

The Naval War of 1812: A Documentary History

**Volume II
1813
Part 3 of 8**

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the Signals are so changed, as to make them compleatly unintelligable to the Enemy by their having the late ones—

I recommend the Day and night Signals, to be in one Book—and only one Signal Book to be allowed to each Vessel and that to be kept always in the Captains Possession.

I also send by Lieut. Parker (a most worthy officer, who was my first Lt. in the Action with the *Java*—and whom I have the honor of recommending particularly to your Notice) the flags taken from the British Frigate *Java* after her surrender to the U.S. Frigate *Constitution* under my command. I have the honor Sir, to be with the greatest respt. yr obt. St.

W^m Bainbridge

P.S. For some time past Lt. Parker has been by my orders, superintending the building of the Sloop of war¹ near this Yard—

NB. I enclose a Card of the old flags, and one as I have altered them. I did not put the new ones in the Signal Book, presuming that you would send it, to have new Books printed by it— And if you should, the leaf that has the drawing of the Night Signals ought to be taken out previously so that neither the flags or Shapes of Lights should be seen at the printing office— I also enclose a brief code of Fog Signals which I recommend to be written in the Signal Book Confidentially at the Department in preference of being printed—

LS, DNA, RG45, MLR, 1813, Vol. 4, No. 167 (M124, Roll No. 56).

1. *Wasp*.

SECRETARY OF THE NAVY JONES TO COMMODORE WILLIAM BAINBRIDGE

Commodore W. Bainbridge,
Charlestown Massachusetts.

Navy Department
Augt. 1st 1813.

Sir,

Master Commandant Parker¹ is charged with a packet to be delivered to you, containing the General and Private Signals now prescribed for the use of the Navy of the U.S. until countermanded.²

The System is, with some exceptions, that devised by, and received, a short time since, from yourself. Capt. Morris had prepared a set, upon nearly similar principles; but instead of one common number, as in yours, he had a varying number for each day of the week, which, as it would burthen the memory more than yours, the latter was preferred.

The old flags are retained, but with different values, and will save the expense and trouble of new ones.

You will observe some other minor alterations and substitutes in the New Code.

You will please furnish the Commanders, on your station, with copies; under the strictest injunction of caution and care, to confine the mental key to themselves, until the approach of danger, shall render it indispensable to communicate it to their first Lieutenants, only, with like confidence and precaution. My attention has been so engrossed, by important public measures, toward the

close of the Session of Congress, that I have been drawn off from some objects, in your quarter, that will now, I trust, receive notice. Master Comdt. Parker will command the *Siren*, which vessel you will, when repaired, prepare for a cruise of as long duration, as her capacity for provisions, water and stores will admit, without prejudice to her sailing.

It is a little extraordinary, that, North of the Delaware, there is not a Boring Mill and Foundry fit for Naval purposes, which is a serious objection, in time of war, to extensive Naval building and equipment in the Eastern States; and if they had the Foundry and Machinery, the iron must still be brought from Jersey, and it is as easy to send the guns as the iron. We shall be under the necessity of sending the 24 pd. Carronades, for the *Siren*, from this place or Baltimore, through Delaware, Jersey, and the Sound, if clear, or to New Haven, and from thence by land. I shall send you the Drawings, proportions, & minute description of Carronade carriages, of various sizes, and of the Iron work, attached thereto, which, if you have it not already, will be useful to you.

It is probable I may send 10 or 12 of the carronades ready mounted, but of this you shall soon be informed.

The new sloops of war are to be armed with 20. 32 pd. carronades, and two long 18 pounders; for which you may prepare the carriages. The carronades will soon be ready and sent on. If you have the long 18 pounders it will save so much expense of transportation. I am, very respectfully, Your Obedient Servant,

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, pp. 32–33 (M149, Roll No. 11).

1. George Parker was promoted to master commandant on 24 July 1813.

2. A copy of this signal book may be found in DNA, RG45, Signal Books, 1813–June 1865.

British Naval Strength in North America

When the United States declared war on Great Britain, the Royal Navy had eighty-three vessels of all types in the western Atlantic and Caribbean.¹ While this was more than enough force to counter the threat of the infant republic's navy, it was adequate neither for blockading the American coast nor for combating privateers. Over the next twelve months, the Admiralty acted to increase this force with a steady infusion of ships and men, so that by the summer of 1813 British naval strength in North America stood at one hundred and twenty-nine vessels. The Royal Navy's growing strength spelled greater difficulties for the U.S. Navy and additional economic hardship for the nation.

1. For a listing of these vessels and the stations to which they were attached, see Dudley, *Naval War of 1812*, Vol. 1, pp. 179–82.

SHIPS IN SEA PAY

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[Extract]
Admiralty Office }
1st. July 1813. }

The present disposition of His Majesty's
Ships and Vessels in Sea Pay

Rate	Ships	No. of		Commanders	When Commissd.	When sailed from England
		Guns	Men			
Leeward Islands Rear Admiral Sir Francis Laforey Bart:						
3	<i>Cressy</i>	74	590	C. Dashwood	26 Jany. 1811	31 Feb. 1813
"	<i>Bedford</i>	74	590	Jas. Walker	17 Sep. 1807	3 Apl. 1813
4	<i>Grampus</i>	50	343	F. A. Collier	8 Jany. 1810	2 Sep. 1812
5	<i>Statira</i>	38	315	H. Stackpoole	30 July 1807	3 Oct. 1808
"	<i>Surprize</i>	38	315	Sir T. J. Cochrane	19 Sep. 1812	19 Dec. 1812
"	<i>Rhin</i>	38	315	C Malcolm	17 June 1809	3 Apl. 1813
"	<i>Orpheus</i>	36	284	H. Pigot	22 Aug 1809	24 Nov 1809
"	<i>Pique</i>	36	284	Hon: A Maitland	9 Aug. 1811	22 Sep. 1813
"	<i>Venus</i>	32	270	K. MacKenzie	24 Sep 1808	24 Dec. 1812
"	<i>Circe</i>	32	215	E. Woolcombe	24 Nov 1804	15 Nov 1812
6	<i>Lightning</i>	20	121	B. C. Doyle	25 Mar 1807	2 Feb 1812
"	<i>North Star</i>	20	121	T. Coe	25 June 1810	6 June 1813
"	<i>Coquette</i>	20	121	J Simpson	8 May 1812	14 Dec 1812
Sloop	<i>Surinam</i>	18	121	J. E. Watt	19 Mar 1805	15 Dec 1808
"	<i>Charybdis</i>	18	121	J Clephane	18 Feb 1809	23 June 1809
"	<i>Crane</i>	18	121	J. Stuart	13 Sep 1809	29 Sep 1812
"	<i>Espiegle</i>	18	121	J. Taylor	7 Sep 1812	22 Jany. 1813
"	<i>Peruvian</i>	18	121	Geo. Kippen		
"	<i>Epervier</i>	18	121	Rd. Wales	Jany. 1813	23 Mar 1813
"	<i>Rifleman</i>	18	121	J. Pearce	12 Sep 1809	23 Mar 1813
"	<i>Indian</i>	18	121	Hy. Jane		6 Feb. 1813
"	<i>Persian</i>	18	121	C. Bertram	27 May 1809	3 Apl. 1813
"	<i>Heron</i>	18	121	W. McCulloch	16 Nov. 1812	28 Mar. 1813
"	<i>Eclipse</i>	18	121	H. Lynne	4 Sep 1809	6 Feb 1813
"	<i>Musquito</i>	18	121	J. Tomkinson	26 June 1811	24 Apl. 1813
"	<i>Arachne</i>	18	121	C. H. Watson	16 May 1808	9 May 1809
"	<i>Childers</i>	18	121	J. Bedford	20 July 1812	29 Sep 1812
"	<i>Arab</i>	18	121	R. Standley	17 Sep 1812	13 Dec 1812
"	<i>Vautour</i>	16	100	P. Lawless	20 Sep 1810	22 Jany. 1813
"	<i>Bustard</i>	16	90	C. B. Strong	12 Apl. 1808	3 Apl. 1813
"	<i>Spider</i>	14	85	F. G. Willock		
"	<i>Dominica</i>	14	62	G. W. Barrette	29 May 1811	23 Nov 1811
"	<i>Opossum</i>	14	76	Tho. Wolrige	24 Nov 1808	13 Oct. 1809
Gun Brig	<i>Mornefortunée</i>	14	55	Lt. J. Steele	Commissd. abroad	
"	<i>Elizabeth</i>	10	55	" E. F. Dwyer	Do. Do.	
"	<i>Ballahou</i>	4	20	" N. King	Do. Do.	
Schooner	<i>Swaggerer</i>	10	50	" Guise	Do. Do.	
"	<i>Maria</i>	10	50	" Dickson	Do. Do.	
Cutter	<i>Liberty</i>	10	60	" Senhouse		
Jamaica Rear Admiral Brown						
3	<i>Vengeur</i>	74	590	T. Dundas	1 Sep. 1810	22 Jany. 1813
"	<i>Asia</i>	74	590	G. Scott	29 Jany. 1812	22 Apl. 1813
5	<i>Argo</i>	44	340	C. Quinton	17 July 1802	22 Jany. 1813
6	<i>Garland</i>	22	175	R. P. Davies	23 Mar 1807	11 Nov 1807
"	<i>Cossack</i>	22	175	F. Stanfell	24 Sep 1803	7 June 1812
"	<i>Cyane</i>	22	175	T. Forrest	25 Mar 1807	
"	<i>Fawn</i>	20	121	T. Fellowes	25 Mar 1807	
"	<i>Herald</i>	20	121	C. Milward	12 Mar 1807	4 July 1812

ATLANTIC THEATER

JANUARY-DECEMBER 1813

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Rate	Ships	No. of		Commanders	When Commissd.	When sailed from England
		Guns	Men			
Sloop	<i>Moselle</i>	18	121	G. Mowbray	21 Nov 1807	16 Jany. 1808
"	<i>Frolic</i>	18	121	A. Mitchell	1 Apl. 1807	25 Feb. 1808
"	<i>Sappho</i>	18	121	H. OGrady	4 Feb. 1807	22 June 1808
"	<i>Sapphire</i>	18	121	Hy. Haynes	4 Feb. 1807	24 Sep. 1810
"	<i>Forester</i>	18	121	A. Kennedy	13 Apl. 1806	23 Mar. 1813
"	<i>Doterel</i>	18	121	W. W. Daniel	26 Oct. 1808	22 Apl. 1813
Gun Brig	<i>Decouverte</i>	10	50	Lt. Williams	Commissd. abroad	
"	<i>Variable</i>	10	50	Lt. Yates	Commissd. abroad	
Recg. Ship	<i>Shark</i>		70	J. Gore	23 June 1806	

North America
Admiral Sir John Borlase Warren

3	<i>St. Domingo</i>	74	640	Admiral Sir J. B. Warren } S. J. Pechell }	21 Mar 1809	14 Aug. 1812
"	<i>Dragon</i>	74	640	R. Barrie	1 Sep 1810	31 Oct. 1810
"	<i>Ramillies</i>	74	590	Sir T. M. Hardy	7 Oct 1812	16 Dec. 1821 ¹
"	<i>Poictiers</i>	74	590	Sir J. P. Beresford	11 Jany. 1810	14 Aug 1812
"	<i>Marlborough</i>	74	590	R Adml. Cockburn } R. Honyman }	30 July 1807	23 Sep 1812
"	<i>Valiant</i>	74	590	R. D. Oliver	23 Mar 1807	14 Jany. 1813
"	<i>Hogue</i>	74	590	Commre. Hotham } Hon. T. B. Capel }	Dec. 1811	14 Jany. 1813
"	<i>Victorious</i>	74	590	J. Talbot	29 Dec. 1808	20 Nov 1812
"	<i>Plantagenet</i>	74	590	R. Lloyd	29 Dec. 1808	20 Nov 1812
"	<i>Sceptre</i>	74	590	C. B. H. Ross	6 Mar 1809	23 Mar 1813
"	<i>Majestic</i>	58	491	J. Hayes	26 Jany. 1813	2 June 1813

