig laden with 143 Pipes of Wine bound from Porto Port to West Chester she Arrived Safe at St Martins Isle of Rhé and has been sold by the Con Ag^{t3} Arrived in the River Loire harbour of Paimbeuf about 10 Leagues from Nantes the 29th of May and immediately dispatched an Officer Agreeable to my Orders to wait on the Honble Comm^s Resident at Paris.

Having found by experience that my masts & rigging were by no means Sufficent to carry and Croud sail have had such Alterations made as I beleive will stand my Ship at Present is manned with 250 men and Boys included about 80 of them are green Frenchmen whom I have picked up here. The Honble Commissioners have sent me Orders to join the *Boston*⁴ and put to sea with all possible expedition and together with the *Ranger* proceed for America In consequence of this I yesterday saild from the River Nantes in Company with the *Boston* having been wind bound ever since the 25 July

The two frigates are now bound for Brest to join the *Ranger* Cap^t Simpson,⁵ Cap^t Jones being destined for another service agreeable to the Letters of the Honble Commissioners which inclosed you a Copy of⁶ and you will then be able to determine with greater Accuracy than myself why Captain Jones is not in the *Ranger*⁷ have onboard at present a Considerable quantity of Goods belonging to the Continent a Copy of Invoice inclosed⁸

My ship is very healthy & hope it will remain so there has been an engagement between Admir Kepple and the French Fleet which had the Better I cannot tell,⁹ but by what I can learn they have six Captains confined for Cowardice at Brest¹⁰ before this Comes to hand doubt not you will have a Compleat A/c [*account*] of all those transactions. There is no public Declaration of War as yet between England & France but both Sides Reciprocally Capture every thing which it is possible to find—

The tedious method of doing Business in France has detained me longer than I could wish Am in hopes I shall Arrive at Some port in America by the last October where I cannot tell Pray oblige me with informing M^{rs}. Whipple that I am well Remember me to all enquiring friends

From Sentiments of the highest Esteem & respect have the honour to be [&c.]
Ab^m. Whipple

NB. This letter with the Commis June 23 & July 16th. & Invoice of Goods &c on Con Account—were sealed in Six Different Packets and put on board following Vessels—

1 <i>Le Courier de L'Europe</i> _____	Mons ^r Pennet ¹¹
2 French Brig _____	Capit ⁿ Consaissior ¹²
3 Ship <i>Bird</i> _____	Capt McGee ¹³
4 Brig <i>Saratoga</i> _____	Capt Murray ¹⁴
5 Ship <i>Adams</i> _____	Capt Turner ¹⁵
6 Schooner <i>Squirrel</i> _____	Capt ⁿ . Dashiel ¹⁶

LB, MiU-C, Abraham Whipple Papers. In the margin: "AW/to/Navy Boards/United States/Aug 9. 78."

1. H.M. frigate *Lark*, Capt. Richard Smith, and H.M. frigate *Juno*, Capt. Hugh Dalrymple. See Diary of Captain Frederick Mackenzie, British Army, 1 May 1778, in *NDAR* 12: 238–39.

2. 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.

3. The prize was the brigantine *Lord Grosvenor*, William Tyler, master, and the Continental agent was Jean-Daniel Schweighauser.

4. Continental frigate *Boston*, Capt. Samuel Tucker, commanding.

5. Lt. Thomas Simpson, in command of Continental Navy ship *Ranger*.

6. American Commissioners to Whipple, 16 July, above.

7. In order to relieve tension between Jones and Simpson—previously Jones' first lieutenant aboard the *Ranger* and reward Jones for his successful attacks on the British coast, the American Commissioners gave Simpson command of the *Ranger* and ordered him to America and promised Jones command of the *Indien*, a frigate being built for France in Amsterdam. Ultimately Jones was not to get the *Indien* but set sail in the refitted merchantman *Duc de Duras*, renamed *Bonhomme Richard*.

8. See Receipt for Supplies Received On Board Continental Navy Frigate *Providence* for Transport to America, at July 25, above.

9. The Battle of Ushant, fought 27 July between the British Channel Fleet under Adm. the Hon. Augustus Keppel, R.N., and the French Brest fleet under Lt. Gén. des Armées Navales Louis Guillouet, Comte d'Orvilliers, was inconclusive, a tactical draw.

10. Louis-Phillipe-Joseph de Bourbon, duc de Chartres, was removed from command because of his incompetence and failure to obey orders during the battle, but, as a prince of the blood, given the face-saving honorary position of colonel-general of hussars. Chef d'escadre Etienne-Pierre vicomte de Rochechouart, flying his flag in *Duc-de Bourgogne*, and Capitaine de vaisseau Bartélémy-Achille-Evard de Trémigon, commanding *Alexandre*, were called on to justify themselves: Both ships of the line had been absent from the battle, having failed to rejoin after separating from the fleet the night of 23–24 July. The tribunal found Rochechouart not culpable and admonished Trémigon. Capitaine de vaisseau Denis de Trobriand de Keredern was replaced in command of the 50-gun ship *Amphion*, which had returned to Brest during the battle because of battle damage. O. Troude, *Batailles Navales de la France* (Paris: Challamel aîné, 1867–1868) 2: 11; Lacour-Gayet, *La Marine Militaire*, pp. 128–29 and pp. 134–35.

11. *Le Courier de L'Europe* was a ship owned by Penet, d'Acosta frères & Cie. *Franklin Papers* 27: 343.

12. Not further identified.

13. *Bird*, a letter of marque ship carrying 12 carriage guns, was likely owned by Carter Braxton, who advertised sale of its cargo after its arrival in the York River, Virginia, on 1 Oct., after an eight-week passage from Nantz, France. Captain McGee brought with him French news accounts of the Battle of Ushant. Purdie's *Virginia Gazette* (Williamsburg), 16 Oct. 1778; Dixon and Hunter's *Virginia Gazette* (Williamsburg), 16 Oct. 1778.

14. Maryland privateer brig *Saratoga*, Alexander Murray, commander.

15. Massachusetts state trading ship *Adams*, Luther Turner, master.

16. Not further identified.

August 10

ARTHUR CAYLEY TO WALTER SHAIRP

Extract of a Letter from M^r Arthur Cayley to M^r Walter Shairp dated Archangel 10th August 1778—

Inclosed I hand you a Copy of a Letter received from Captain Richards giving an Account of the Havock made among the English Ships, & I fear many more will share the same fate; as I hear the Privateer¹ still hovers on the Coast; she mounts 20 Guns, 10 Swivels, has 150 Men, & Cruizes between the North Cape and Warehouse.² As the Trade between this Place & England is very considerable, could not you, my worthy Friend, obtain a Convoy to come here next Year, with the Ships as is done in other parts of Russia, or must it be petitioned for by the Russia Company in London.³ I pray you will write to London on this Subject, for without some protection is granted, I fear few English Ships will come here next year; we have already had thirty three English Ships & many more expected.⁴ The Trade of this Place is Principally in Tar, part of which is bought for Government account.

Copy, UKLPR, Adm. 1/4136, no. 102. Shairp was the British consul at St. Petersburg. This copy of his letter was forwarded to the Lords Commissioners of the Admiralty by William Frazer, Under Secretary of State for the Northern Department, on 25 September 1778.

1. Massachusetts privateer ship *General Mifflin*. For more on its cruise in the North Sea, see John Bondfield to the American Commissioners in France, 26 Aug. *Adams Papers* 6: 397–98.

2. North Cape, Norway, and Wardhoes, Norway.

3. The Russia Company, more formally the Muscovy Company, was an organization of English merchants trading with Russia.

4. In forwarding this letter, James Harris, Envoy-Extraordinary in St. Petersburg, discounted the intelligence saying he believed the report “premature” and opined that Shairp had displayed “too much Zeal” in forwarding it immediately on receiving it and thereby had unnecessarily “occasioned an Alarm” in the Russia Company. James Harris to Lord Suffolk, 18 Aug. 1778, UKLPR, Adm. 1/4136, no. 102.

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth, August 1778*]

10. This afternoon the guard came in and turned us all out, and locked the doors, which aggravated many, who wanted to be in prison—some reading, some writing, some cyphering, and some studying navigation. Some went and picked the locks, and opened the doors, and went in; upon this the guard came in again and turned us all out and placed a sentry at the prison doors. Two men, out of spite, went to fighting, and it took most of the guard to separate them. Soon after, another fight happened, and about the same time the commissioner came into the yard, and ordered one of them to be sent to the Black-hole.¹ In all this disturbance, the officers of the guard appeared very mild and calm; they are officers in the militia.² Most of those that have been on guard since we have been guarded by the militia,² have behaved very well towards us, and very much like gentlemen, as they are chiefly gentlemen of fortune. Today the other three men were brought back that made their escape from prison on the 30th of July, in the evening.³

Herbert, *Relic of the Revolution*, pp. 153–54.