5	<i>Acasta</i>	44	340	A. R. Kerr	10 Apl. 1811	14 June 1812
"	<i>Loire</i>	40	340	T. Brown	31 Oct 1807	22 Apl. 1813
"	<i>Nymphé</i>	38	315	F. P. Epworth	1 May 1812	9 July 1812
"	<i>Junon</i>	38	315	J. Sanders	30 Mar 1812	8 Aug. 1812
"	<i>Tenedos</i>	38	315	H. Parker	20 Apl. 1812	28 Aug. 1812
"	<i>Spartan</i>	38	315	E. P. Brenton	15 Aug. 1805	25 July 1811
"	<i>Shannon</i>	38	315	B. P. V. Broke	14 Jany. 1806	9 Aug. 1811
"	<i>Armide</i>	38	315	Sir E. T. Troubridge	21 Aug. 1809	25 Mar. 1813
"	<i>Lacedemonian</i>	83	315	S. Jackson	23 Dec. 1812	2 June 1813
"	<i>Maidstone</i>	36	284	G. Burdett		19 June 1812
"	<i>Belvidera</i>	36	284	R. Byron	14 Jany. 1810	27 Oct. 1810
"	<i>Barrosa</i>	36	284	W. H. Shirreff	28 Oct. 1812	31 Jany. 1813
"	<i>Narcissus</i>	32	254	J. R. Lumley	20 June 1812	29 Sep 1812
"	<i>Æolus</i>	32	254	Lord J. Townshend	3 Sep 1802	16 Aug 1807
"	<i>Cleopatra</i>	32	215	C. Gill		11 Dec 1811
6	<i>Minerva</i>	32	215	R. Hawkins	25 Nov 1804	9 Nov 1812
"	<i>Laurestinus</i>	24	175	T. Graham	3 May 1811	20 Sep 1812
"	<i>Wanderer</i>	20	121	F. Newcombe	23 Dec 1806	28 Aug 1812
Sloop	<i>Sophie</i>	18	121	N. Lockyer	26 Oct. 1809	28 Aug. 1812
"	<i>Curlew</i>	18	121	M. Head	3 July 1812	28 Aug 1812
"	<i>Rattler</i>	18	121	Hon. H. D. Byng	13 Dec 1803	1811
"	<i>Nimrod</i>	18	121	N. Mitchell	12 Aug 1812	22 Sep 1812
"	<i>Atalante</i>	18	121	Fred. Hickey	Commissd. Abroad	9 Nov 1812
"	<i>Fantome</i>	18	121	J. Lawrence	Do.	4 Dec 1812
"	<i>Columbia</i>	18	121	J. K. Kinsman	Do.	
"	<i>Morgiana</i>	18	121	D. Scott	Do.	
"	<i>Loup Cervier</i>	18	121	W. B. Mends	Do.	
"	<i>Sylph</i>	18	121	W. Evans	Do.	
"	<i>Recruit</i>	18	121	G. R. Pechell	Do.	
"	<i>Raleigh</i>	18	121	G. W. Hooper	19 Mar 1809	19 Nov 1811
"	<i>Wasp</i>	18	121	T. Everard	10 Mar 1807	18 Mar 1813
"	<i>Ringdove</i>	18	121	W. Dowers	28 Aug 1812	22 Apl. 1813
					17 Sep 1806	2 June 1813

Rate	Ships	No. of		Commanders	When Commissd.	When sailed from England
		Guns	Men			
"	<i>Martin</i>	18	121	H. F. Senhouse	26 Mar 1807	
"	<i>Colibri</i>	16	100	J. Thomson	Commissd. abroad	
"	<i>Mohawk</i>	12	95	W. [H] Litchfield	Do.	
"	<i>Emulous</i>	16	95	Wm. Godfrey	Do.	
"	<i>Thistle</i>	12	60	J. K. White	15 Aug 1812	23 Mar 1813
"	<i>Manly</i>	14	60	E. Collier	31 Aug 1812	Do.
"	<i>Borer</i>	12	60	R. Coote	13 Sep 1812	Do.
"	<i>Bold</i>	12	60	J. Skekel	29 July 1812	17 Apl. 1813
"	<i>Boxer</i>	12	60	S. Blyth	22 Aug 1812	Do.
"	<i>Conflict</i>	14	60	H. L. Baker	7 Nov 1812	17 Apl. 1813
"	<i>Contest</i>	14	60	J. Rattray	Dec 1812	22 Apl. 1813
Schooner	<i>Paz</i>	10	50	Lt. Dumaresq	15 Oct. 1808	22 Apl. 1811
"	<i>Cuttle</i>	4	20	" Saunders	Commissd. abroad	
"	<i>Bream</i>	4	20	" Hare	Do.	
Rec Ship	<i>Centurion</i>		36	" Brand	20 Nov 1808	1809
"	<i>Ruby</i>		90	Comre. Evans	7 Oct 1810	25 July 1811
Prison Ship	<i>Ardent</i>		97	Lt. Ward J Cochet		

Newfoundland
Vice Admiral Sir Richd. Goodwin Keats KB

3	<i>Bellerophon</i>	74	590	V. Admiral Sir R. G. Keats } E. Hawker	25 June 1811	22 Apl. 1813
5	<i>Sybille</i>	40	340	C. Upton	19 July 1803	25 Mar 1813
"	<i>Crescent</i>	38	315	J. Quilliam	28 Dec 1810	4 Apl. 1813
"	<i>Hyperion</i>	36	284	W. P. Cumby	21 Jany. 1808	13 May 1812

"	<i>Dryad</i>	36	284	E. Galwey	9 Sep. 1802	
6	<i>Comet</i>	20	121	G. W. Blamey	9 Jany. 1808	23 Apl. 1813
"	<i>Rosamond</i>	20	121	D. Campbell	25 Mar 1807	4 Apl. 1813
Sloop	<i>Hazard</i>	18	121	Jno. Cookesley	27 June 1802	23 Mar 1811
"	<i>Pheasant</i>	18	121	J. Palmer	4 June 1798	5 June 1813
"	<i>Electra</i>	14	95	W. Gregory	7 Feb 1812	17 Mar 1813
"	<i>Muros</i>	14	86	T S Griffinhoofe	Dec. 1811	17 May 1813
Cutter	<i>Adonis</i>	10	42	Lt. Buchan	8 Mar 1806	1809
Prison Ship	<i>Triton</i>		11	" Bishop		

Troop Ships

3	<i>Diadem</i>	28	200	J. Phillimore	19 June 1810	North America
"	<i>Leyden</i>	28	200	J. Davie	15 June 1810	Mediterranean
"	<i>Bristol</i>	28	200	G. Wyndham	16 July 1810	Do.
4	<i>Leopard</i>	26	175	W. H. Dillon	5 Mar 1811	Do.
"	<i>Diomedé</i>	26	175	C. M. Fabian		North America
5	<i>Regulus</i>	22	135	J. Tailour	9 June 1810	Mediterranean
"	<i>Melpomene</i>	22	135	G. Falcon	13 July 1810	Do.
"	<i>Brune</i>	22	135	W. L. [S] Badcock	30 July 1810	Do.
"	<i>Romulus</i>	22	135	G. W. H. Knight	12 Sep 1810	North America
"	<i>Freija</i>	22	135	W. I Scott	26 Jany. 1810	To Lisbon
"	<i>Woolwich</i>	22	135	T. B. Sullivan	11 Feb. 1813	To Quebec
"	<i>Mermaid</i>	18	115	D. Dunn	12 Jany. 1810	Mediterranean
"	<i>Fox</i>	18	115	D. Paterson	21 May 1812	North America
"	<i>Dover</i>	12	115	A. V. Drury	22 June 1812	Mediterranean
"	<i>Success</i>	16	115	T. Barclay	Aug. 1812	North America
6	<i>Mercury</i>	16	105	Sir H. Richardson	28 May 1810	Leeward Islands
"	<i>Vestal</i>	16	105	S. Deckar	30 July 1810	Do.
"	<i>Nemesis</i>	16	105	Hon. J. A. Maude	27 Feb. 1812	North America

Admiralty Office } Abstract of the Monthly List.
 1 July 1813

	Rate	No. of	
		Ships	Men
East Indies	3	2	1180
	5	11	3105
	Sloops	5	605
	Hos. & Rec. Ship	1	52
		<u>19</u>	<u>4942</u>
Cape of Good Hope	3	1	491
	5	3	852
	Sloops	2	242
		<u>6</u>	<u>1585</u>
South America	3	1	590
	5	5	1479
	6	3	431
	Sloops	3	363
	Cutters &c	2	95
		<u>14</u>	<u>2958</u>
Leeward Islands	3	2	1180
	4	1	343
	5	7	1998
	6	3	363
	Sloops	20	2228
	Gun Brigs	6	290
		<u>39</u>	<u>6402</u>
Jamaica	3	2	1180
	5	1	340
	6	5	767
	Sloops	6	726
	Gun Brigs	2	100
	Receiv. Ship	1	70
		<u>17</u>	<u>3183</u>
North America	3	11	6491
	5	16	4675
	6	2	296
	Sloops	25	2525

	Rate	No. of	
		Ships	Men
	Schooners	3	90
	Receivg. Ships	2	126
	Prison Ship	1	97
		<u>60</u>	<u>14300</u>
Newfoundland	3	1	590
	5	4	1223
	6	2	242
	Sloops	4	423
	Cutter	1	42
	Prison Ship	1	11
		<u>13</u>	<u>2531</u>
Mediterranean	1	4	3424
	2	4	2952
	3	21	12750
	5	19	5483
	6	6	834
	Sloops	28	3067
	Bombs	3	223
	Gun Brigs	4	160
	Receiv. Ship	1	121
	Hosp. Ship	1	121
		<u>91</u>	<u>29135</u>
Portugal	3	1	491
	5	2	589
	6	4	646
	Sloops	8	756
	Gun Brigs	5	252
	Receiv. Ship	1	380
		<u>21</u>	<u>3114</u>
Baltic	3	8	4664
	4	1	343
	5	2	579
	6	2	296
	Sloops	14	1285
	Bombs	3	212
	Gun Brigs	15	772
		<u>45</u>	<u>8151</u>

	Rate	No. of	
		Ships	Men
Channel Fleet	1	3	2511
	3	13	7820
	5	8	2427
	Sloops	6	610
	Gun Brigs	3	150
		<u>33</u>	<u>13518</u>
Ireland	5	2	599
	Sloops	10	1149
	Gun Brigs	3	150
		<u>15</u>	<u>1898</u>
Downes	Staty. Ship	1	280
	Sloops	10	868
	Gun Brigs	7	405
		<u>18</u>	<u>1553</u>
Guernsey & Jersey	6	1	140
	Sloops	2	221
	Gun Brigs	5	255
		<u>8</u>	<u>616</u>
Plymouth	Receivg. Ship	1	320
	Sloops	8	755
	Gun Brigs	4	200
		<u>13</u>	<u>1275</u>
Portsmouth	Receivg. Ship	2	464
		2	1180
	5	3	914
	Sloops	8	685
	Gun Brigs	3	142
		<u>18</u>	<u>3385</u>
Sheerness	Receivg. Ship	1	250
	Sloops	4	280
	Gun Brigs	2	100
		<u>7</u>	<u>630</u>

	Rate	No. of	
		Ships	Men
Yarmouth	Receivg. Ship	2	168
	Sloops	4	314
	Gun Brigs	3	125
		<u>9</u>	<u>607</u>
Off the Texel and Scheld	2	1	738
	3	11	6760
	5	2	499
	Sloops	9	715
	Gun Brigs	7	350
		<u>30</u>	<u>9062</u>
Leith	Flag Ship	1	200
	5	1	215
	6	1	135
	Sloops	7	715
	Gun Brigs	4	200
		<u>14</u>	<u>1465</u>
Convoys & Particular Services	3	4	2460
	5	10	2950
	6	3	417
	Sloops	10	1165
	Cutters	4	190
		<u>31</u>	<u>7182</u>
Unappropriated	2	1	738
	3	9	5310
	4	2	930
	5	14	4196
	6	4	484
	Sloops	12	1391
	Bomb	1	67
	Schooners	4	155
		<u>47</u>	<u>13271</u>
Troop Ships	3	3	600
	4	2	350
	5	10	1270
	6	3	315
		<u>18</u>	<u>2535</u>

	Rate	No. of	
		Ships	Men
Prison Ships	Yachts	6	117
Stationary Ships &ca	Prison Ships	12	1152
	Pris. Hos. Ships	1	58
	Hosp. Ships	4	230
	Conval. Ship	1	70
	Slop & Conv. Ship	3	267
	Sta. & Recg. Ship	8	580
	Tenders	3	117
		<u>38</u>	<u>2591</u>

General Abstract

	Rate	No. of	
		Ships	Men
	1st.	7	5935
	2d.	6	4428
	3d.	92	53737
	4th.	6	1966
	5th.	120	33393
	6th.	39	5366
	Sloops	205	21088
	Bombs	7	502
	Gun Brigs Cutters &c	87	4223
	Yachts	6	117
	Stationy. & Receivg. Ships	22	3011
	Prison Ships	14	1260
	Prison Hospital Ships	1	58
	Hospital Ships	5	351
	Convalescent Ship	1	70
	Conv. & Slop Ships	3	267
	Tenders	3	117
		<u>624</u>	<u>135889</u>

D, UKLPR, Adm. 8/100, Ships in Sea Pay, 1813. These charts have been condensed, eliminating columns that are virtually blank. In the manuscript, Lieutenant Ward appears in a column "Lieutenants," which is between "Commanders" and "When Commission'd."

1. 1812.

A Question of Authority: The Philadelphia Navy Yard

Commodore Alexander Murray had been the commanding officer at Philadelphia since 1808. With the declaration of war against Great Britain in 1812, his responsibilities at that station multiplied severalfold. Despite these increased burdens, one area that remained outside Murray's authority was the construction of ships at the Philadelphia Navy Yard. That was the responsibility of the yard's naval constructors.

In the summer of 1813, the building of two new warships—a 74-gun ship of the line and a 44-gun frigate—was underway at the Philadelphia yard, and Murray found himself in the middle of a dispute between the naval constructors¹ and the commanding officer of marines² at the navy yard. The squabbling between these parties threatened progress on the new ships. Unsure of his authority to act, Commodore Murray appealed to Secretary Jones to clarify the extent of his jurisdiction over activities at the yard.