1. In his account of this incident, Jonathan Haskins wrote that the prisoners were turned out into the yard “in consequence of a favour Asked of the Comm^r By Capt. [John] Lee Yesterday Viz. to have the

Liberty of being of being or going into the Yard more, but did not mean to have the door Locked. This Affair caused a great Disturbance & the Guard Came in to Quell us to no purpose; The doors were Opened after about One hour. Our Agent [Agent in Charge of the Prison William Cowdry] always Endeavours to Grant those favours we Ask in such a Manner as no ways to Answer the Desired Effect." MeHi, Jonathan Haskins Journal.

2. In an earlier entry, Herbert identified the militia guards as being from Cornwall, Somersetshire, and Devonshire. Herbert, *Relic of the Revolution*, p. 144.

3. On the escape, see Jonathan Haskins Journal entry of 31 July, above. There these three men are identified as Henry Lunt, Thomas Barker, and Robert Swan.

JOHN MURFEY TO BENJAMIN FRANKLIN

[*Boulogne*] August th 10 1778

To His Exelency Benjamin Franklin

Sir You'l Excuse the Liberty I take in Righting as Necessity oblidges me to Do it and ask your advice in my Present Situation I Saild from the State of Rhode Island the 26 August 1777 In the Sloop *Swallow* Privateer Belonging to that State and had the misfortune to Be taking By one of King Georges frgates on the 12 of Septm^{r1} following and sent to Jameca from that by Admiral Gaytons orders was Sent to England in Irons where we arrived on the 17 January and on the 23 was Committed to fortune Prison² and there have Been Ever Since till the 28 July when I with 9 more maid my Escape and on the 9 of August Arriv^d in Boulogne And Shall stay here a few Days if you Please to favour me with an answer Direct to Mr. Merten lieutenant de mârehausseé a Boulogne. the Letter I have Inclosd is one I Rece^d from admiral Gayton when a Prisoner in Jameica as the North side of that Island was to have Been my Randevoze³ I am Sir [&c.]

John Murfey

L, PPAmp, Benjamin Franklin Papers, Vol. 11, No. 36. Docketed: "James Murphy 10 Aug. 78." The place is taken from the body of the letter.

1. On the capture of Rhode Island letter of marque sloop *Swallow* by H.M. frigate *Aeolus*, Capt. Christopher Atkins, see the Journal of H.M.S. *Aeolus*, in *NDAR*9: 921. As seen there, Murfey commanded *Swallow*.

2. That is, Forton Prison, Portsmouth, England. In a letter to Philip Stephens of 25 Oct. 1777, Vice Adm. Clark Gayton called Murfey "a notorious pirate" whom he was sending to England. *NDAR* 10: 294.

3. The letter, signed by Thomas L. Yates, explains that Murfey was being deported to England in lieu of execution. PPAmp. Murfey received 240 livres tournois on 20 Aug. *Franklin Papers*, 27: 239n.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Passy [*France*] Aug. 10 1778

We do not think ourselves authorized to give any Orders concerning the Deductions to be made from the Seamen's Price money¹ or Wages, of what was advanced to them. The Resolutions of Congress must be complied with as to your Stores & furniture, we Suppose there can be no Difficulty, but that M^r Simpson will as he ought to deliver you your private Property upon Request.²

We are not informed particularly what Receipts for your Indemnification you desire, & therefore we are not able to give any Advice concerning them but we hope that all proper Receipts will be given you, Such as you have a Right to expect, readily upon Request.

We Shall recommend the Men who Landed with you at White haven to the favour of Congress, because we think they have merited it; but least our Recommendation

Should miscarry we wish you to recommend them yourself & inclose in your Letter an Extract of this Paragraph of ours.³ As these People belonging to the *Ranger* have done themselves So much Honour in their Expedition under your Command, perhaps Congress would approve of the Deductions being made from their Wages to be paid in America that the Men may have their Price Money here.

We have received a Letter concerning Some Price Plate reported by you in the Hands of a Gentleman who waits your Orders to deliver it, which we Suppose as you are upon the Spot,⁴ you will give of Course We are Sir [&c]

B Franklin
John Adams.

L, DNA, PCC, item 168, vol. 1, pp. 183–87 (M247, roll 185). Addressed below close: “Cap^t. Jones.” Docketed: “from/The American Plenipotentiaries/Passy/Passy Aug^t 10th. 1778-/Rec^d. Brest Aug^t 17th. 1778-/N^o. 2.” In a letter book copy of this letter, Adams noted that only he and Franklin had signed it because Commissioner Arthur “Lee being at Versailles, and the opportunity pressing.” *Adams Papers*, 6: 364n.

1. That is, prize money.

2. Jones addressed these issues in a letter to the Commissioners, 6 Aug., above. Lt. Thomas Simpson had replaced Jones as commander of the Continental Navy ship *Ranger*.

3. On the raid on Whitehaven, England, by members of the crew of the *Ranger*, see Jones to the Commissioners, 27 May, in *NDAR* 12: 755–61. In his letter to the Continental Marine Committee of 18 Aug., Jones recommended that the crew members who participated in the raid be rewarded. DLC, John Paul Jones Papers.

4. The identity of the “Gentleman” has not been established. He was apparently there to collect the silver belonging to Lady Selkirk that had been taken in a raid on the Selkirk estate by crewmen from *Ranger* and that Jones had promised to return in a letter to Lady Selkirk of 8 May 1778, above. However, according to Jones’ biographer, the plate was not returned until after the war. Morison, *Jones*, pp. 154–55.

GABRIEL DE SARTINE TO THE MARQUIS DE LA PRÉVALAYE

Copie de la Lettre du Ministre à M. le M^{is}. de la Prévalaye command^t. de la Marine à Brest, du 10 Aoust 1778.

M. le C^{te}. Dorvilliers, M. m’a informé de refus que le no^c. Nicolas Edouin de Grandville Patron de Canot abord du *Dauphin royal* a fait de Se prêter à l’évasion d’un des prisonniers anglois retendus sur le Batiment du Capitaine Jones,¹ malgré l’offre que celui-ci lui avoit faite de 15. Louis. Cette preuve de fidelité et cet acte de desinteressement m’ont paru mériter recompense. Sur le compte que j’en ai rendu au Roi, S. M. a trouvé bon quil fut accordé au d. Edouin une petite gratification, et elle a laissé M. Dorvilliers le Maitre d’en fixer le montant. Dans le cas où le dit Edouin seroit à Brest, vous voudrez bien en l’absence de M. Dorvilliers la lui faire payer telle que vous le jugerez à propos, et me marque ce à quoi vous l’aurez fixée, afin que je donne des ordres pour la faire passer en depense et Si ce Patron de Canot est à la mer, à son retour vous voudrez bien communiquer ma Lettre a M. Dorvilliers en fin qu’il est remplitte l’objet. J’ai l h. d’être &c.

Signé de sartine

Pour Copie.

[Translation]

Copy of the Letter from the Minister to the Marquis de la Prévalaye, Naval Commander at Brest, of 10 August 1778.

M. le Comte d'Orvilliers informed me, Sir, of the act of the said Nicolas Edouin of Grandville, Coxswain aboard the *Dauphin Royal*, who prevented the escape of one of the English prisoners held aboard the ship of Captain Jones,¹ in spite of the bribe of 15 Louis that was made to him. This proof of loyalty and this act of selflessness seem to me to deserve a reward. On the basis of what I told the King, His Majesty deems it fit that the said Edouin be given a small bonus, and he has allowed M. d'Orvilliers to fix the amount. If the said Edouin is in Brest, in the absence of M. d'Orvilliers, please have the amount set as you see fit and indicate to me at what level you will have fixed it so that I may order the funds obligated. If this Coxswain is at sea, please pass my letter on to M. d'Orvilliers when he returns so that he may settle the matter. I have the honor to be [&c.]

Signed de sartine

Copy

Copy, FrBAPM, 1E192, fol. 389.

1. Continental Navy ship *Ranger*, Capt. John Paul Jones.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE

Versailles le 10 Aout 1778

J'ai reçu, Monsieur, la lettre que vous m'avez écrite au sujet du chargement de la prise angloise conduite a Brest par le corsaire Ameriquain le *Ranger*.¹ le deperissement des marchandises compromet, ainsi que vous l'observés, la sureté des avances faites a ce corsaire des magasins du Roy. la vente a été retardée par des difficultés sur la perception des droits, et l'introduction des especes de marchandises prohibées lorsqu'elles viennent d'Angleterre ; mais je m'occupe d'un arrangement qui facilitera la vente des prises des corsaires americains, ce qui oblige d'attendre encore quelque temps pour celle du *Ranger*. J'ai l'honneur d'être [&c.]

de sartine

[Translation]

Versailles 10 August 1778

I received, Sir, the letter you wrote me concerning the cargo of the English prize led into Brest by the American privateer *Ranger*.¹ The decay of the goods endangers, as you noted, the guarantee on the advances made to this privateer from the King's warehouses. The sale has been postponed by difficulties on the discernment of rights and the introduction of the types of goods which are forbidden, since they come from England; however, I am engaged in making arrangements that should ease the sale of the prizes of American privateers, this is still causing some delay in the sale of the *Ranger*'s. I have the honor to be [&c.]

de sartine

LS, FrBAPM, 1E192, fol. 391.