1. Samuel Humphreys and Charles Penrose supervised the construction of the 74-gun ship of the line Franklin, and Joseph and Francis Grice supervised the construction of the 44-gun frigate Guerriere.

2. Captain Anthony Gale, U.S.M.C.

COMMODORE ALEXANDER MURRAY TO SECRETARY OF THE NAVY JONES

Philada. July 3rd. 1813

Sir.

The duties incumbent on me as Naval Commander on this station, requires my constant attendance at the Navy Yard, where extensive operations are now going on, I wish to have some precise rule to guide my conduct; at present I have no jurisdiction beyond the flotilla, references, & questions are often made to me on subjects out of my powers to answer,

This observation is now made to you, in consequence of frequent bickerings, & complaints, between the Naval Constructors, & the Marine Officer of the Yard, who thinks himself authorised to act at his discretion, & in no instance has he ever consulted me, nor do I feel myself at liberty to instruct him; I think some regulations ought now to be adopted to prevent confusion, & to relieve me from the awkward situation in wch. I now stand—

Capt. Gale in a former instance behaved very disrespectfully to me, when I fitted out the *Constellation*, for wch. he received a severe reproof from his Commanding Officer, since wch. there has been no cordiality between us, & he has not treated Mr. Penrose with that respect due his present station requires, he assumes a high tone, & I must beg leave to suggest to you the propriety of having one out let to the Navy Yard only, he & his Sergeant hath built a Tavern opposite the upper Gate by the Barracks, wch. I fear will become a nuisance & occupies a Centinal extraordinary merely for their convenience—¹

The flotilla have been down the Bay & removed all the Buoys; there was but one Frigate on the Brown, & she moved out of their way, I hope the Enemy will pay respect to our little fleet in future, we have not had any interruption to our Bay Craft since we first shewed them our faces—

I beg leave to enclose you the letter from the managing Committee respecting the *Northern Liberty Galley*² for your consideration— I have the honor to be
Your Mo. Obt.

A Murray

ALS, DNA, RG45, CL, 1813, Vol. 4, No. 141 (M125, Roll No. 29).

1. In the spring of 1816, a court of inquiry reviewed several charges against Gale, including operating a grog shop in the Philadelphia Navy Yard in partnership with his orderly sergeant, John D. Maher. Gale was acquitted of all charges. For the record of this court-martial see DNA, RG127, CM, Vol. 7, No. 237 (M273, Roll No. 7).

2. *Northern Liberties* was one of several subscription ships built by the city of Philadelphia for the defense of the Delaware and purchased by the Navy Department. For additional documentation see pp. 231-32.

SECRETARY OF THE NAVY JONES TO COMMODORE ALEXANDER MURRAY

Alexander Murray Esqr.
Commg. Naval Officer
Philadelphia

Navy Department
July 8th 1813.

As the various and important objects now in operation at the Navy Yard within your Station, require order, regularity and authority in the direction & controul of the persons employed therein, you are hereby vested with the command of that establishment for the government of which you will prescribe such rules and regulations, as may be reasonable and proper for conducting the public business therein, to the best advantage, and preserving harmony and Satisfaction among the individuals employed

You are perfectly aware, that the Mechanics who are employed in the Navy Yard, are a valuable and independent class of men, over whom it is neither proper nor practicable, to exercise a rigorous controul; and your own experience and disposition, will point out to you, the nature of the regulations which command their ready acquiescence and respect.

The Master Builders are charged with the construction of the 74, and with the general direction of all the Mechanics, in the execution of all the work for the 74, and also with the management and conversion of the timber, and other materials employed in the improvement of the Wharf and Slip, and in the construction of the Slip and buildings necessary for the same; for which purpose they will receive instructions from this Department. These Gentlemen are well known to you. Their personal Standing and abilities and the importance of the work in which they are engaged entitle them to confidence and respect, which I am sure they will receive from you, and through you, from all who are under your command.

The nature of their charge renders it necessary that they should have free access, at all times, to the yard, and the Centinels should be instructed, to permit the free ingress and egress at all times of the Master Builders, and those they may introduce.

The Store keeper¹ will render the monthly returns of the public property, within the Navy Yard as usual.

The authority of the officer of Marines, extends only to his subordinate officers and men and their particular garrison & duty.

He is to furnish at your requisition, such Sentinels as you may deem necessary for the protection of the Navy Yard, and of the public property therein;



Commodore Alexander Murray

and shall cause them to execute such orders, while on their posts, as you shall require of him in writing from time to time.

You will designate such avenues and permit such only to be kept open, as you may deem necessary for the public interest, and prohibit all improper intercourse, or communication, which may come to your knowledge. I am respectfully your obdt. Servt.

W. Jones

LB Copy, DNA, RG45, CNA, Vol. 1, p. 455 (M441, Roll No. 1).

1. Robert Kennedy.

COMMODORE ALEXANDER MURRAY TO SECRETARY OF THE NAVY JONES

Philada. July 12th. 1813

Sir,

I have just recd. your letter of the 8th. Inst. & shall pay every attention in my power to the regulation, & duties assigned me over the Navy yard, & adopt such a system as shall be approved of by all concerned in the various operations going on there,— hope to prevent any future descensions & that we shall maintain that cordiality so essential

I have just returned from an excursion down the Delaware to visit the flotilla, wch. I found in excellent order, the Barges excepted, they are now ordered up to undergo some alterations, their Guns were too heavy, & badly arranged, we now are putting Carronades in them, & placing them more in the center of the boat, the one that was sunk has been recovered with the loss of her Gun, & she has undergone the necessary alterations, & joined the flotilla, the block sloops¹ are the favorite Vessels, they sail well, & much dryer than would have been expected, they had some good tryals in stiff breezes, when last down the Bay, the G. boats are also in fine condition, & all their Crews under good discipline, & order, but we have not as yet recruited our compliment of men, only eight of the boats are full Manned; Lt. Mitchell this day reported himself to me to take the station of Lt. Stewart yet in a very bad state of health, & I have permitted him to take his quarters somewhere in the Country to try what can be done for him, Lt. Mitchell is also in a bad state of health, but he goes down tomorrow; Sailg. Master Elberson is reported to me by Doctr. Kearney, as being in a bad state of health, & will be unfit for duty for a long time; we of course stand in need of another Sailg. Master, & Lt. Angus presses very hard to be allowed one to ease him of part of the charge now on him, he has conducted himself uniformly very well & very industriously—

After a scene of vexation, & trouble with the Sailors of the *Vixen*,² & their landlords, they have come down in body, turned out by the Rascal that has boarded them, when they found they could not play upon me, & requested to be sent on to New York, about 50 in number, wch. I have this done in a G. boat to Burlington under the charge of Midn. Renshaw, their landlords are now to look for their money as they please, some of the Men whose time of service has expired I have reshipped & sent on with the others to wait the issue of their exchange & your further orders— I have the honor to be Your Mo. Obt.

A Murray

ALS, DNA, RG45, CL, 1813, Vol. 4, No. 191 (M125, Roll No. 29).

1. *Buffalo* and *Camel*.

2. U.S. brig *Vixen* was captured in November 1812 by H.M. frigate *Southampton*. See Dudley, *Naval War of 1812*, Vol. 1, pp. 594–95. Her crew arrived in a cartel off Cape May on 2 May 1813. After their arrival in Philadelphia, they became a source of great aggravation to Murray.

The Admiralty's Prohibition against Single-Ship Combats

As news of the American frigate victories of 1812 reached Great Britain, the Admiralty was subjected to a storm of public criticism. To a nation whose navy had mastered the fleets of Europe and numbered well over six hundred vessels of all types, it was incomprehensible that any warship, let alone an American one, could defeat one of the Royal Navy's own. While a number of reasons were advanced by the Admiralty and its defenders to explain the Royal Navy's losses, some commentators had no difficulty in singling out the true authors of these naval defeats. As one anonymous critic declared, "it is those men who are at the head of the government, and those who have the regulating of naval affairs, that the opprobrium will be cast upon."¹ Stung by the censure directed at them from all quarters, the Admiralty took the unprecedented step of forbidding frigate commanders from engaging their American counterparts in single-ship combat.

1. *Oceanus* [pseud.], *Naval Chronicle*, Vol. 29 (Jan.–June 1813), p. 12.

FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER TO
STATION COMMANDERS IN CHIEF

Secret & Confidential

10 July 1813

Sir

My Lords Comrs. of the Admiralty having received intelligence that Several of the American Ships of War are now at Sea, I have their Lordships Commands to acquaint you therewith, and that they do not conceive that any of His Majestys Frigates should attempt to engage, single handed, the larger Class of American Ships; which though they may be called Frigates, are of a size, Complement and weight of Metal much beyond that Class, and more resembling Line of Battle Ships.

In the event of one of His Majestys Frigates under your orders falling in with one of these Ships, her Captain should endeavour, in the first instance, to secure the retreat of His Majestys Ship, but if he finds that he has advantage in sailing, he should endeavour to manouvre, and keep company with her, without coming to action, in the hope of falling in with some other of His Majestys Ships with whose assistance the Enemy might be attacked with a reasonable hope of success.

It is their Lordships further directive that you make this known as soon as possible to the Several Captains Commanding His Majestys Ships.

J W C

To the Several Commander in Chief
on the Home Station and to

Vice Admiral Martin Lisbon By Packet Dup. by Packet 3d: Augt.—

Vice Admiral Sir E. Pellew Bt. Medeterranean
Sent under cover to R. A. Linzee by *Echo* Dup. by the *Boyne*—
Admiral Sir J. B. Warren Bermuda By *Bramble* Dup. by *Endymion*

Rear Adml. Sir F. Laforey Barbadoes By *Galatea*
Rear Adml. Brown Jamaica By *Goliath*
Vice Adml. Sir R. Keats Newfoundland By *Talbot*
Rear Adml. Dixon South America— By *Akbar*
Rear Adml. Tyler Cape of Good Hope By *Acorn*
Vice Admiral Sir S. Hood East Indies— By *Acorn*

LB Copy, UkLPR, Adm. 2/1377, pp. 154–56.

The British Attack on Ocracoke

Admiral Sir John B. Warren followed up his attacks on Craney Island and Hampton, Virginia, with a raid on the North Carolina coast. To this end, he dispatched seven vessels and five hundred troops under the command of Rear Admiral George Cockburn to Ocracoke with orders to destroy American shipping there. Cockburn's force arrived off Ocracoke bar on the night of 12 July. Early the next morning the British launched their assault.

REAR ADMIRAL GEORGE COCKBURN, R.N., TO
ADMIRAL SIR JOHN B. WARREN, R.N.

No. 20

Sceptre off Ocracoke Bar
the 12th. July 1813

Sir,

I have the honor to inform you that His Majestys Ships under my Orders, with the Detachment of Troops under the Orders of Lieutenant Colonel Napier took up this Anchorage last Night after dark and the Lt. Colonel agreeing with me in an Idea of the advantages which we were likely to derive from carrying your further Orders into Execution at once, and thereby prevent the Enemy collecting any Force from the Neighbourhood, or exerting additional Means of Defence in consequence of our appearance, I directed Preparations to be instantly commenced for the Debarkation of the Troops, and for making the intended Attack, although the weather was not so favorable as I could have wished, and from its having been dark before we approached the Place, it had been out of our Power to ascertain the exact Positions occupied by the Enemy or the Means of Defence he actually possessed.

Under these circumstances the following Arrangements were quickly made and forthwith proceeded on; an advanced division of the best pulling Boats with

armed Seamen, and some Marines of this Ship was directed to precede the others for the purpose of attacking the Enemy's Shipping, and of occupying and diverting the fire of any Armed Vessels which might be stationed at the Place for assisting in its defense, To Lieutenant Westphal 1st. of my Flag Ship (who had just recovered from the wound he received at Havre-de-Grace) I entrusted this Division, and the carrying into effect the objects of it, directing Captain Russell to sustain and support him with the Rocket Boats.

The Flat and heavier Boats with as many of the 102nd Regt. Artillery &c &c as they could carry, followed the advanced Division as quickly as possible, and were destined to attack and occupy such positions on the surrounding Lands as Circumstances and the Enemy's means of Defence might point out the Propriety of after Daylight, and Captain Paterson of the *Fox* was charged with the Care and management of this Division— The Third and last Division was composed of the *Conflict* the armed Tenders and small Vessels which were directed to take on board the Remainder of the Troops, and to follow the Boats into the Harbor as fast and as far as might be found practicable Captain Ross of this Ship was charged with the general superintendence of the whole Arrangement, and Captains Knight and Maude with much laudable Zeal also attended to render me their personal assistance wherever Circumstances might require it.

The whole moved from the Ships towards the Shore about 2 O'clock this morning, but owing to the great Distance from the Bar to the Harbour, and the heavy swell which was running, it was considerably after Daylight before the advanced Division turned a projecting Shoal Point, behind which the Vessels lay, and round which is the only possible way by which the Shore can be approached with Safety. the Enemy therefore had some little Time to prepare for Defence, which he did not fail to avail himself of, and immediately the Boats doubled this Point a heavy fire was opened on them from a Brig and Schooner which hoisted American Colours, and were soon discovered to be the only armed Vessels here.— Lt. Westphal therefore with his Division pulled directly and resolutely for these, under Cover of some Rockets which were thrown by Captain Russell with admirable precision.

The fire of the Brig now began to slacken, and on Mr. Westphal's approaching her Bow with the advanced Boats, the Enemy cut her cable and abandoned her, and the Schooner immediately struck her Colours, when they were both almost instantly boarded and taken Possession of. The rest of the Vessels in the Harbor proving to be Neutral Merchant Vessels the advanced Divisions was immediately dispatched in chace of some small Vessels which had brought down Goods to load the Vessels laying here, but which had made off up the River on our being first discovered, these however our Boats unfortunately failed in their Endeavours to overtake owing to frequently grounding on the Shoals, from want of Knowledge of the Navigation, and the American Vessels having been much favored by the Breeze.

The Troops in the mean time having divided into two Divisions effected a landing on and without further Opposition took Possession of the Portsmouth and Ocracoke Island, where all immediately submitted to our Mercy, and therefore according to the principle hitherto pursued in such cases, the Lt. Colonel and myself have directed that no mischief shall be done to the unoffending Inhabitants and that whatever is taken from them shall be strictly paid and accounted for, They are now driving in Cattle &c. for the Refreshment of our Troops and Ships, and as we learn that there neither is at Washington nor New-

bern any Vessel of any size nor other object worthy our attention, this Harbor being the only Anchorage for Vessels drawing more than Eight feet Water loading from or trading to any Place within these Extensive Inlets, the passages of Roanoke and Carrituck being now filled up and impassable, We propose in obedience to your Orders to rejoin you with the least possible Delay after having embarked the Cattle &c and got the Prizes out of the Harbour.

The Brig captured proves to be the *Anaconda*,¹ mounting 18 Nine Pound long Guns, just refitted and complete in every Respect, has made but one Cruize since she was built, is Copper bottomed, a most beautiful Vessel and perfectly fit for His Majesty's Service.—

The Schooner is the *Atlas*, a Letter of Marque of about 240 Tons mounting Ten Guns, a very fine Vessel has just been completely refitted, is coppered, and from her Character for Superior Sailing, would also probably prove a useful Vessel for His Majesty's Service.—

It now becomes my pleasing Duty to mention to you Sir the good behaviour on this Occasion, of the several Officers and Men you placed under my Command. Captain Ross of this ship, Captains Paterson, Knight, Maude and Baker, of the *Fox*, *Romulus*, *Nemesis* & *Conflict*, have been indefatigable in their Exertions and the assistance they have afforded me in effecting and carrying forward the Service, and to Lieutenant Westphal who so gallantly and resolutely pulled up with the few Boats to so formidable a Brig and Schooner under a heavy fire, my warmest Encomiums are due, and I trust you will permit me Sir in consequence thereof again to recommend this highly deserving officer to your favourable Notice, Lieutenants Hutchinson & Urmston Commanding the *Highflyer* and *Cockchafer*² likewise merit by their exertions that I should express to you how highly satisfied I am therewith.

It is also with the highest Gratification that I feel myself called upon prior to concluding this letter, to mention to you the truly cheerful, ready, and able co-operation I have invariably experienced from Lieutenant Colonel Napier of the 102nd Regt. and the Officers and Troops under his Orders, which must have ensured to us Success had the Enemy opposed us with his utmost means, and has tended to establish a Confidence and Understanding between our respective Services which cannot fail to have the happiest Effect on such future conjunct Operations as may be hereafter undertaken by these Forces I have the honor to be &c

(Sd.) G Cockburn Rr. Admiral

LB Copy, DLC, Papers of George Cockburn, Container 9, Letters Sent 3 Feb. 1812–6 Feb. 1814, pp. 217–21.

1. For additional documentation on *Anaconda*, see pp. 31–34.
2. *Highflyer* and *Cockchafer* were schooner tenders mounting five guns each.

JOHN O. FARNUM TO NATHANIEL SHALER

Captn. Shaler

Newbern 1813

Sir,

With Sorrow & pain I inform you the *Anaconda* is in possession of by the English On Sunday Evening at About 11 O Clock, I was informed by A boat from Ocracock that Several vessels had Anchored of the bar,— I immediately got Every

thing prepared for action, and in the mean time prepared to Sink the vessel, if we where drove of, and got the boats ready with all of our things in them,—

At 4 A.M. Saw A number of boats Coming Over the bar, As they got within reach of Our Shot, we Commenced firing upon them, and Continued So untill, I Saw, and Counted 30 or, 32, boats, and two Schoners the boats had, 9 & 12 pounder, in their bow, and from, twenty five to thirty Five men in Each boat,

[?] immediately fired two nine pounders through her bottom, and Cut her cables, and run up her jibbs to Cant her on Shore,

We immediately took to the boats, (the Hellish Expedition come up very quick and took possession of the brig,) Some continued on after us, and we where Obligated to through over board, Our Cloathing &c. to Clear Ourselves, your Obedient & Humble Servent

John O. Farnum

NB, the bearer of this, is just a going, and I have not time to give to give you the particulars in full, we have just Arrived here, and fatiged complety but as we have we are destitute of money and with nary Cloaths, if you will be so good as to send me on Some money, [?] how we can get it will oblige [?].

ALS, PHi, Shaler Papers. Farnum probably wrote this letter on 13 July. The bracketed question marks represent between two and three indecipherable words.

Lieutenant Kennedy's Refusal to Cruise in *Nonsuch*

When Lieutenant Edmund P. Kennedy refused to cruise in Nonsuch because there was no surgeon on board, Captain John H. Dent referred the matter to the Navy Department, asking whether he should arrest Kennedy for disobedience of orders or await the assignment of a surgeon to Nonsuch. Secretary Jones's response indicates that the department drew a distinction between the medical needs of naval vessels ordered on foreign cruises and those assigned for the protection of home waters.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honorable William Jones

Charleston 19th July 1813

Sir

I have the honor to transmit for your information a letter from Lieut Comdt Kennedy, and my answer thereto, relative to a Surgeon for the U.S. Schooner *Nonsuch*. It is unnecessary for me to make any comment on this letter, as the department has long Since been informed of the want of that class of officers on this station, the consequences that would ensue in the event if, an engagement, (not taking into view the ordinary occurrences on board) would be serious and fatal to many. I should find no difficulty in obtaining the services of a mate, but your order of the 9th April directs me not to appoint or employ, any person in any capacity whatever, not specially authorized by the department.

In my letter of this morning I enclosed you my orders to Lieut Kennedy, to proceed to sea, for the purpose of transporting Lieut Sevier & his detachment to Beaufort NC, I have not as yet heard any thing from Lieut Sevier, but was desirous to have the vessel ready at Beaufort to prevent any detention that might arise from head winds, or the port being blockaded at the moment, her Services might be wanted. Should a Surgeon not arrive, I see no prospect of getting the *Nonsuch* to Sea, and I have been verbally informed by Lieut. Kennedy, that he would be arrested sooner than proceed without one, In this case Sir you will be enabled to judge fully of the merits of Lieut Kennedy's department, and decide whether he can be charged with disobedience of orders or insubordination. I Have the Honor to be With great respect Your most Obt. Svt.

J H Dent

LS, DNA, RG45, CL, 1813, Vol. 5, No. 19 (M125, Roll No. 30).

[Enclosure]

United States Schooner *Nonsuch*
Rebellion Roads— 19th. July 1813

Sir—

I have the honour to acknowledge the receipt of yours of the 17th inst Ordering me to repair immediately to Sea— I should have replied to that order before Sir, but indisposition prevented it

You certainly must be aware Sir, of the dreadful Consequences that might result from my proceeding to Sea on a Cruise, without having a Medical Man on board, the object of cruising I presume is to meet the enemy, & indeed I see no possibility of avoiding a fight, as my track will be precisely on the Cruising ground of the Enemy, & to lead men into Battle without having a Surgeon on board to assist the maimed, I think would mark but little feeling; altho' I should only be obeying orders of my Superior Yet should any unfortunate accident arise from it I should reflect on it but with horror, and the deepest concern for the Sufferers—

There is not an officer or man in the Vessel Sir, but feels gloomy on the occasion. I do not, cannot think it the intention of the Honble. Secy. of the navy that any National Vesell should proceed to Sea on a Cruise, particularly on this Station where Men are so subject to Sickness without a Medical Man on board—

After a Service of Thirteen Years with Honr., I should be extremely sorry to be charged with disobedience of orders or insubordination; I do not mean it shall be so if you persist in my proceeding to Sea under present circumstances. I will go sir, but Permit me to say, that I think it equally cruel & illegal that the lives of so many Officers & Men should be so little Considered

If you will do me the favor Sir, to Assure me that Mr. Jones directs that the *Nonsuch* shall proceed to Sea with or without a Surgeon, rather than not go I will Employ one at my own expence— I've the Honr. with the highest respect to remn. Yr. most Obt. Sv't.

Edmd. P. Kennedy

Comdr. J H Dent
US Navy Charleston—

ALS, DNA, RG45, CL, 1813, Vol. 5, No. 19, enclosure (M125, Roll No. 30).

[Enclosure]
(Copy)

Charleston 19th July 1813

Sir

Your letter of to day, stating the want of a Surgeon, for the *Nonsuch*, with remarks thereon has been received. I Shall only observe, that the department is in possession of every information on that subject, and must be fully capable of judging of the Situation of your vessel, in the event of an engagement. I am Sir very respectfully yrs

(Signed) J H Dent

Lieut Comdt Kennedy
Comg U. S. Schr. *Nonsuch* Rebellion Roads

Copy, DNA, RG45, CL, 1813, Vol. 5, No. 19, enclosure (M125, Roll No. 30).

SECRETARY OF THE NAVY JONES TO CAPTAIN JOHN H. DENT

John H. Dent Esqr.
Comg. Naval Officer,
Charleston S. C.

Navy Department
August 7th 1813.

Sir,

Your letters of 19th July, enclosing one from Lt. Kennedy are received. The Surgeons Mates would have been ordered to the *Nonsuch* and *Carolina*, but none have been at immediate command; New appointments, however, have taken place, a few days since, and they will be ordered on. In the meantime, I may observe, that the style of Lt. Kennedy's Letter, while it displays very acute feelings, appears not to mark the distinction between a vessel, bound on a foreign Cruize, and that of the *Nonsuch*, intended to keep close in with the land, so as to have access to medical aid in a few hours. Upon the same principle, the commander of a Barge, or Gun Boat, may remonstrate against proceeding to Bull's Bay, or Georgetown, without a Surgeon. The gloomy aspect of the Crew, described by Lieut. Kennedy, upon the prospect of running a few miles along shore without a Surgeon, is not very characteristic of a Seaman, and may have been merely the effect of sympathy with their Commander. This Gentleman, lately commanded the *Scorpion* Cutter, in the Chesapeake, as much exposed to battle and wounds, as he now is, and had no Surgeon's Mate.

However, sooner than press upon his feelings, I would rather relieve him from a situation so irksome; in the meantime, & until a Surgeon's mate arrives, her Officers and crew will be quite as usefully employed in the Barges where the terror of wounds may not be so great, as on board a first rate. I am, respectfully, Yours, &c.

W. Jones

LB Copy, DNA, RG45, SNL, Vol. 11, pp. 40-41 (M149, Roll No. 11).

Barron's Plea for Command

After receiving a five-year suspension from the navy for his role in the Chesapeake-Leopard Affair,¹ Captain James Barron turned to the merchant service to support himself and his family. When the United States declared war on Great Britain, Barron was serving as master on board an American-owned brig sailing between Lisbon, Gothenburg, and Copenhagen.² At the end of his term of suspension, Barron wrote a heartfelt letter to Secretary of the Navy Jones requesting to be restored to active command.

1. See Dudley, *Naval War of 1812*, Vol. 1, pp. 26–34.

2. Watson, *Commodore James Barron*, p. 81; see also Stevens, *Affair of Honor*, pp. 98–107.

CAPTAIN JAMES BARRON TO SECRETARY OF THE NAVY JONES

Private

Copenhagen 22 July 1813

Dear Sir,

Inclosed you will find a letter addressed to you as Secretary of the Navy of the U.S. which I hope you will consider proper and containing all that is—necessary on the present occasion, but as it has not been my good fortune to have had a personal acquaintance with you;—the only knowledge of my Character you may have, may possibly be derived from sources not very friendly to me. Should this be the case I have only to rely on the strength of your mind and the justice & liberality of your disposition, to decide on a case perhaps enveloped in as much obscurity and heretofore treated with as much Injustice & Inhumanity as any that ever came under your inspection.— I never can, nor never will, acknowledge that the sentence under which I have laboured for these five years was just, or that it was not, the result of malice, and not the sound and disinterested opinion of just and impartial Judges.— It is not in human nature for a brave man to neglect his duty in the hour of need and such is the sentence of the court on this occasion their opinion relative to neglect was founded on a paper* written by myself, at ~~the~~ a time when I was in a state of distraction both of body & mind, and merely states an impression which the result of the British Commander's conduct made on my mind after the affair was ended, but which the paper alluded to, did not contain namely the words to take by force any british deserters found on board the *Chesapeake* thus was this cruel sentence past and inflicted without mercy on a man who had spent the prime of his life in the service of his country and the truly guilty set at liberty and protected from censure or punishment.