1. The ship *Lord Chatham*, William Straughan, master, prize to Continental Navy ship *Ranger*, Capt. John Paul Jones.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 10 [*Frigate Boston, Brest, France*] Commodore Whipple dined on board

the *Boston*—All the Convoy left us—¹

D, DLC, Journal of Lieutenant William Jennison, p. 12.

1. Capt. Abraham Whipple, in command of Continental frigate *Providence*, held command over several ships, and thus was addressed as “Commodore.” On the “Convoy,” see Jennison’s journal entry of 8 Aug., above.

August 11

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Tuesday Augst 11th 1778.-

This Day moderate Gales & pleasant Weather. Cap^t Whipple came on Board & Dined with me, light Gales in the Night, in the Morning saw two Ships to the westw^d. of us, spoke with Cap^t Whipple & then set the small Sails & gave Chase, but the wind failing could not come near them. at 11 took in the stereing Sails & haul’d the wind, there was 8 Sail in sight. spoke with the Commedore¹ who thought it best to steere for the Land.-

Course ²	Dist.	xLatt ^d .	Dep ^f .-	Latt ^d . Obs:	xLong:	Long: in	M. Dist:

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Abraham Whipple.
2. The table is empty of data.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 11 [*frigate Boston, at sea, off Brest*] Discovered several large Vessels—At 5 pm we hoisted English Colours to a Vessel & she displayed Swedish Colours—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

August 12

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Remarks on Board the *Boston* Wednesday Augst 12th.

This Day, pleasant Weather & light Breezes of Wind, several Sail in sight. at 1 AM. sounded in 70 fathom Water spoke with the Commedore¹ who had the same Depth,- saw two Sail to Windward

Latt^d ☉ Obs: 47.47.

Course ²	Dist:	xLatt ^d .	Depa ^r .	Latt ^d . Obs	X Long.	Long: in	M. Dist:

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Capt. Abraham Whipple.
2. The table is empty of data.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 12 [frigate *Boston*, at sea, off *Brest*] We were chased by a Gaff Topsail Schooner, saw 8 ships ahead—wore Ship—

D, DLC, Journal of Lieutenant William Jennison, p. 12.

August 13JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERRemarks on Board the *Boston* Augst 13th 1778. Thursday

Moderate Gales & pleasant Weather, saw seven Ships to the Northw^d of us, but could not discover weather they were English or French, at 8. PM. wore Ship & layd by under the Topsails, at 12 at Night wore Ship again & stood to the Northw^d. & West^{wd}.-

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

August 14

DAVID HARTLEY TO BENJAMIN FRANKLIN

[Extract]

Dear Sir

Golden Square [*London*] Aug 14 1778

I writ to you as long ago as the 14th of the last month to tell you that the administration here had given their consent to the exchange of prisoners at Calais, and that they w^d agree to give any ship on your part a free passport from Brest to Calais upon your sending me a similar assurance that any British ship going to Calais for the purpose of the Exchange sh^d have free entrance without molestation, and free egress with the prisoners in Exchange. I have again received a confirmation of these assurances from the board of admiralty here, and we are now waiting for your answer, after the receipt of w^{ch} the exchange will be forwarded with all expedition¹. . . . Believe me ever yours most affec^{tely}

DH

L, PPAmp, Benjamin Franklin Papers, vol. 11, no. 45. Addressed below close: "To D^r Franklin—."

1. Franklin replied on 3 Sept., *Benjamin Franklin Papers*, 27: 342, but despite his and Hartley's efforts the exchange of the first group of one hundred prisoners did not take place until May 1779.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO EDWARD BANCROFT

My Dear Sir

Brest August 14th 1778.-

Contrary to my intention when I left Passy I visited L'Orient on my way in Order to see the *Epervier*¹ and the rest of the young Squadron lately destined &^c—the *Epervier*'s Bottom has been newly cleaned—It is a Small Brigg of about an hundred Tons—will perhaps sail as well as almost any other Vessells of its dimentions; and is pierced for fourteen Guns two of which I was told are larger than the rest—these two I take to be Nine pounders—the rest may perhaps be Six pounders—I could not see the Guns nor the Shott—but if the Vessell carries that Metal it is as much as ever any thing of

the same dementions did.— the others (a Jersey prize Sloop and a Schooner) are very insignificant things indeed—and I found no favorable Account of their Sailing tho' I was particular in my inquiries of Moylan² and others—The *Epervier* is not Rigged and is in no other forwardness than what I have already mentioned—I was told besides that there were Commanders and Officers on the Spot who were appointed for all the three—

I arrived here on Monday the 10th.—The *Lively* is given away in Consequence of an Order from Monseig^r. De Sartine to Mons^r. De la Prévalâye³—I am not sorry for this as the *Lively* is Old with a double bottom and Sails so heavy that the Captain⁴ of the *Iphégenie* has Assured me that he, with only two Topsails set, had the advantage while the other spread all Sail.—

The Command of the *Alert* is also bestowed in Consequence of the aforesaid Order, which is General,⁵ and altho' Monseig^r. De Sartine appeared of Opinion that this Vessell could not be got ready in time to Join the Young Armament at L'orient—Yet its Sails are now bent—No mention is made to this Hour of my name to any or either of the three cheif persons here all of whom I have reason to think very much my Friends—These Gentlⁿ. tell me that if any mention of me is made in any Letter or Order from Monsie^r. De Sartine the *Alert* shall notwithstanding the present appointment be Immediately put under my Command and direction.— I do not wish to be thought a Knight of the Windmill⁶ but I wish to be active and am ready to proceed even in that little Boat to Join the Ships at _____ and afterwards as directed—I need not observe that it will now be impossible to reach the place at first thought of before the 20th.— but the Bird may not perhaps fly away on that very day—or if it should have flown it is not unlikely that others as good may be Caught at places not far distant from that Spot.— If that project is or should be laid aside—I am willing to use my best endeavours with the *Epervier* and *Alert*—and in that Case I could wish it might be agreeable for Captain Hinman⁷ to Join me and to Command one of them—this you may first hint to him as from yourself.— If he does not eagerly embrace the proposition you may tell him from me that the Command of the *Ranger* is at his Service—and having my free Consent he may claim that of the Commissioners as a matter of Right—Simpson is ungrateful as well as disobedient—he reports that I am turned out of the Service—and that the Commissioners have in reward of his merit given him my place and made him a Captain—that M^r. Williams's letter to him is a falsehood—and that mine in his favor to the Commissioners was involuntary—and by their Orders to avert worse Consequences to myself⁸—Now seated upon his high horse he has not even deigned to see me nor to send me a message—and since he has thus broken and is thus breaking his Parole am I not reduced to the necessity of bringing him to a Court Martial—This he has no apprehension of else would he be in a different tone. However there are now in France exclusive of myself a Sufficient number of American Officers to form a Court and I am determined to demand it⁹—His Parole is in my possession and it would now be unpardonable in me to give it up.— It has been represented to the Commissioners as unreasonable—Let it speak for itself in the within Copy to which is added my letter of the 16th July in his favor to the Commissioners—much has been said about my having confined M^r. Simpson a few days on shore.—¹⁰ I will answer every objection to that measure by asking One Question—Where a Ship of War is in the port of a Foreign power in Alliance—If a General revolt and neglect of Duty should take place among the Officers & Men should other methods of restoring Order & Subordination prove ineffectual—would it not be the indispensible tho'

painful Duty of the Captain to ask Assistance from that power in Alliance?— This Case was Literally mine.— And M^r Simpson being a Prisoner of State charged with the disobedience of positive Written Orders—did not Surely lessen his Crime by Associating with a Crew under such Circumstances instead of Confining himself in his Stateroom unconnected he had General intercourse with the Crew throughout the Ship upon Deck as well as in Cabin &^c. Below—They were taught to regard him as the defender of their Rights—the most essential of which was that as they were “Americans Fighting for Liberty”—“the Voice of the People” ought to over-Rule every measure of an Arbitrary Foreign Captain which was not Sanctified with their general Approbation.—¹¹

The People at this time had no Money—and as my Signature had been dishonored by the Commissioners I had none to give or lend them¹²—I expected every moment that an Order from the Minister would wrest every Prisoner of War out of my hands and set them at Liberty unless I could get the *Drake* ready to send them away—yet “the Voice of the People” being against working they all hands left off and went below repeatedly before my face, which no Officer endeavoured to prevent.—¹³ The Prisoners of War were immediately to be put on board the *Drake* of course it was necessary to remove M^r Simpson.— To have sent him on board the *Ranger* would have been a dangerous expedient which would not have lessened the Contagion—And as I had been obliged to apply for a French Guard to Secure my Prisoners of War to whom could I with Confidence commit the Care of a Prisoner of State—I had little time for reflection and in Compliance with the Advice of General D’Orvilliers¹⁴ I removed M^r Simpson onboard a Guard Ship in the Port Called the *Admiral* where they Confine even the first Officers in the French Navy—here he had to himself a good State Room with Liberty to walk where he pleased in the Ship, so that his exchange was for the better not for the Worse—Yet so perverse was his disposition that he sent word to the Officers and Men that “he was put into a Prison”—This together with a representation which was made to me by Gen^l. D’Orvilliers of the insecurity of the State Room Window induced me to Comply with his further Advice by realizing M^r Simpson’s message—during his residence in this Ship & on Shore he wanted for nothing and I defrayed his expenses out of my private purse—

Before I was sent for or expected to be sent for the last time to Paris I communicated something of this matter, in Confidence to Doctor Franklin—Yet I wish you if you think fit to Communicate to him the whole of this letter—together with the two inclosed, which I hope he will not disapprove.—¹⁵ I beg you to present my grateful respects and tell him that I would have Addressed something to the same effect particularly to himself but am afraid of giving him too much trouble as it will answer the same purpose this way—but I will write to him perhaps frequently in Consequence of his Permission—

I presume that our Friend Williams is not now with you otherwise I would write to him—The *Drake* is Advertized for Sale on Wednesday next—but I don’t think the Sale will then be Concluded—The Revenue Gentry will not permit the porter to be landed nor to be Sold except for Exportation—If I can get over this difficulty I will procure some for the Commissioners and for you.—

Present my best respects to Mons^r. De Chaumont to Madame and the good Family¹⁶—I shall allways entertain a grateful Sense of their Polite Hospitality—He is one of the few Men in the World to whom I am willing to be under Obligation—and I make no Scruple to inform him that I hope to have his attention in my Absence—I believe I will write to the P__ de N__¹⁷ soon.— It will be necessary for M^r Edward Mays¹⁸ to be

present here at the Court Martial as an Evidence—and as I doubt not but that Monsieur^f de Sartine would choose to send him out again with me—it may suit his purpose to come directly down here where he will receive his Prize money—He can come down either with Captain Hinman or by the Stage—Doctor Franklin knows him— If I had funds in Europe I would have no objection to Risque something in the *Drake* and in the Porter both of which would Answer I believe in Virginia.— This letter is of an immoderate length but Apology would make it still longer, therefore I am without a Compliment very Sincerely.— My dear Sir yours &c—

LB, MdAN, John Paul Jones Letterbook. Addressed below close: “Edward Bancroft Esq^r”

1. For the French government’s offer to lend the French Navy cutter *Epervier* to the United States, under Jones’s command, see Jones to Gabriel de Sartine, 17 July, above.

2. James Moylan, Continental Commercial Agent in Lorient, France.

3. The Royal Navy frigate *Lively* of 20 guns had been captured off Brest on 10 July by the French Navy frigate *Iphigénie*. Command was awarded to Pierre Dimas Thierry, later marquis, de la Prévalayé.

4. Armand Guy Simon de Coëtnempren, comte de Kersaint.

5. H.M. sloop *Alert*, a 10-gun vessel, was captured in the English Channel by the French Navy frigate *Junon* on 17 July 1778.

6. Jones was referring to Don Quixote, the character in the novel of the same name by Miguel de Cervantes. Because of his actions, including attacking a windmill, he was an object of derision.

7. Capt. Elisha Hinman, former commander of Continental Navy ship *Alfred*, had recently arrived in France after escaping from Forton Prison.

8. As seen in his letter to the American Commissioners in France of 15 Aug., below, Midn. Benjamin Hill was the source of these reports concerning Lt. Thomas Simpson. Nothing more is known about the letter from Jonathan Williams Jr., to Simpson.

9. A court-martial for Simpson was never held.

10. On the controversy concerning Jones’ decision to imprison Simpson in a French prison at Brest, see the American Commissioners in France to Jones, 25 May 1778, and Simpson to the American Commissioners in France, same date, in *NDAR* 12: 747–51.

11. Simpson, like many of the crew of Continental Ship *Ranger*, was from Portsmouth, New Hampshire; Jones was a native of Scotland and had not lived long in the United States.

12. Jones is referring to the fact that several of his monetary drafts on the American Commissioners in France had been disallowed. See the American Commissioners in France to Jones, 25 May 1778, *NDAR* 12: 747–48, and Jones to the Commissioners, 27 May, *NDAR* 12: 755–61, and 3 June, above.

13. Jones was referring to disposition of the prisoners taken in H.M. ship *Drake* by Jones and the *Ranger*. He feared they would be ordered released by the French Minister of Marine. See Jones to the American Commissioners in France, 9 May 1778, *NDAR* 12: 680–81.

14. Lt. Gén. Louis Guillouet, Comte d’Orvilliers, Commander of the French naval squadron at Brest.

15. Bancroft apparently did pass the letter and the enclosures, one of which was a long memorandum on Jones’s case against Simpson.

16. Jacques Donatien Le Ray de Chaumont, Marie-Thérèse Le Ray de Chaumont, and their family.

17. Charles Henri Nicolas Othon, Prince de Nassau-Siegen.

18. While it would appear that Jones was suggesting Edward Myer, a boatswain’s mate, he undoubtedly was referring to Lt. Jean Meÿer, a Swedish volunteer who served under Jones in *Ranger*. While Myer signed the 15 June petition of the crew against Jones, Meÿer had warned Jones of a mutiny plot before the Whitehaven raid and saved Jones from being stranded on the beach, as members of the crew intended, once the raid was over. *Benjamin Franklin Papers* 27: 255n.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday- Augst 14th 1778

Pleasant Weather, saw a Schooner to the Westw^d. of us & saw the Land, bearing EbN Dist: 6 Leagues, at 1 AM wore Ship to the Nor^d: & stood to the Southw^d. at 7 in the Morning saw Ociant¹ bearing North of us, stood in for Brest & fired a Number of signal Guns, for a Pilot; Saw 3 Sail of Vessells coming out of Brest sent a Boat on Board

a Schooner, which returned with a Pilot, who Carry'd on board the Ship till 4 in the Afternoon, I then sent him on Board Cap^t Whipple,² judging it most proper that Cap^t Whipple should be the foreward Ship in going into the Harbour. Anchored in the Harbour of Brest at 4. OClock in the Morning.-

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Probably, Ushant I. (Ile d'Ouessant), France.

2. Continental Navy frigate *Providence*, Captain Abraham Whipple, commander.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

1778 Aug^t 14 Bad Weather, the Commodore¹ fired several Guns for a Pilot who came off at noon & piloted us up to Brest by night—

D, DLC, Journal of Lieutenant William Jennison, p. 13.

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple. As senior captain in the squadron, Whipple assumed the role of commodore.

CAPTAIN ISHMAEL HARDY TO JOHN CUSHING AND SAMUEL WHITE

Ship *General Hancock*¹ Latt^d 37^D-44^M Long^t 52^D West

Gentleman

Augs^t 14th 1778

I hereby Inform you by Cap^t Timothy Sage who I send in the prize Brigantine² which we took this Morning from Bermuda Bound to London that I have Cruizd from Latt^d 34D to 40D and have not come across any thing but french & Dutch Man Untill this Brigg which I hope will Arrive save in port I shall now Cruize for the Windward fleet which I hope to Meet with of [/] the Western Islands³ in a few Days if I should not be So luckey as to fall in with them I shall proceed to Cruize in the Channel of England as it is thought would be the likeliest place to Make a Cruize have Consulted my Officers who are of the Same Opinion—Shall go to france to Recreate if Necessary the Ship Sails as Well as I Expected We are all well except thirty four who have got the small pox very favourable we are all in good Spirits and hope to Return Soon Master of a thousand a Year & More if we Want it for perticulers Refer you to Cap^t Sage Am in Great Haste your Friend & Very Humble Serv^t

Ishmael Hardy

L, Miscellaneous Naval, MSaE. Addressed below close: "To Mess^{rs} Cushing & White/Mercht^s In/Boston." Addressed: "To/Mess^{rs} Cushing & White Mercht^s/In/Boston." Notation: "Ⓟ Capt. Sage/With a Prize." Docketed: "Cap^t Ishmael Hardy's/Letter from Sea—/Augt. 14. 1778/C & W."

1. Massachusetts privateer ship *General Hancock*, of 200 tons, carrying 18 carriage guns, 6 swivels, and a crew of 130, Ishmael Hardy, commander. Allen, *Massachusetts Privateers of the Revolution*, p. 146.

2. Brig *Charity*, Benjamin Tatem, master. *Independent Chronicle and the Universal Advertiser* (Boston), 17 Sept. 1778.

3. The Azores.

August 15

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, August, 1778*]

15th. Saturday this Day some Naval officers from Adm^l. Keppels fleet Came here to see who would Enter into (Bro^t. Over) His Majesties Navy, & 33 Gave in their Names, who Chiefly Old Countrymen,¹ the Officers Bro^t. One American with them² for a Hoverer, to whome the officers gave a Guinea in order for him to treat his Countrymen with, as a bait—³

D, MeHi, Jonathan Haskins Journal.

1. By “Old Countrymen,” Haskins means men originally from Great Britain.

2. In his account, Charles Herbert writes that this man was “taken with Captain Martingale in the first of the disturbance.” Herbert, *Relic of the Revolution*, p. 155. Presumably, Herbert meant that the man had served with the brig *Washington*, commanded by Capt. Sion Martindale, which was captured by the British in 1775. See Journal of H.M.S. *Fowey*, 4–5 Dec. 1775, in *NDAR* 2: 1288; Muster Roll of H.M.S. *Fowey*, [5] Dec. 1778, in *NDAR* 2: 1288–91.