If an officer having preferred charges against his Commander fails to produce other proof and when brought to his own oath, prevaricates as to the facts, is he not guilty of falsehood and in some measure of mutiny? Is not perjury punishable?

Mr. Babbit,¹ was proved so by four witnesses and the sentence of the court proves that the charges exhibited against me by the officers of the *Chesapeake* were without foundation and yet they escaped punishment and were protected from any discription of Governmental displeasure. Capt Gordon and his officers contrary to my opinion previously expressed, gave two entertainments on board the *Chesapeake* in hampton roads while she was laying, and only waiting

for their exertions to proceed on her cruize.—indeed when I am addressing myself to a Gentleman whose knowledge and experience enables him to decide on facts, it is only necessary to request your reference to the log book of that ship, to prove that the unpunished are the guilty, for when you observe that she laid twenty two days in Hampton roads with her whole crew on board, and her orders ready, argument is unnecessary to prove the inattention of those dishonorable accusers, whose only shift was to take some advantage, and remove the blame to some more important person. It would however be imposing too much on your time and patience now to call your attention to a review of those very unpleasant circumstances, and my only wish in life is to have an opportunity to prove to the world in general and my Country in particular that I have suffered without Just cause for there are circumstances known to those intimately acquainted with the particulars of that affair, that would in my humble opinion convince the world, that I was, to say the least of it, cruelly sacrificed. but if on the contrary, some of my friends enjoy the happiness of your acquaintance, it is possible I may have a greater share of your commiseration than I am aware of, let that be as it may I have great confidence in the correctness of your head and the goodness of your heart, and hope and trust that this communication will meet with that delicacy which my more than ordinary situation entitles me to, being fully impressed with this belief, I shall conclude, only adding my prayer, that the navy may be cherished and protected by the nation and guided by nautical wisdom. very Respectfully I have the Honor to be Your Obt. Servt.

James Barron

*This paper was Lost, on the day the affair happened, and was Referd. to on Memory

ALS, DNA, RG45, CL, 1813, Vol. 5, No. 28 (M125, Roll No. 30).

1. Fitz Henry Babbit was serving as a midshipman on board *Chesapeake* during her rencontre with H.M.S. *Leopard*. He was promoted to lieutenant 5 June 1810.

[Enclosure]

Copenhagen 22 July 1813

Sir,

The term of my suspension having expired, the object of the present letter is to inform you that the first wish of my heart has always been to render service to my Country in an honourable way.— If therefore they are wished and will be employed to that end, your commands will be readily obeyed.¹ A letter directed to the care of J. M. Forbes² Esqr. will find me here or in St. Petersburg. very respectfully I have the honor to be, Your obedt. Servt.

James Barron

ALS, DNA, RG45, CL, 1813, Vol. 5, No. 27 (M125, Roll No. 30).

1. Jones apparently did not wish to avail himself of the controversial captain's services, for Barron's letter went unanswered. Barron remained in Copenhagen until 1818 when he returned to the United States. He would have to wait until 1824 before the Navy Department gave him another command—the Philadelphia Navy Yard.

2. John M. Forbes was consul general to Denmark.

British Sailors in American Service

Death by hanging was the punishment prescribed for any British subject captured while serving on an American man-of-war.¹ Despite that sanction, many British seamen were willing to take the risk of serving on board U.S. naval vessels or privateers. Some, when captured, sought clemency by asserting that they had been forced to serve on the American ships against their will. Needful of seamen, Royal Navy officers were willing to consider clemency in return for enlistment.

1. For documentation on the punishment meted out to British deserters, see pp. 273-74.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

*San Domingo, Potowmac
River in the Chesapeake,
July 22nd 1813.—*

Sir,

I enclose a Report from the Senior Officer at Halifax of several British Subjects found serving in the Enemy's Frigate *Chesapeake*, and I beg leave to request their Lordship's orders upon the Subject.—

The Voluntary confession and open statement of these men entitle them to some attention: especially those who appear to have been inveighed or forced into the Enemy's Service previous to the declaration of War; and I well remember in the former American War various instances of a similar kind occurred, when it was the practice to admit of any open or reasonable Excuse, and after an Engagement to be faithful in future to divide them into several Ships in the West Indies and otherwise, that they might not be lost to their Country; and perhaps such Examples of Clemency would have a good effect amongst those Seamen the Enemy have in their Service. I have the honor to be Sir, Your most Obedient humble Servant.

John Borlase Warren

LS, UKLPR, Adm. 1/504, pp. 73-74.

[Enclosure]
Copy.
J B Warren

H:M. Ship *Valiant* in
Halifax Harbour, 23d June 1813.

Sir,

The men named below late of the *Chesapeake* have given themselves up as British Subjects, they relate as follows; It is supposed there are many others of the same description amongst the Crew of the *Chesapeake*.

Thomas Jones—23 Years of Age, had been 9 months in the *Chesapeake*, & before that onboard the *John Adams* where he had been two Years, was born in London where his Father resides in Lambeth. Spital Fields, but he has not heard from his friends these ten Years. he reported himself to Capt. Evans when he Commanded the *Chesapeake* & told him that he was an Englishman, but he threatened to put him in Irons.

Henry Simpson 27 Years of Age had been 9 months onboard the *Chesapeake*, was made drunk at New York & taken onboard the *Chesapeake*, was born in England at Liverpool & was married at Dublin (in the Year 1811) where his Wife now resides in Sutton's Court Rogertsons Quay

John Pearce 21 Years of Age had been about 7 months in the *Chesapeake*, was born at Ipswich in England, which he left 10 Years since in the *Frances & Joseph* English Merchant Ship belonging to London which he left soon after his arrival in Philadelphia after being a considerable time in the Coasting Trade he Shipped onboard the *Chesapeake* last September The day they Sailed from Boston Capt: Lawrence told them they were going out to fight the *Shannon*, they asked to have their Prize Money for the last Cruize when he damned them for a set of Rascals, then they went down & hove the anchor up, but very unwillingly.— Thos. Arthur 24 Years of Age had been 8 months in *Chesapeake* which he joined at Boston, was born at Ulverstone [?] miles from Lancaster— Came from Liverpool to Pensacola in the English Ship *James*. He declared himself a British Subject to Mr. Bell Mate of the English Ship *Volunteer* which the *Chesapeake* took last Cruize, and so did Jones & Simpson, & he promised to get them clear by speaking to the British Agent at Boston— he says that Thomas Carpenter Willm. Martin and several other Englishmen now in Prison belonged to the *Chesapeake*. I have the honor to be Sir, Your most Obedt. Servant

Signed Robt. Dudley Oliver— Captain

Copy, UKLPR, Adm. 1/504, pp. 75-77.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

*San Domingo Potowmac
River Chesapeake, 25th
July 1813.—*

Sir,

Enclosed herewith I beg leave to transmit for the Information of their Lordship's a Copy of a Letter from Captain Oliver of His Majesty's Ship *Valiant*, enclosing the Copy of a Deposition respecting four British Subjects taken onboard the United States Frigate *Chesapeake*.— I have the honor to be Sir, Your most Obedient humble Servant.

John Borlase Warren

LS, UKLPR, Adm. 1/504, p. 269.

[Enclosure]
Copy
J B Warren

His Majesty's Ship *Valiant*
Halifax Harbour 30th. June 1813,

Sir,

I beg leave to enclose the Deposition of Mr. John Bell late Mate of the English Ship *Volunteer*, respecting four British subjects taken on Board the *Chesapeake* who are sent herewith by the *Armide*, for your disposal, They gave themselves up to Lieutenant Miller the agent for Prisoners,—

Another Man Named George Williams gave himself up to Lord James Townsend from the *Chesapeake*, I also send him he has been in America since he was 7 years of age, had been 9 months in the *Chesapeake* and some time before that on Board the *United States*, he is certain that there were 10 or 12 Englishmen Killed on board the *Chesapeake* and that a great many more are now in the Prison, I think many of those Men would give themselves up if it was thought right to offer them any hope of pardon and on the other hand to discover them may be extremely difficult.— I have the honor to be Sir, Your most obedient Servant

(Signed) Robt. Dudley Oliver Captain

Copy, UkLPR, Adm. 1/504, pp. 271-72.

[Enclosure]

Deposition relative to the British
Subjects on board the *Chesapeake*.—

Halifaxss

Copy.—

J B Warren

The deposition of John Bell a native of England, of the Age of Thirty five Years, who being duly sworn., says that he is a Mariner, and that on the 12th day of January last past he was mate of the British Ship *Volunteer* on a Voyage from Liverpool in England to St. Salvador's in the Brazils, on which day the said Ship was Captured by the United States Frigate *Chesapeake* in which Ship the Deponent remained a Prisoner from that date until the 9th day of April following, when the said Ship arrived in Boston, that during the time he was onboard the said Ship, he became acquainted with ten British Sailors, to whom soon after Deponents arrival in Boston, he communicated the intelligence that the Right Honble. Sir J. B. Warren had issued a Proclamation offering a Pardon, to all British Sailors who should return to the British Dominions, and read the Proclamation to them early in the Month of May following, that the said ten Sailors, All declared that they were desirous of leaving the Service of the United States and return to Halifax and requested the Deponent to apply to Mr. Prince the Marshall at Boston to obtain their release, That deponent in consequence of their request did apply to Mr. Prince, and stated to him that the said Ten Sailors whose Names deponent delivered to Mr. Prince were British Subjects, and were desirous of leaving the *Chesapeake*, and requested Permission to go to Halifax in a Cartel, which was then about to sail for this Port, or that they might be permitted to surrender themselves Prisoners of War, That Mr. Prince said he was too much engaged in Business at that time to attend to Deponents application and nothing could be done in behalf of the said sailors, by the deponent as he then came in a Cartel for Halifax, where he arrived about the 15th. day of May last,

That yesterday deponent went to the Prison upon Melville Island, were he saw Thomas Arthur, Henry Simpson, and Thos. Jones, three of the said British Sailors whom he knew to be the same, who were onboard the said Ship *Chesapeake*, while deponent was a Prisoner onboard the same Ship, That he does not know that the said Persons went by their real Names, he thinks they did not as

when they made application to the deponent to solicit the Marshall for their release, they gave different Names as their true, and real Names.—

"Signed" John Bell
A Copy W. Miller Agent
for Prisoners of War

Sworn before me
the 22d June 1813
("Signed") Henry H. Cogswell.—
Not. Pub.—

Copy, UkLPR, Adm. 1/504, pp. 273-75.

Building the 74 at Portsmouth

Through the spring and early summer, progress on the 74-gun ship of the line building at Portsmouth was painfully slow.¹ While a number of problems retarded work on the 74, no obstacle proved more vexing or less readily soluble than the shortage of timber at the Portsmouth yard, especially live oak timber. By July, this shortage had become so acute that Captain Isaac Hull was forced to lay off most of his carpenters and to substitute white oak for live oak in portions of the ship's construction. It was at this moment of crisis in the 74's construction that Hull proposed an important addition be made to the works at the Portsmouth yard—a shiphouse.

1. For an extended treatment of the construction of the 74-gun ship of the line *Washington* at Portsmouth, see Maloney, Captain from Connecticut, Chapter 9.

CAPTAIN ISAAC HULL TO SECRETARY OF THE NAVY JONES

U S Navy Yard Portsmo.
24th July 1813

Sir,

I have had the honour to receive your letter of the 17th, instant, and have taken measures for the purchase of the Timber. Mr. Blake¹ thinks from what he saw, that the other two cargoes are nearly or quite as good as the one purchased, or at any rate may be made so by taking out the shorter pieces, which the owners are willing to do. The Timber that is out of these ships is not quite so large but we are assured that what remains in them is larger, and there is none of it but what will make excellent plank Stock to saw 12 inches wide, which is quite as wide as we could wish them— I have written Mr. Storer the Agent at Portland and directed him to make an offer for the Timber not exceeding 10 1/2 Dols. I think they will take that when they find you are determined not to give more and as we have one cargo we can dispense with the other for a short time untill we see what they will do. Should they not take the 10 1/2 and we give more, I shall not purchase it untill the owners take it all out, that we may see it, and should it not be so good, they must let us take such only as is equal in quality—

I regret extremely that we should be obliged to break off our Carpenters for want of timber, but it must be done. I shall discharge all but ten or fifteen to-day. We have some more timber coming from Boston but not near enough to make up the deficiency. What we shall do for the remainder I know not. There is a large quantity of Timber at Boston and many pieces of it belong here, but there is such a deficiency in the Frames that Commodore Bainbridge takes such as will not work into one place to make up another, Say Floors belonging midships to make up sharp Floors aft and forward, and for making Breast hooks Transoms &c &c which will work up many of them. We have been obliged to make all the sharp floors forward and aft of White Oak in consequence of not having a spare piece of live oak in the Yard. The White Oak is however of the best quality and has been in dock ten or twelve years; so that in the bottom of the Ship I have no fears about it, as it is perfectly seasoned. We have now thirteen Frames up, and have all the timber in the Yard laid out some frames wanting one piece and some two or three. Our Carlings, Stanchions &c are nearly all out, and of the best white Oak I ever saw, perfectly seasoned. Our plank is good and well seasoned, and more of them than we shall want. We have also seasoned Oak that will make nearly all the lower deck Beams. Will they not be much stronger and better for that deck than pine? I should like them much better, particularly as we have them so well seasoned—

I shall visit Commodore Bainbridge again in a day or two and after getting every piece he will spare me I shall send a Memorandum of the deficiency to New York, to meet your order for its being furnished from that place—

As the Winters here are very cold and large quantities of Snow falls, may I be permitted to suggest the idea of covering the Ship after she is framed. The cost to build a permanent cover, would probably be two thousand dollars, and I believe a great part of it would be saved in building this ship and others could be built under it, so that by having one much would be saved in labour besides the injury the Frame would receive by being exposed to the winter and the sun the next summer. I should be much pleased to know your wishes on that subject—

I am anxiously waiting your orders about building the Store houses, Magazine &c. and your wishes relative to spare spars for the Frigates mentioned in your letter some time since. With very great Respect I have the honour to be Sir Your Obedient Servant.