3. Haskins notes that the following day, 16 Aug., another officer from the fleet came “fishing after men” but none enrolled. Jonathan Haskins Journal.

ADMIRAL AUGUSTUS KEPPEL TO LORD SANDWICH

[Extract]

Mount Edgcumbe, 15 August 1778.¹

. . . We have a party of marines ready for the *Suffolk*.² If she and the two ships from Portsmouth arrive it will be a great reinforcement;³ but my original thirty I should hope will do the business,⁴ if the French will let us place our ships as near as I would allow them without firing. The *Defence* will be ready in ten days, wanting two hundred seamen; she appears to be a fine ship.⁵ I have several applications from *the English* in Mill Prison; many Americans would be glad to come, but won't ask for fear of refusal. If we can't avail ourselves of these people in this time of want, it is our own fault. I am sure if it remained with me a day should not pass before I had the whole number distributed in the fleet.

Sandwich Papers 2: 151–52.

1. Mount Edgcumbe in Cornwall forms the western boundary of Plymouth Harbor.

2. H.M.S. *Suffolk*, Capt. Adam Duncan, commanding.

3. The two ships were H.M.S. *Valiant*, Capt. the Hon. John Leveson Gower, commanding, and H.M.S. *Bienfaisant*, Capt. John McBride, commanding.

4. Keppel commanded the Western Squadron, also known as the Channel fleet.

5. H.M.S. *Defence*, Capt. Samuel Granston Goodall, commanding.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Brest August 15th. 1778

I have now been five days in this place since my Arrival from Passy—during which time neither seen nor heard from Lieutenant Simpson¹—But M^r. Hill,² who was last Winter at Passy and who sailed with me from Nantes, informs me truly—that it is generally reported in the *Ranger* and of course throughout the French Fleet and on Shore—that I am turned out of the Service—and that you Gentlemen, have M^r. Simpson my place with a Captains Commission.— That my letter of the 16th of July³ to you was Involuntary on my part, And in Obedience only to your Orders, to avert dreadful consequences to myself. These, Gentlemen are not idle illgrounded conjectures, but melancholy Facts.— Therefore I beseech you, I conjure you, I demand of you to afford me Redress—Redress by a Court-Martial—to form which we have now a Suffi-

cient number of Officers in France with the assistance of Captain Hinman exclusive of myself—The *Providence* and the *Boston* are expected here very Soon from Nantes and I am certain that they neither can nor will depart again before my friend Captain Hinman can come down here—and it is his unquestioned Right to Succeed me in the Command of the *Ranger*.⁴

I have faithfully and personally supported and Fought the Dignified Cause of Human Nature ever since the American Banner first waved on the Delaware and on the Ocean. This I did when that Man did not call himself a Republican but left the Continent and served its Enemies—and this I did when that Man Appeared Dastardly Backward and did not Support me as he ought.⁵

I conclude by requesting you to call before you and examin for your own satisfaction M^r. Edw^d. Meyrs⁶ who is now at the House of the Sweeish Ambassador and who having been with me as a Volunteer can and will I am persuaded represent to you the conduct of the officers and Men towards me both before I left Brest & afterwards in the Irish Channell as well as my conduct towards them. I have the honor to be [&c]

Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 9, no. 49. Addressed below close: “Their Excellencies/The American Plenipotentiaries.” Docketed on a separate sheet: “Cap^t Jones—/Brest Aug^t 15—/1778—.”

1. Lt. Thomas Simpson of Continental Navy ship *Ranger*.

2. Midn. Benjamin Hill.

3. See Jones to American Commissioners, 16 July, above.

4. Capt. Elisha Hinman, former commander of the Continental Navy ship *Alfred* and a recent escapee from Forton Prison in England, refused to serve on a court-martial. Abraham Whipple to Jones, 18 August, MiU-C, Abraham Whipple Letter Book. As seen at American Commissioners to Whipple, 16 July 1778, and American Commissioners to Simpson, 16 July 1778, Simpson had been placed in command of *Ranger* and was ordered to go to sea in company of Continental frigate *Providence*, commanded by Capt. Whipple, and Continental frigate *Boston*, commanded by Capt. Samuel Tucker.

5. There is no evidence Simpson had done anything “Dastardly” or inimical to the United States.

6. On the Swedish volunteer Lt. Jean Meyer and his relationship with Jones, see note at Jones to Edward Bancroft, 14 Aug., above.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday- Augst 15. 1778

[*Brest, France*]

A pleasant Day, was favoured with a large Company of Gent^l belonging to the French Fleet. Cap^t Whipple in the *Providence* & myself saluted the French Admiral,¹ (whose fleet consisted of 32 Ships of War the Line) with 13 Guns each, which was returned by the Admiral. and also by the *Ranger*²

D, MH-H, Samuel Tucker Papers (MS Am 812), vol. 6 (Log Book of *Boston*).

1. Lt. Gén. Des Armées Navales Louis Guillouet comte d’Orvilliers.

2. Continental Navy ship *Ranger*, Lt. Thomas Simpson, commanding.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Aug^t] 15 [*frigate Boston, Brest, France*] At Sunrise the Commodore¹ & *Boston* fired their Salutes of 13 Guns each which was answered by the *Le Britangé*² with 21 Guns—

D, DLC, Journal of Lieutenant William Jennison, p. 13.

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple. As senior captain in the squadron,

Whipple assumed the role of commodore.

2. French ship of the line *Bretagne*, which was the flagship of the Comte d'Orvilliers, commander of the Brest fleet.

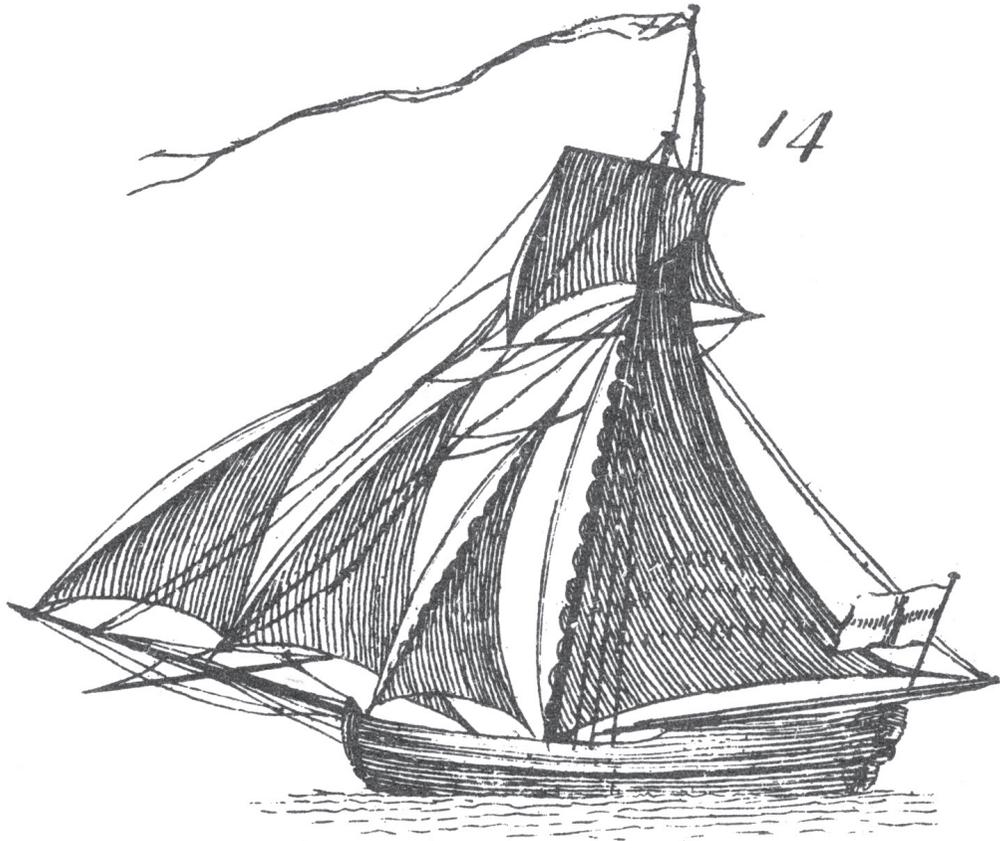
DIARY OF DR. EZRA GREEN, CONTINENTAL NAVY SHIP *RANGER*

[Brest] Saturday, [Augt] 15.— Last night arrived Here the *Barton*¹ & *Providence*, Whipple & Tucker from Nantes.

Diary of Ezra Green.

1. That is, Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

APPENDICES



Sloop under sail

APPENDIX A

NEW JERSEY MARITIME COURT, 19 DECEMBER 1777–3 MARCH 1778

LIBEL FILED IN NEW JERSEY MARITIME COURT, 19 DECEMBER 1777

December 19, 1777.

To all whom it may concern.

State of New-Jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at Mountholly, at the house of Zachariah Rossel, on Saturday the tenth day of January next, at ten o'clock in the forenoon of the same day; then and there to try the truth of the facts alledged in the bill of Colonel Samuel Dick,¹ (who as well, &c.) against the sloop or vessel called *Patty*, her tackle, apparel, furniture and cargo, burthen about fifty tons, lately commanded by Tunis Mountaine:—To the end and intent that the owner or owners of the said sloop and her cargo, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,
BOWES REED, PRO. REG.²

The New-Jersey Gazette (Burlington), 24 December 1777.

1. Col. Samuel Dick, New Jersey militia.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

LIBEL FILED IN NEW JERSEY MARITIME COURT, 1 JANUARY 1778

January 1, 1778.

To all whom it may concern:

State of New Jersey, ss. NOTICE is hereby given, that a court of admiralty will be held at Mountholly, at the house of Zachariah Rossel, on Saturday the tenth of this instant January, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Captain Powell Carpenter (who as well, &c.) against the sloop or vessel called the *Comet*, her tackle, apparel, furniture and cargo, burthen about twenty tons, lately commanded by James Taylor:¹ To the end and intent that the owner or owners of the said sloop and her cargo, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the judge,
BOWES REED, PRO. REG.²

The New-Jersey Gazette (Burlington), 7 January 1778.

1. The *Comet* was ordered to be sold on 22 Jan., at Salem, New Jersey. *The New-Jersey Gazette*, 14 Jan.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 10 JANUARY 1778

January 10, 1778.

To all whom it may concern.

State of New-Jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held in Trenton, at the house of Ransslear Williams, on Saturday the 31st of January instant, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bills of Robert Collins (who as well, &c.) against the sloop or vessel called the *Sally*, her tackle, apparel, furniture and cargo, burden about fifty tons, lately commanded by Randle Mumford: Also of Thomas Willis (who as well, &c.) against the schooner or vessel called the *Little Hope*, her tackle, apparel, furniture and cargo,¹ burden about forty tons, lately commanded by Captain Mease: And of Isaac Cooper (who as well, &c.) against the sloop or shallop called and known by the name of *Lewis's Mill Boat*,² her tackle, apparel, furniture and cargo, burden about twenty tons, lately commanded by Daniel Butler. To the end and intent that the owner or owners of the said vessels and their cargoes, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bills.

By order of the Judge,
BOWES REED, PRO. REG.³

The New-Jersey Gazette, (Burlington), 14 January 1778.

1. *Little Hope's* cargo included "a number of blankets, several pieces of baiz of divers colours, tea, pepper, claret, port wine, London porter, corks, &c. &c." The ship, with tackle, apparel, furniture, and cargo was ordered sold at a public auction on 12 Feb. *The New-Jersey Gazette*, 4 Feb.

2. *Lewis's Mill Boat* was ordered sold at a public auction held on 12 Feb. *The New-Jersey Gazette*, 4 Feb.

3. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

NEW JERSEY MARITIME COURT STATEMENT, 18 FEBRUARY 1778

February 18, 1778.

To whom it may concern:

THE boat or vessel known by the name of *Lewis's Mill Boat*, which was lately condemned by a court of admiralty in State of New-Jersey, and sold by Publick Vendue in the city of Burlington, was in September last employed in the continental service for carrying cloathing from Philadelphia to Trenton, and from thence was ordered by the commisaries to return with publick stores to that city, calling at Bristol for further directions; but by the villainy of the skipper the vessel was run into a dock in Philadelphia on the 26th September last (the day on which the enemy arrived there) from whence she was taken an hour or two afterwards by a party of Gloucester county militia, together with all the publick stores (having no other goods) on board, which stores were also condemned for the use of the captors.

The above is a true state of facts as they appeared on the trial.

BOWES REED, PRO. REG.

The New-Jersey Gazette (Burlington), 25 February 1778.

LIBELS FILED IN NEW JERSEY MARITIME COURT, 3 MARCH 1778

March 3d, 1778.

To all whom it may concern.

New-Jersey, ss, NOTICE is hereby given, that a Court of Admiralty will be held at the house of Renselaer Williams, in Trenton, on Monday the 23d day of March instant, at ten o'clock in the forenoon, then and there to try the truth of the facts alledged in the bills of Joseph Wade,¹ commander of the armed boat called the *Fame*, (who as well, &c.) against the sloop or vessel called the *Duck*, and the sloop or vessel called the *Betsy*,² with their respective tackle, apparel, furniture and cargoes, lately captured by the said Joseph Wade, and Capt. Martin Wert,³ commander of the armed sloop *Arnold*. To the end and intent that the owner or owners of the said sloops respectively, or any person or persons concerned therein, may appear and she cause, if any they have, why the said sloops or vessels and their respective cargoes, should not be condemned according to the prayer of the said bills.

By order of the Judge,
B. REED, Pr. Reg.⁴

The New-Jersey Gazette (Trenton), 4 March 1778.

1. Joseph Wade, Capt., Pennsylvania Navy. Although the libel notes the Wade commanded the armed Pennsylvania Navy armed boat *Fame*, muster rolls list Wade as master and pilot of the Pennsylvania sloop *Speedwell* for most of 1777 and 1778 while Captain Thomas Hazelwood commanded *Fame*. *Pennsylvania Archives*, 5th ser., Vol 1: 493–94 and 538–46.

2. The *Betsy* and *Duck* were to be sold at public auction on 22 Aug. at Cooper's Ferry, New Jersey. *The New-Jersey Gazette*, 19 Aug. 1778.

3. Martin Wert, sometimes known as Martin Vert, was master of the Pennsylvania Navy sloop *Sally* until discharged by the Navy board at the end of 1777; *Pennsylvania Archives*, 5th ser., Vol. 1: 492.

4. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

APPENDICES

APPENDIX B

ACCOUNT OF CAPTURE OF MAST-SHIP *MARQUIS DE LA FAYETTE* BY H.M.S. *RAINBOW*, CAPTAIN
SIR GEORGE COLLIER, R.N.

[Extract]

Understanding from intelligence given by a fishing vessel near the Island Mahagan,¹ that another large ship, laden with masts for France, was ready to sail from the River Sheeps-cut (up which the *Rainbow* went the preceding year, as has been related,)² Sir George [*Collier*] cruised off the mouth of it many days, in hopes of intercepting her, keeping at such a distance by day from the shore as not to be discovered, and in the night causing a small armed schooner, with a detachment of seamen and marines, to keep near the river, that she might not escape in the dark; after waiting for about a week, every body's patience was almost exhausted, and Sir George began to imagine his object had by some means escaped him: he took the resolution therefore to send eighty determined men, under command of Lieutenant Haynes (who had so gallantly conducted himself in the former enterprise), in the armed schooner³ a few miles up the river (followed by the *Rainbow*), that some intelligence might be procured whether the mast-ship was still there, and to attack her if it could be done with a prospect of success.

The schooner accordingly set forward in the night, and the *Rainbow* followed slowly towards the entrance of the river; but when the ship was within a mile of the mouth of it, and entangled amongst breakers and shoals, a thick fog came on, and occasioned great danger of her being lost; it continued the remainder of that day and night, and with very little wind: Providence, however, was again gracious in protecting the *Rainbow* from the perils that surrounded her, for she got at a greater distance from the land without having struck upon any of the sunken rocks.

The following morning being clear and bright, the *Rainbow* again steered towards Sheeps-cut River, to support and protect the little tender; as she proceeded, a very pleasing sight presented itself; a lofty ship with top-gallant-sails appeared coming out, and the little schooner close by, escorting her!

They soon joined the *Rainbow*, and Sir George had the satisfaction of finding he had at last got possession of what he had been so long looking for: she was a large French ship, called *Le Marquise de la Fayette*, laden with masts, spars, plank, &c. bound to Nantz; had a tier of guns, and was about 500 tons burden.⁴ Lieutenant Haynes acquainted the Commodore, that soon after the schooner had got into the river, the thick fog had obliged him to anchor; that observing a boat passing, he had sent and seized her, but could get no information from the men, except that there was a ship at anchor above the schooner, but they could not tell what she was, or where she was bound: the lieutenant had hardly done examining the prisoners, when another small boat approached, hailing the schooner, and asking where they came from? Mr. Haynes with great presence of mind told them he was a privateer called the *True Blue*,

from Boston; with this the men seemed satisfied, and pulled away, but lost themselves (as it afterwards appeared) in the fog; the boat actually belonged to the *Marquise de la Fayette*, who was at anchor near them; the French captain⁵ being very vigilant, had kept a man during the fog at the mast-head, to look round; the vapour being very dense and low, did not prevent the upper part of the schooner's masts from being discovered, though they could see nothing of the hull; alarmed at eve[r]y new appearance, and hearing they had a pretty vigilant enemy in the offing (for the *Rainbow* had been discovered by the fishing boats), the French captain sent his pilot (who lived close to the place) to learn what the strange vessel was, and return back. He accordingly came within hail, and received the answer before related. The deception, however, by no means passed, for the pilot was too cunning to be taken in by it, when he rowed away: whether he really lost his way in returning to the ship (as he said) or whether he thought it most prudent to take care of number one (which is not unlikely) is a doubt, but it is very certain he got on shore, and never returned to communicate his suspicions to the French captain.