Isaac Hull

LS, DNA, RG45, CL, 1813, Vol. 5, No. 40 (M125, Roll No. 30).

1. Joshua Blake, a member of an influential Bay State family, had served under Hull as first lieutenant of *Argus* from May 1803 to March 1805. The two men remained friends after Blake resigned his commission in April 1809. On 26 June 1813, Hull appointed Blake acting master of the Portsmouth Navy Yard. See Hull to Jones, 26 June 1813, in DNA, RG45, CL, 1813, Vol. 4, No. 117 (M125, Roll No. 29); and Maloney, *Captain from Connecticut*, pp. 223–24.

SECRETARY OF THE NAVY JONES TO CAPTAIN ISAAC HULL

Captain Isaac Hull
U.S. Navy Commandant
of Navy Yard. Portsmouth N.H.

Navy Depart.
Augt. 10. 1813.

Other pressing duties have delayed my reply to several of your late letters. I shall now embrace them all in substance.

I am pleased to learn that you have obtained an additional Supply of timber (live oak) from Boston and I hope the residue may be procured at New York where I have desired Captain Evans to deliver it to your order. If however the interruption and danger of transportation continues I have concluded not to wait for a supply from New York, and in that case you will decline that supply and substitute White Oak which I am induced to admit in consequence of your assurance that it has been 10 or 11 years in dock, is perfectly sound and seasoned, and of the very best quality. I feel great responsibility in building those Ships and wish to construct them of such Materials and with such fidelity as to ensure their durability and remove the prejudice which has taken such deep root in consequence of the enormous repairs and loss of time which has so seriously impaired the resources and efficacy of the Establishment

I rely upon good timber, good work and thoroughly dry Salting to produce this effect.

The lower Deck Beams you may make of prime White Oak which I presume you will have to scarp in the middle and it will be well to slit a small tongue out of the ends to let the Salt penetrate.

The Knees should be kept an Inch & quarter below the upper edge of the Beams so that the air may circulate and the Salt rest upon the upper surface of the Knee.

The Oak ought to be very excellent or I should prefer the Pitch pine.

The Cargo at Bath will be entirely for your Station. Tell Mr. Wood I will not give a Cent more than for that at Bath.

I have bought another large Cargo at New York for \$13. but it is near the Navy Yard and will only require to be removed as it may be wanted for use, therefore it is cheaper than the other. You will take measures to procure two sets of Masts and Spars for each of the classes of Ships viz. 74 . 44 . 36 & large Sloops and also to erect the Store houses you mention, but only of such dimensions as will answer present purposes, with a view to future extension; and a magazine of a moderate Size. In giving you this authority I feel that nothing but absolute necessity could justify me in outrunning the appropriations, and pray you to observe the strictest economy. If you can erect a good substantial permanent Cover over the Ship after she is framed, for the sum you mention \$2000—it will be money well laid out and I authorize you to contract for or build one as the public interest may direct.

You will recollect that I want for the use of the Department a fair and correct Draught of the Ship as taken from the Mould loft.

I agree to allow Mr. Craven¹ for his Services while Clerk of the Yard at the rate of \$700. per annum. Thus I believe I have embraced all the objects of your present enquiry and solicitude. I am very respectfully your obedt. Servt.

W. Jones.

LB Copy, DNA, RG45, CNA, Vol. 1, pp. 469–70 (M441, Roll No. 1).

1. Tunis Craven, the son-in-law of Commodore Thomas Tingey, was acting purser at Portsmouth Navy Yard from August 1812 until April 1813, when his appointment was revoked by Secretary Jones. Through Hull's intercession, Craven was able to obtain the dual appointments of storekeeper and clerk of the yard at Portsmouth. See Hull to Jones, 20 Apr. 1813, in DNA, RG45, CL, 1813, Vol. 3, No. 21 (M125, Roll No. 28); and Maloney, *Captain from Connecticut*, p. 225–26.

CAPTAIN ISAAC HULL TO SECRETARY OF THE NAVY JONES

U.S. Navy Yard Portsmouth 29th August 1813

Sir,

I have had the honour to receive your letter of the 10th instant in answer to my letters previous to that date.

Measures will be immediately taken to procure timber for the Masts, but as it can be got at less expence, in winter and delivered here early in the Spring, I shall contract only for one set for each class to be delivered here this fall; the other set in the Spring—

The season is now so far advanced that I fear the frost will be injurious to the storehouses should we build them this fall, I have therefore pretty much determined to collect the materials and have them on the spot, to commence early in the spring. They can then be built by the time we shall want them for our stores. Should I find however that the materials can be collected in time to run them up before the frost sets in, I shall do it on account of the price of labour, which will be less now than in the Spring.

Believing that the Magazine was absolutely necessary, as the powder for all the Gun Boats and the Yard was stowed in one of the Gun Boats, there being no other place to put it, I had commenced the building it previous to the receipt of your letter, and it is now about half done. The body of it is round, twenty five feet in the clear, with a wall three feet thick and the height ten and an half or eleven feet, with an arch thrown over it of brick— The main magazine to contain from seven to nine hundred Bbls. and the Arch to contain the filled Cartridges, Powder horns &c. that may be necessary to keep on the Island. This building will cost little more than the labour of laying the stone and brick as the stone is collected by the Gun Boat men on the Island. The cost will be sent you as soon as completed. Should I not build the Stores this fall I shall, with the Sailors in the Yard, run out the two launching piers about forty feet which must be done before the ship can be launched, and these by carrying into twenty four feet at low water, will make a wharf for the Ship to lie at when launched, and sufficiently large by covering over the launching slip with square timber, which can be easily removed when another ship is built.

The Agent is now looking for some one to undertake the building of the Cover over the Ship, agreeably to a plan I have given him, but I fear however it will cost a little more than the sum named to you; if it does, I must endeavour to save it in some other way, for I think it all important that it should be done in this yard what ever they may do in the others, as the climate is much more severe, and the Navy Yard being on an Island, the weather will be much colder than otherwise.¹

I pray you to be assured that whatever is done under my direction shall be at the least possible expense, and nothing shall be done but what is for the good of the service. With great Respect I have the honour to be Sir, Your Obedt. Servant

Isaac Hull

LS, DNA, RG45, CL, 1813, Vol. 5, No. 173 (M125, Roll No. 30).

1. The shiphouse was completed by the first week of December and would continue in use for well over four decades; for a contemporary visual representation, see Maloney, *Captain from Connecticut*, p. 253.

Fiasco off Cape May

On the morning of 29 July, Master Commandant Samuel Angus¹ received word that a British sloop of war had taken a prize off Cape May. Angus immediately sortied with the Delaware flotilla to investigate. On arriving at the mouth of the bay, Angus found the enemy vessel, H.M. sloop Martin, lying aground in shoal waters. As he anchored his vessels in a battle line opposite the exposed and unmaneuverable Martin, the American commander must have felt assured of an easy victory.

1. Angus was promoted to master commandant on 24 July 1813.

MASTER COMMANDANT SAMUEL ANGUS TO COMMODORE ALEXANDER MURRAY

Public Service

U. States Flotilla, Cape May
July 29th 1813.

Sir,

Laying off Dennis's Creek this morning I discovered that an Enemy's Sloop of War, had chased a small vessel, and taken her near the Overfalls.¹ I immediately got under weigh, and stood down the Bay. The Sloop of War stood so near the Overfalls, that she grounded slightly on the Outer ridge of Crows Shoals. I thought proper to endeavour to bring him to action, I succeeded and got within three quarters of a mile & anchored the Boats (Consisting of eight Gun Boats, and two Block Sloops.)—in a Line ahead.² A heavy Frigate³ had by this time, anchored about a half mile further out. After a Cannonade of one hour, and forty five minutes, in which the Ships Kept up a constant, and heavy firing, heaving their Shot, from a half, to three quarters of a mile over us, they doing us but little damage, their shot seldom striking us

The Sloop of War, and Frigate finding our Shot to tell on their hulls, manned their Boats ten in number (two Launches, the rest large Barges, and Cutters) with from thirty to forty Men in each, and dispatched them after Gun Boat No. 121, Sailing Master, Shead which had unfortunately, fell a mile, and a half out of the Line; although it had been my positive and express orders to anchor at half cables length apart, and not farther. from the strong Ebb tide they succeeded in capturing her, after a gallant resistance, (for three times did 121 discharge her long gun, apparently full of Cannister, among the whole line of Boats when at a very short distance, which must have done great execution, and not till after She was boarded did the colours come down). before any assistance could be given her, however we got near enough to destroy three or four of their Boats, and must have Killed a vast number of Men, it being a calm they succeeded in getting her away, by sending all their Boats ahead and towing her; but have paid dearly for their temerity; they must at least have had one third of their Men Killed and Wounded— All of our ammunition is expended. Five of the Gun Boats have their Gun carriages disabled. The Enemy had a decided superiority over us, from the goodness of their powder, although they struck but two of the Vessels, they put one Shot through the foot of the *Buffaloe's* jib, and one through the under part of the bow sprit. And cut Gun Boat No 125, Sailg. Master L. Moliere's rigging in several places, and an Eighteen pound shot, struck her long gun and indented it several inches; but happy am I to say that not a man was wounded in

any of the Boats, except the one captured— And have not yet learn't their fate.— The Sloop of War must have been entirely cut to pieces, if the powder in the Gun Boats had been but only commonly good—I feel much indebted to Lt. Mitchell, and Officers, Comg. Gun Boats for their spirited exertions, in carrying into execution, my orders and if I may judge from the Gallant resistance made by Sailg. Master Sheed, in engaging when Surrounded by the Boats of the Enemy that every Officer, and Man, of the Flotilla will do their duty in all situations. I have the honor to be respecty. your Most Obt. Servt.

Saml. Angus
Comg. US Delaware Flotilla

PS the action commenced 7 M. before 1 PM & ended 37 M after 2 PM

ALS, DNA, RG45, MC, 1813, No. 91 (M147, Roll No. 5).

1. The Overfalls is an area of shoal water just off Cape May.
2. Gunboats *No. 116*, Vincent Lowe; *No. 120*, John Kitts; *No. 121*, William W. Sheed; *No. 122*, John T. Wade; *No. 125*, Lucas Moliere; *No. 129*, [George Binder?]; *No. 132*, William Pluright; and *No. 135*, James Ramage. Block sloops *Camel*, Francis J. Mitchell, and *Buffalo*, Samuel Angus.
3. *Junon*.

COMMODORE ALEXANDER MURRAY TO SECRETARY OF THE NAVY JONES

Phila. Augt. 2nd 1813

Sir

Since my letter to you yesterday enclosing Lt. Anguss letter to me relative to the Action, & loss of the G. boat, I have conversed with sailg. Master Wade on the subject. I expressed my surprize that none of the Flotilla went down to her assistance, as she could not get up to them, he tells me it was the wish of all the Officers, & they all got ready at a moments warning expecting a signal from Lt. Angus, but no signal was made during the action, he tells me that sailg. Master Shed behaved most nobly, & he fears most of his Crew must have fallen, & great execution on both sides—

This Moment the *Camel* has arrived with her decks much injured in the action, I shall put as many Carpenters to work on her as are necessary, & hope to get her & a boat to replace the one lost down tomorrow, Lt. Mitchel who Commands her, corroborates what Mr. Wade says, they both think the boat might have been saved, Lt. Angus writes in high applause of Lt. Mitchels behavior as a very gallant officer.

I have written down to Mr. Angus putting many questions to him relative to this affair, as I wish to give you a satisfactory detail of the business.

The Schr. that attends the Barge has gone down as a Flag of Truce under the charge of sailg. Master Ramage to enquire into the state of our Prisoners & wounded Men, on her return I shall give you further particulars, Doctr. Kearney has also gone down with her. I have the honor to be Your Mo. Obt.

A Murray

ALS, DNA, RG45, CL, 1813, Vol. 5, No. 64 (M125, Roll No. 30).