Lieutenant Haynes having learned from the prisoners nearly where the ship was at anchor, proceeded towards her through the fog, and was not discovered until they were very near her; a minute after brought the schooner alongside, when the English marines, with bayonets fixed, presented a terrible sight to the affrighted people upon deck, amongst who was Mr. Bethune, a Boston gentleman of considerable property, who was taking the opportunity of going to France, on his way (as he said) to England.⁶

It was a proof of the good discipline the men were under, that a whole line of loaded arms were presented, at the same time the seamen boarded with pistols and pole axes, yet not a drop of blood was shed, and the prize taken without any mischief done.

Sir George ordered this ship to proceed to Halifax with proper people to navigate her, but on her way there she was chased by a rebel cruiser, who followed her to such a distance off Nova Scotia, that the officer who had charge of her thought it would be most prudent, as the wind was fair for England, to proceed there; he accordingly had a good passage, and arrived safely at Portsmouth with the prize.⁷

Sir George Collier, after this, went again to Townsend harbour,⁸ and procured some water and a few sheep for the sick men. He then continued his cruise, destroying and taking several rebel privateers and other prizes; the *Rainbow* had impressed the coasting vessels with so much terror, that they could not be prevailed upon to come out of the harbours, and the rebellious inhabitants of Boston were put to great inconveniences for fuel, as the price of fire-wood advanced (from few coasters arriving) most enormously.

The Naval Chronicle Containing a General and Biographical History of the Royal Navy of the United Kingdom with a Variety of Original Papers on Nautical Subjects, vol. 32 (July-December 1814), 357–59.

1. Monhegan I., Maine.

2. In Oct. 1777, *Rainbow* had attempted to capture the mast-ship *Gruel* in Sheepscot R. See Collier to Philip Stephens, 9 Oct. 1777, NDAR, 10: 82–85.

3. Joseph Haynes, first lieutenant of *Rainbow*; the tender was probably armed schooner *True Blue*.

4. For more on *Marquis de la Fayette* and its capture, see Journal of H.M.S. *Rainbow*, 2 July, above.

5. The master of *Marquis de la Fayette* was Durif de Cazeneuve.

6. Probably George Bethune, a Boston merchant and justice of the peace.

7. On 14 Aug., *Williamson's Liverpool Advertiser, and Mercantile Chronicle* reported the arrival of the *Marquis de la Fayette*, "formerly the *Johnson*, of this port."

8. "Townsend harbour" is at Boothbay, Maine.

APPENDICES

APPENDIX C

DISPOSITION OF NAVAL PRISONERS HELD ON BOARD H.M.S. <i>St. ALBANS</i>										
N ^o	Entry.	Year	Appear- ance. ¹	Whence and whether Prest or not.	MENS NAMES	Quality ² D. D.D. ³ or R.	Time of Discharge	Year	[1 April-10 May 1778]	
									Whether or for what Reason.	
171	1 Ap ⁱ .	78	Ap ⁱ . 1	<i>Ariel</i> Schooner ^d	Moses Grover	D	10 May	78	<i>Good Intent</i> Prison Ship	
75				<i>Richmond</i> ^b	Fauntleroy Dye	D				
					Avory Dye	D		10 Ap ⁱ .	78	⌘ Flag Truce ⁵
					W ^m . Smith	D				
					Lewis Morlaube	D				
					Bertard Avice	D				
					Outresseau Francois	D				
	13		13	<i>Thunder</i> ⁷ ⌘ <i>Emerald</i> ⁸	Jean Laffaye	D				
80				<i>Virginie</i> ^c ⌘	Loren Bout	D		29 Ap ⁱ .		<i>Good Intent</i> Prison Ship
					Sen ^r . Nap ⁱ . Baptiste	D				
					Pierre Baptiste	D				
					Guill ^m e Gautier	D				
					Jos ^h . Barney	2 nd . L ^t . ¹⁰				
5					D ^o . Rebel Frigate	L ^t . Marine				
					Tho ^s . Pownal	D		27		<i>Thunder Bomb</i>
					Tho ^s . Jonnings	D		10 May.	78	<i>Judith</i> Prison Ship
					Ja ^s . Fulton	Surg ^s . M ^{te} . D				<i>Judith</i> Preston ¹¹
187					Tho ^s . James	D	30 April			

274	14 Ap ^l 1778	Ap ^l 14	Schooner <i>L'Source</i> ¹³	Jos ^h . Ratty	Capt ⁿ .	D	29 Ap ^l .	<i>Judith</i> Prison Ship
75			<i>Virginia</i> ☩ <i>Richmond</i>	Pierre Benoit Donald M ^c . Donald		D		
80				Tho ^s . Dallit Jn ^o . Lee Philip Civil W ^m . Jackson Rich ^d . Wiseman Tim ^y . Burn Bon James W ^m . Patterson Jn ^o . W ^m . Morgan		D D D D D D D D D	27 - 78	<i>Thunder</i> Bomb
85				Jn ^o . Baptist Pet ^t . DuRask Jer ^h . Brown Fred ^s . M ^c . Dannel Pet ^t . Tims		D D D D D	30 - 27 - 30 -	<i>Judith Preston</i> Prison Ship <i>Thunder</i> Bomb <i>Judith Preston</i> Prison Ship
291	14 Ap ^l 1778	Ap ^l 14	<i>Virginia</i> ☩ <i>Richmond</i>	(17) Jos ^h . Day Jacob Jobb Jos ^h . M ^c . Gregor Jn ^o . Mathews		D D D D	30 Ap ^l . 78 27 - 30 -	<i>Judith Preston</i> Prison Ship <i>Thunder</i> Bomb <i>Judith Preston</i> Prison Ship

Jn ^o . Jones	D	27 -	-	<i>Thunder Bomb</i>
Jn ^o . King	D			
Cha ^s . Indle	D	27 -	-	D ^o .
Jos ^h . Tims	D	30 -	-	<i>Judith Preston</i> Prison Ship
Tho ^s . Westmuot	D			
Rich ^d Watts	D			

R^d: Onslow Captain
 Rob^h: Knox Master
 Hen Davis Purser Act^s.
 Rob^h: Hick Boatswain

(18)

D, UKLPR, Adm. 36/7857.

1. The date on which the prisoner first appeared on the ship's books.
2. The rank or rating of the prisoner.
3. "D, DD, or R" stands for "Discharged, Discharged Dead" or Run (i.e., deserted)."
4. During the first days of Apr., H.M.S. *St. Albans* was in company with H.M. frigate *Ariel*, Capt. George Brisac, commander. UKLPR, Adm. 51/828, part 4. Presumably this entry means that the prisoners were from an unidentified schooner captured by *Ariel*.
5. According to the log entry for *St. Albans* of 9 Apr., Capt. Richard Onslow sent "a Flag of Truce [vessel] to Hampton & another to Baltimore with Prisoners for Exchange." UKLPR, Adm. 51/828, part 4.
6. The prisoners were transferred to H.M.S. *St. Albans* from H.M. frigate *Richmond*, Capt. John Lewis Gidoïn, commander.
7. H.M. bomb *Thunder*, Lt. John Graves, commander.
8. H.M. frigate *Emerald*, Capt. Benjamin Caldwell, commander.
9. Continental Navy Frigate *Virginia*, Capt. James Nicholson, commander, was captured on 31 Mar. by H.M. frigate *Emerald* after running aground in Chesapeake Bay. For more on *Virginia*'s capture, see Nicholson to the Continental Marine Committee, 2 Apr., above.
10. Joshua Barney was actually first lieutenant on the Continental frigate *Virginia*.
11. What this entry undoubtedly means is that these Continental seamen were sent to the H.M.S. *Preston* instead of the prison ship *Judith*, as the copyist first assumed they would be.
12. French merchant snow *François*, Jean Étienne La Fontaine, master, captured on a voyage from Cape François to Virginia. UKLPR, Adm. 32/334/16.
13. In a log entry of 12 Apr., Capt. Onslow noted that the barge of *St. Albans* captured a schooner "load'd with Fish." This schooner was presumably *L-Sourz*. On 14 Apr., Onslow recorded in the log that *St. Albans* was sailing in company with H.M. frigate *Emerald*, "the *Henry & Ann* Transport, the *Virginia*, *Union*, *François*, *Lesource*, *Prizes*." UKLPR, Adm. 51/828, part 4.

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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 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* or *M'* are alphabetized as if spelled *Mac*, and the abbreviation *St.* is treated as *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.

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(J. B. Gaspar)

A Topographical CHART of the
 BAY of NARRAGANSET in the Province of NEW ENGLAND,
 with all the ISLES contained therein, among which
 RHODE ISLAND and CONNORICUT

have been particularly SURVEYED.
 Shewing the true position & bearings of the Banks, Shoals, Rocks &c. as likewise the Soundings:
 To which have been added the several Works & Batteries raised by the Americans.

Taken by Order of the PRINCIPAL FARMERS on Rhode Island.

By CHARLES BLASKOWITZ.

Engraved & Printed for W^m FADEN, Charing Cross, as the Act directs, July 22^d 1777.
 SCALE of Statute Miles.

References to the BATTERIES	Number	Feet
A. Providence Fort	50	12
B. Pappasquash Battery	3	10
C.C. Bristol Ferry Batteries	7	10
D.D. Howlands Ferry Batteries	5	12
E. Gales Island Fort	25	14
F. Dyres Point Battery	8	10
G. Dumping Rocks Battery	8	10
H. Bristol Battery	8	18

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 RHODE ISLAND.

M ^r John Collins	M ^r Scott
M ^r James Brewster	M ^r Isaac Lorton
M ^r John Brewster	M ^r Abraham Redwood
M ^r Benjamin Brewster	M ^r James Power
M ^r Harrison	M ^r Overing
M ^r Charles Wickham	M ^r Jenson
M ^r Church	M ^r Rome
M ^r Jonathan Easton	M ^r Gould
M ^r Nicholas Easton	M ^r Tillinghast
M ^r Walter Easton	M ^r Thomas Banister
M ^r Robert Lawton	M ^r William Redwood
M ^r Barber	M ^r John Banister
M ^r Honyman	M ^r Dudley
M ^r Lopez	M ^r Malbone
M ^r Elan	M ^r Pease
M ^r Barber	M ^r Pease & M ^r Winton

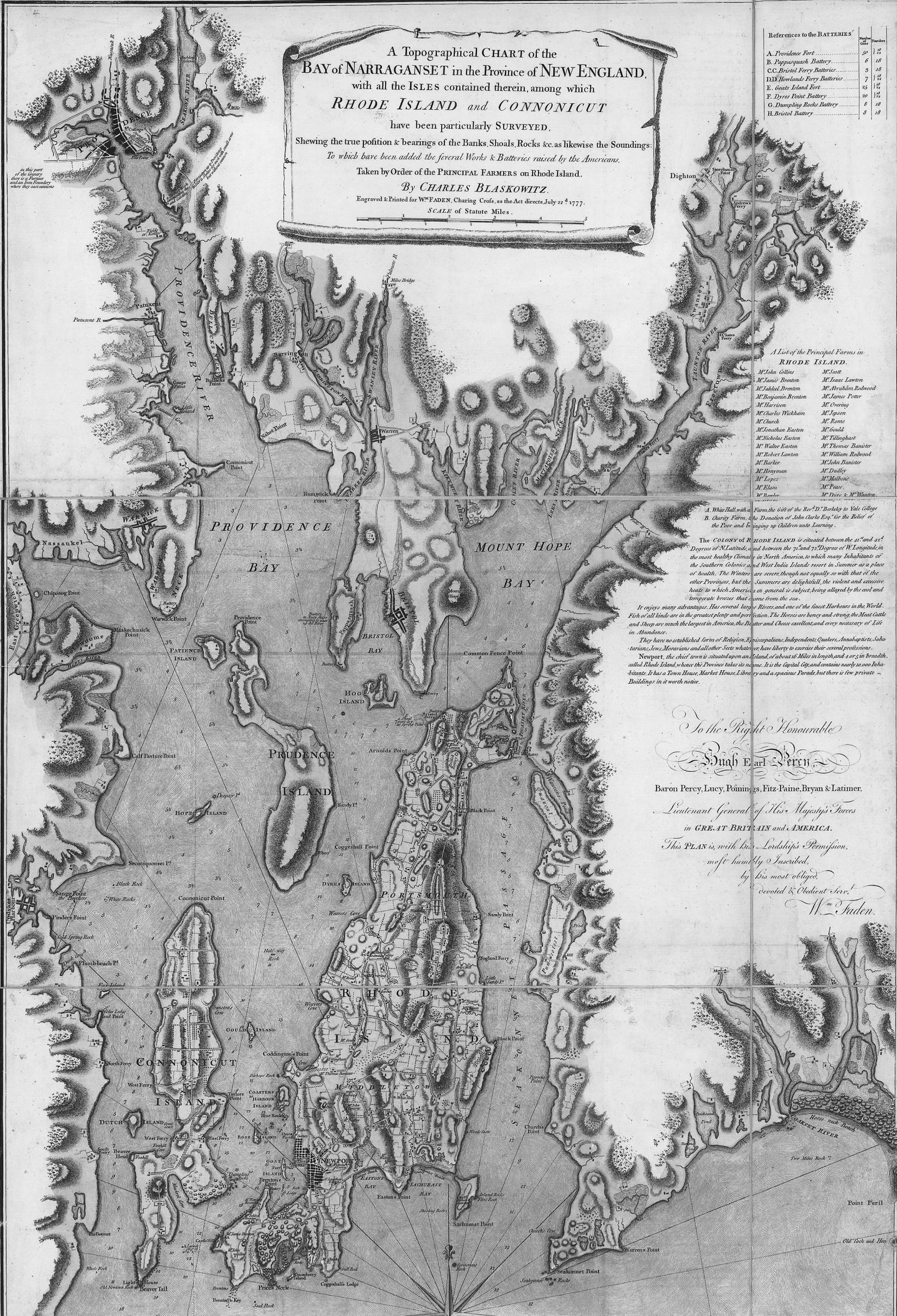
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 the Southern Colonies and West India Islands resort in Summer as a place
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 Baron Percy, Lucy, Poinings, Fitz Paine, Bryan & Latimer,
 Lieutenant General of His Majesty's Forces
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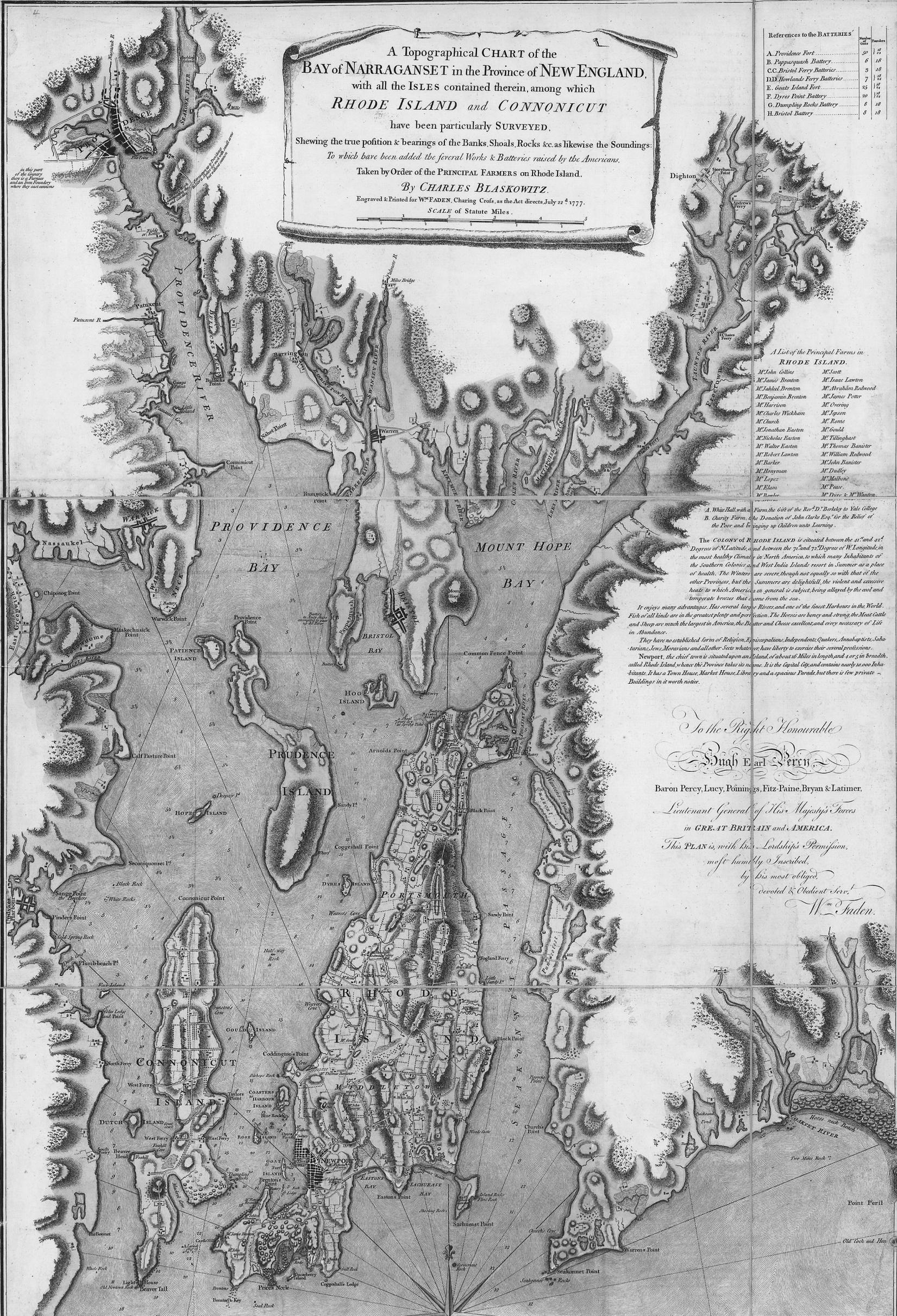
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