SAILING MASTER WILLIAM W. SHEED TO
MASTER COMMANDANT SAMUEL ANGUS

On Board his Majesty's Sloop *Martin*
off Providence Rhode Island August 6th 1813

Sir

It is with the deepest regret that I have to Announce to you the Capture of the U.S. Gun Boat *No. 121* under my Command, by the Boats of the *Junon* Frigate & *Martin* Sloop of War, Eight in Number, three of Which mounted 12 pound Carronades & Carrying in All 150 men, at 10 Minutes before Meredian on the 27th of July I received orders from you to form aline a head & to fire on the Enemy, but finding myself drove Away from the Squadron by the Wind dying Away & a Strong Ebb tide, I remained Sweeping & firing the thirty two pounder at the same time. finding My Shot did not reach I placed all hands to the sweeps to endeavour to gain the Squadron, At 20 Minutes past 12, I perceived the Enemy's Barges making for me they now being out of Gun Shot. I still endeavoured to sweep up to the Squadron, at 20 Minutes before 1 I commenced firing at the Enemys Boats & Sweeping at the Same time, but finding I could gain nothing, I Anchored to Receive them as American Tars have been Accustomed to, the Enemy now getting Within Grape, I commenced it. but unfortunately the Pintle of the Larger Gun gave Way the first round, I again Charged & got her to bear again, which discharge did considerable damage, but tearing my Gun Carriage all to peices, I again loaded with the hope of getting her to bear Again but found it utterly impossible, the Enemy now being Close on board discharging Volleys of Shot from the Carronades & Muskets, I Call'd the Boarders & Small Arms Men Away to repel the Enemy the Enemy now Surrounding us they Pour'd a heavy fire on us which We returned with as much promptness as our feeble Number would admit Several of my men having now fell our Ensign hallyards shot away, My Men []¹ altho, I endeavour'd to Cheer them. but Seeing the Superiority of the Enemy's force In the Act of Boarding us in Every Quarter they began to fire briskly except five or Six of them. I found it necessary for the preservation of those few valuable lives to surrender to seven our ~~few~~ number the Enemy boarding loading our decks with Men, We were all driven below and it was with the utmost difficulty that the Officers could Satiare the revenge of the Seamen who seemed to thirst for Blood & Plunder the Last of Which they took Care to rob us of Everything, We had None Killed but Seven wounded five Slightly the Enemys loss by us was Seven Kill'd and twelve Wounded. 4 of Which has since died, they have Conquer'd Me but they have paid dearly for it And I trust Sir when you come to view the disadvantages that I labour'd under having not been but Seven days on Board of my Boat² & Scarcely time to Station my men And the Misfortune of entirely disabling My Gun the Superiority of Numbers to oppose me you will be convinced that the flagg I had the honour to wear has not lost any of that National Courage that has ever been Attach'd to it I have the honour to be With the Greatest Respect Sir your most Obedient Svt.

William Shead

Copy, DNA, RG45, MLR, 1813, Vol. 5, No. 68 (M124, Roll No. 57). The copyist spelled Sheed's name incorrectly.

1. Blank space in document.

2. Sheed had accepted his warrant as sailing master scarcely two months before the action on the Delaware.

MASTER COMMANDANT SAMUEL ANGUS TO SECRETARY OF THE NAVY JONES

To the Honorable Wm. Jones
Secy. of the Navy

U S Flotilla Delaware bay
laying of the thumb caps¹
Western shore Augt. 8 1813

Sir,

from the publications I have seen in the papers of my letter address'd to Commodore Murray relative to the action of the 29 July of Cape May induces me to believe that a correct Copy was not sent you, for the honor of myself and officers I have thought it advisable to send you a copy of three letters² addressed to Commodore Murray respecting the action of the 29 of July.— be assured Sir it was no trifling excuse about the badness of the powder for I had wrote to Comm. Murray frequently respecting it— the following is an extract from one letter— “the powder is very bad it will not heave a shot at the greatest degree of elevation more than one mile”— an extract of another to Comm. Murray— “our powder (let me again mention) is shamefully bad I have seen a hot loger head roll'd over the touch hole of a Gun and the powder flash by grains for half a minute before the Gun exploded”— to this I was answerd that he found the boats had condem'd powder on board— an extract of another letter to the Commodore— “I shall leave the boats that are not properly organized at New Castle as ruin and disgrace would attend them in their present unorganized and deficient state in case they should fall in with the enemy—

In fact Sir, it gives me pain to mention (although I am in duty bound to my own character) the Shamefull way Comre. Murray has sent the boats down— as many of them are now undergoing repairs at Phila. let me respectfully request leave to come to washington as I have many things I should wish to relate to you that would not be proper through the medium of a letter— the british have all left the bay they have taken the mast out of *121* and sunk her— they acknowledge to have 5 Killd and 13 wounded on the 29 July and several shot through their sloop of war very respecty. I have the honor to be your most obt. Servt.

S. Angus

PS I have enclos'd for your perusal a copy of the orders issued to the different Comre. of the flotilla on the day of action

ALS, DNA, RG45, MC, 1813, No. 98 (M147, Roll No. 5).

1. Thrumcap is a point of land on the eastern shore of Bombay Hook Island.

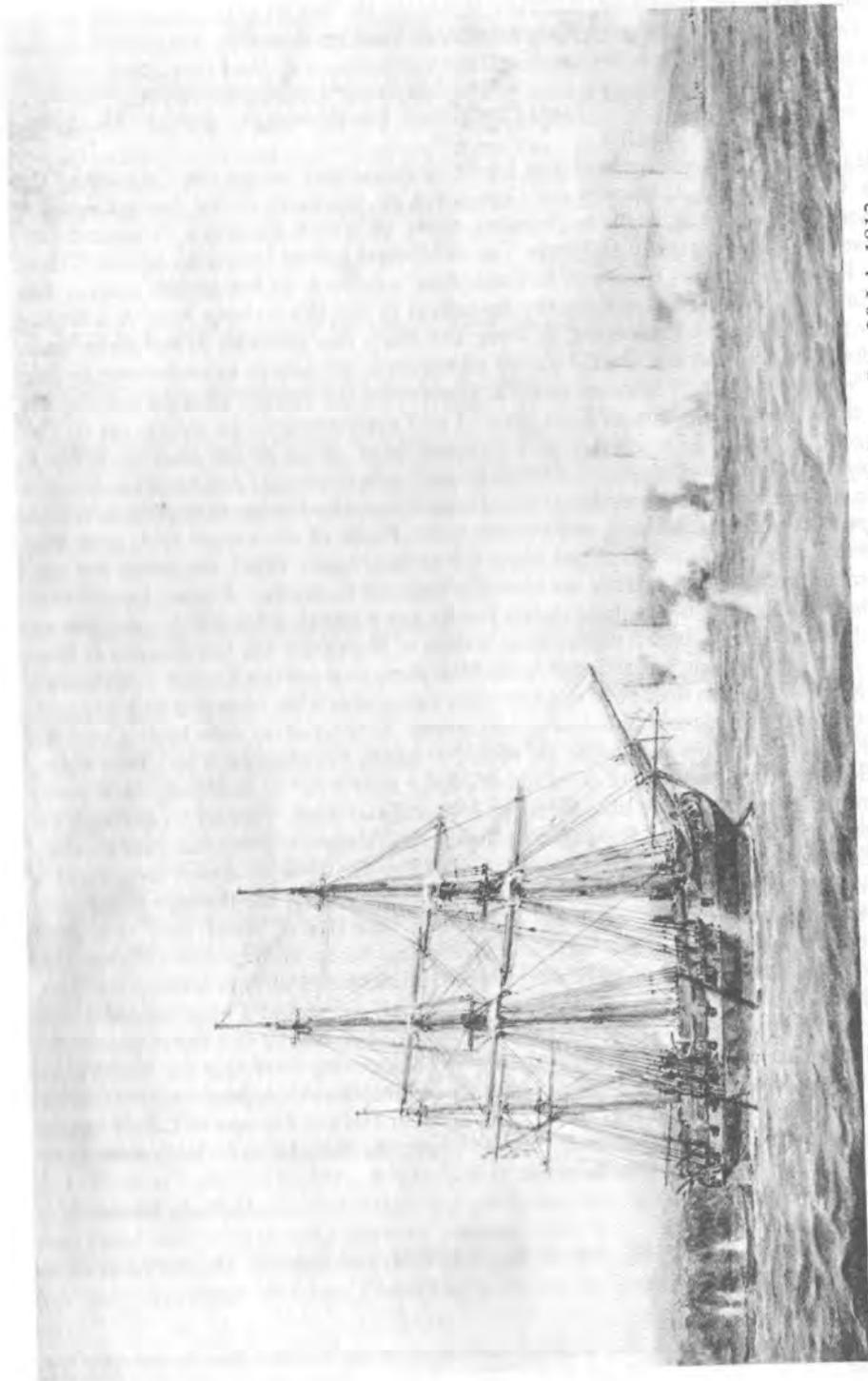
2. These enclosures, all copies of letters from Angus to Murray, were mistakenly bound following DNA, RG45, MC, 1813, No. 91 (M147, Roll No. 5). The first enclosure, marked “letter no. 1”, is a duplicate of Angus's letter of 29 July printed above. The second enclosure, marked “letter no. 2.” and also dated 29 July, complains of the poor quality of the flotilla's gunpowder. The third enclosure, marked “letter N. 3” and dated 3 August, is a response to several queries made by Murray respecting Angus's failure to assist Sheed, his failure to employ the flotilla's barges, and the quality of the flotilla's gunpowder.

COMMODORE ALEXANDER MURRAY TO SECRETARY OF THE NAVY JONES

Philada. Augt. 25th. 1813

Sir,

I am much in want of some of the rules & regulations for the Government of the Navy, such as I had was distributed amongst the different Officers that have



American Gunboat Flotilla Attacking H.M. Sloop of War Martin in Delaware Bay, 29 July 1813

been on this station, who have taken them away with them, I wish also to have a correct list of the Officers of our Navy, if you will do me the favor to have ordered up to me,

I am sorry to observe to you in my defence, that Mr. Angus has been striving hard to vindicate himself in the failure of his attack on the *Martin* Sloop of War, by indirect hints that his Powder was not good, & that the Gun slides gave way, as to first complaint, except some old Powder sent to exercise his Guns, it was of Duponts manufactory, & of the first quality, when sent on board, but as I am informed by his Officers, not an atom of it has been turned, or air'd since he has had command, wh. in such damp confined Magazines will readily account for its loosing its strength, but I have had it proved since returned, & I do not find it much depreciated, the G. slides, & pintles were made according to directions recd. from the N. dept., & I believe were as substantial as any in the service, but what could stand thirty successive rounds, fired from those 32 lbs. in wh. was expended more than 3000 lbs. of Powder, not a shot of wh. took effect, from the great distance they fired, some of his Officers tell me, that they wished to have ceased in fir'ing, knowing it to be of no effect, & hailed him requesting that they might be permitted to go to the relief of the G boat that was taken, but refused 'till too late to succour her, he has been very pettish to me for making my remarks, & comments to him; censure has gone abroad, he never in his life may have such another opportunity of distinguishing himself, the *Martin* lay aground 24 hours, & we have lost a noble Officer by his oversight, who did his duty; I hope his next adventure will be more successful, & do away the unfavorable opinions impressed on the minds of many; for my own part I wish not to criminate him, but as his Senior Officer I deem it my duty to investigate; & make my observations on his general conduct¹

The Flotilla is now in good order & gone down the Bay, I have directed Mr Angus to bring up the wounded Men from Cape May if in condition to move I have the honor to be Your Mo. Obt.

A Murray

ALS, DNA, RG45, CL, 1813, Vol. 5, No. 152 (M125, Roll No. 30).

1. Initially Secretary Jones voiced support for Angus despite criticism of him by Murray and others, noting that Angus's "reputation as a well qualified and intrepid officer" stood "too high to admit of any supposition unfavorable to his character.—" But as the controversy surrounding the loss of Gunboat No. 121 persisted, Jones must have concluded that a court of inquiry was necessary to put the matter to rest. On 4 September he ordered a court convened "to inquire into the conduct of the Commanding and other Officers of the U.S. Flotilla in the attack on the Enemy near Cape May." The court, presided over by Captain Charles Morris, met on board the block sloop *Buffalo* at New Castle from 10–15 September. While the court did not find Angus guilty of cowardice, it did find him guilty of errors in judgment. Quoted material from DNA, RG45, CNA, Vol. 1, pp. 467, 491 (M441, Roll No. 1). The record of Angus's court of inquiry may be found in DNA, RG125, CM, Vol. 4, No. 146 (M273, Roll No. 4).

Combatting Smugglers

One of the most frustrating problems the Madison administration had to contend with as it directed the nation's war effort was the growing trade in contraband goods between Americans and the enemy. This illegal traffic was a matter of concern not only because it enabled

the British army and navy to fight more effectively, but because it made the U.S. government appear to have little control over its own citizenry. When Congress balked at an embargo to bring this commerce under control, President Madison resorted to his powers as chief executive for a solution. Thus, in late July, he directed Secretaries Jones and Armstrong to issue orders to all naval and military officers to interdict illegal trade with the enemy.¹

1. For a discussion of the Madison administration's efforts to bring commercial traffic with the enemy under control, see Hickey, "American Trade Restrictions."

NAVY DEPARTMENT CIRCULAR

Circular.

Navy Department.
July 30th 1813.

Sir,

You will perceive, that the object of the enclosed General Order, is, to prevent intelligence and succours being carried to the enemy, hovering off our Harbours, or within the waters and jurisdiction of the United States; and that none, but Vessels or Craft, proceeding, or apparently intending to proceed, towards the enemy, so as to pass within the reach of his power, and from which he might "derive succours or intelligence", are intended to be stopped.

With a vigilant execution of the order, you will be careful to guard against injuring those, who may be pursuing their lawful occupations, without intending to violate the object of the General order. I am, respectfully, your Obedient Servant,

W. Jones.

Wm. Bainbridge	John Shaw
Stephn. Decatur	John Cassin
Saml. Evans	Alexr. Murray
Charles Gordon	Saml. Angus
Charles Morris	Jacob Lewis
J. H. Dent	Isaac Hull
H. G Campbell	T. N. Gautier
Thos. McDonnough	I Chauncey
	O. H. Perry

LB Copy, DNA, RG45, SNL, Vol. 11, p. 30 (M149, Roll No. 11).

NAVAL GENERAL ORDER.

The palpable and criminal intercourse, held with the enemy's forces, blockading and invading the waters and shores of the United States, is, in a Military view, an offence of so deep a dye, as to call for the vigilant interposition of all the Naval Officers of the United States.

This intercourse is not only carried on, by foreigners, under the specious garb of friendly flags, who convey provisions, water, and succours of all kinds, (ostensibly destined for friendly ports, in the face, too, of a declared and rigorous blockade,) direct to the fleets and stations of the enemy, with constant intelligence of our Naval and Military force and preparation, and the means of con-

tinuing and conducting the invasion, to the greatest possible annoyance of the Country; but the same traffic, intercourse and intelligence, is carried on, with great subtlety and treachery, by profligate citizens, who, in vessels ostensibly navigating our own waters, from port to port, under cover of night, or other circumstances favouring their turpitude, find means to convey succours, or intelligence to the enemy, and elude the penalty of the law. This lawless traffic and intercourse, is also carried on, to a great extent, in craft, whose capacity exempts them from the regulations of the revenue laws, and from the vigilance, which vessels of greater capacity attract.

I am, therefore, commanded by the President of the United States, to enjoin and direct, all Naval commanding Officers, to exercise the strictest vigilance, and to stop & detain, all vessels, or craft, whatsoever, proceeding, or apparently intending to proceed, towards the enemy's vessels, within the waters, or hovering about the harbours of the United States; or towards any station, occupied by the enemy, within the jurisdiction of the United States, from which vessels, or craft, the enemy might derive succours or intelligence.

Wm. Jones.

Navy Department
July 29th 1813.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 29 (M149, Roll No. 11).

MASTER COMMANDANT JACOB LEWIS TO SECRETARY OF THE NAVY JONES

Sir

I had the honor of addressing you a few hasty lines yesterday giving an account of my Cruise down long Island Sound, since which my mind has dwelt much on the subject of the general order Contained in your note of the 30th—and find great difficulty, in executing it, to the extent of its object—owing to the running of the Enemy and the peculiar situation of this port it having two outlets—the Enemy have excluded in their Edict the Port of New Haven, (the Consequence is) that place has become the St. Bartholemews of America, in my excursion down Sound I visited that Port and found it the Rendesvouz of Sweads Spanyard & Portuguese (Alias Englishmen) all Vessels of this discription pass in and out by that passage, stop and get franchised at N. Haven, after which they meet with no difficulty, from the Blockade Squadron— from the Contiguous situation of the State of Connecticut and the disposition of Its Inhabitants, the Enimies wants are render'd as few as they would be if in the River Thames Gardners Island affords water, has on it one thousd. Head of Cattle, one do. of Sheep &c. an Ample supply of fresh provisions, are found there, the Enimies Barges appear to have the whole range of the lower part of the Sound, for twenty miles, they after having Satiated their ferocity in burning and otherwise destroying the Coasting Vessels have in Violation of their Own laws. now began to ransom, all the Vessels they take, and divide the moneys arising thereto (on the head of the Capstan,) if the Conecticut people were the only person who suffer'd by these Mauraunders—it would not be a matter of regret, but I am sorry to see the good people of long Island who are the fast friends of the administration, suffering prodigiously

allow me to solicit your permission, to fit out an expedition, on the following plan— to wit to emply two Coasting Sloops—which can be had at a very trifling expence, I will load a tier of Bundles of [Saw'd] hay around the deck— Cover the out side of the bundles with old Canvis to make them appear like Bales of Cotton, these will not only serve to decoy, but a bull work for the men Cotton is Constantly going from this City to the different cotton factorys in R. Island State— therefore the deception will be perfect, the Value very inviting &c I will have a boat and the number of men generally attached to such a Vessel, leave the Vessel run for the Shore on approach of the Enemy— this is the usual practice, when it is found they may be overtaken by the Enemy— with these Vessels I can go through Hell Gate unnoticed by Keeping the men out of sight, therefore the Enemy's friends could not give them information (a rouse de guerre) could not fail, cut off the Enimies Barges once & the Coasting trade of the sound would be free, Gun Boats can not perform this Kind of Service by reason their being too well Known, & Sluggish in movement these Coasting Sloops Sail superiorly fast superiority can be hired for about 10 dollars per day the expedition could be performed in a Week—and if successful would reduce the price of Wood in this City six Shillings on the Cord—and gratify the people on long Island exceedingly—who Volunteer their Servises to go as pilots— and in the event of its being Compleatly successful—good must come out of it, it would alarm the Enemy—& Keep them in, and ~~above all gratify the good people of L. Island.~~ Sr. Ths. hardy has been informed by his friends that the object of my Visit down Sound was to place Torpedoes—in plum gut—and I am informed that he boasts of having received the information with the highest Consr. & resp. yr. very Obt Servt.

J Lewis
Comd. U.S. Flotilla
N Yk. 9th Augt. 1813

Excuse the Style of this letter its written in great haste—

ALS, DNA, RG45, MLR, 1813, Vol. 5, No. 77 (M124, Roll No. 57).

Secretary Jones's Rationale on Promotion

The Navy Department considered seniority in rank an important factor in determining which officers merited promotion.¹ But as the following letters from Secretary Jones reveal, seniority was not the sole criterion, nor the most important one, guiding the department's decisions on promotion.

1. It is worth noting that only commissioned officers were ranked according to seniority, with rank being determined by the date of commission. This was not the case among warranted officers. As Secretary Jones informed one young midshipman, "If you have conceived the idea of Rank among Midshipmen, you are mistaken, no such principle has prevailed, nor ought to prevail. They are all Novitiates, and the rule is, to promote them according to their several merits, acquirements, and services." See Jones to Thomas T. Webb, 17 Nov. 1813, DNA, RG45, SNL, Vol. 11, p. 11 (M149, Roll No. 11). For a discussion of promotion in the early sailing navy, see C. McKee, U.S. Naval Officer Corps, pp. 271–325.

SECRETARY OF THE NAVY JONES TO SENATOR JOSEPH ANDERSON¹

The Honorable
Jos. Anderson
Senate Chamber

Navy Depart.
July 30, 1813

In respect to the selections from the Roll of Officers for promotion submitted to the President I have endeavoured to obtain as correct information as the nature of the case will admit and with the utmost care & impartiality have named those who appeared from their Services and opportunities of acquiring professional knowledge to merit a preference.

The good of the Service has been my only guide. Almost all the gentleman are personally unknown to me, and the interest of the Service excepted, it is to me a matter of entire indifference which of them are promoted.

If Seniority of date was the absolute rule, the task would be very simple and less irksome to the Secretary but it never has been—it ought never to be, except when merit and knowledge are equal in the candidate. The promotion from Lieutenants to Masters Commandant is a most important step indeed—A distinct and important Command requiring the highest degree of professional knowledge and experience.

The gentlemen whom the Hon Mr. Brown² mentions deserve all the commendation he has given them but it is not my fault if they have been confined for some years almost exclusively to gun Boat Service and have seen little else since their last promotion. The question is Are they now qualified to command a Ship of War? or does not the interest of the Service require that they should previously serve as senior Lieutenants on board some of the frigates or as Lieutenants Commanding some of the smaller vessels, as Lieutenant Henley has done for some considerable time past.

There are three Lieutenants older than Mr. Dexter and five older than Mr. Alexis not nominated or noticed in the inquiry. They cannot all be promoted.

The oldest Lieutenant on the Roll (including those nominated for promotion) Mr. Carroll is on the New Orleans Station.

This Case has not been noticed.

Mr. Patterson has I believe seen only flotilla Service since his promotion and being senior to Messrs. Dexter & Alexis he has frequently been Commanding Officer of that Station for which he is perfectly qualified.

A Brother of Mr. Henley senior to himself and to Mr. Dexter & Alexis is not nominated.³ I believe there are as many Masters Commandant nominated at this time as the Service will require between this and the next Session; and I would rather have seen them reduced than to have them increased at this time.

If Messrs. Dexter and Alexis desire it, I will with pleasure, endeavour to find commands for them more favorable to their views. I am very respectfully your obedt. Servt.

W Jones

LB Copy, DNA, RG45, Letters to Congress, Vol. 2, pp. 186–87.

1. Joseph Anderson represented Tennessee in the U.S. Senate from 1797 to 1815.

2. Senator James Brown from Louisiana. Brown paid Secretary Jones a visit to remonstrate against the department's failure to include Daniel T. Patterson, Daniel S. Dexter, and Louis Alexis among those nominated for master commandant. See Brown to Patterson, 31 July 1813, NHP, Naval History Manuscript Collection. For additional documentation on Brown's efforts on behalf of Lieutenant Dexter, see pp. 672–73.

3. Lieutenant Robert Henley.

SECRETARY OF THE NAVY JONES TO LIEUTENANT JAMES RENSHAW¹

Lt. James Renshaw,
Comg. U.S. Ship *Alert*,
New York.

Navy Department
Sepr. 15th. 1813.

Sir,

The desire of promotion is not only natural but laudable, and therefore the desire, and the claim, is universal in Naval and Military life; and great allowance should always be made, for the zeal with which Candidates urge their claims.

I have received your letter of the 11th Inst., soliciting the command of the *Enterprise*, or her prize, the *Boxer*. To this I can give no definite answer at present; but am very much disposed to give you an opportunity, by an active command, to signalize yourself.

I have also received several letters from yourself and Brother,² complaining of injustice done to you in the late promotions; and urging your claims, with much zeal and perseverance, with the avowed object of extorting from the Department, a pledge of promotion, either immediate, or at the next session. Both the manner, and the purpose, are too exceptionable to command acquiescence, or pass without notice.

Whatever may be the views of the Department, it would be a dereliction of duty, and sound policy to anticipate its purposes by premature pledges.

Officers frequently, in urging their pretensions to preferment, tacitly violate the principles for which they contend, by losing sight of the rights and claims of others upon the same principle.

The extent of promotions is not governed by the pleasure of this Department, but by the necessities of the Public service;—this criterion limited the late promotions of Lieuts. to Master Comdts. to fifteen. Upon your own absolute principle of seniority, this number could not have reached you; and therefore, to do what you call justice, in promoting you, the rights and claims of five Lieutenants, Senior to yourself must be overlooked; Viz. Messrs M. B. Carroll, J. M. Gardner, Robt. Henley, Stephen Cassin, and D. S. Dexter.

But the absolute rule of seniority has at no time prevailed, as may be seen by early promotions of Junior Officers, over those of long standing, and with this you must be perfectly acquainted.

The only Officer, Junior to yourself, that has been promoted to the rank of M. Comdt. is Mr. Downes, nine days your Junior. Mr. Parker was specially promoted for the gallant action with the *Java*. If you imagine, that any partialities, or prejudices, influence the selections in this Department, you are greatly mistaken.

Mr. Downes is to me an entire stranger; but I understood from the most respectable sources, that he was an Officer of uncommon merit, second to no Lieut. in the Navy, had had great advantages of enterprising service, having been actively employed long before the War, and ever since on one continued cruise, the termination of which is probably still very remote.

My personal knowledge, and local feelings were naturally on your side; but I hope I have not greatly erred, in supposing that Mr. Downes might, possibly, have superior claims to promotion. But at all events, (Mr. Downes's out of the question,) your claim to participate in the late promotions can rest only on your superior merit over five of your Seniors, and not from the date of Commission; which I pray may never become the absolute rule, for I should, from thence,

date the decline of our Infant Naval Hercules; unless as in some other countries, the Executive could promote an indefinite number, to get at an Officer of distinguished merit and talents. But, Sir, in regard to the promotion of Lieutenants, the rule of Seniority is by no means absolute in any Naval Service. If it is, how happens it that there are so many grey headed Lieutenants, and youthful Captains, in the most celebrated Naval Service in the World. In our Military service the rule is but partial. Officers rise regimentally; but only in their own regiments. If new regiments are to be raised, new Officers are appointed.

The analogy however is not strict. Naval promotions, above the rank of Lieutenants, become immensely important. The honour of the Nation, is, as completely involved in the command of a Sloop of War, as in that of a Frigate.

The Commander is, *in chief*, and without controul; every thing depending upon his skill, judgment and prowess. These observations are not applied personally to any one; they go to support a general principle, and to shew the absurdity of rendering the rule of seniority absolute. As to yourself, I have shewn, that according to that rule, you could not have participated in the late promotions.

The rule of Seniority, under equal circumstances, always will, and ought to prevail. I am, respectfully, Your Obedt. Servt.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, pp. 87-90 (M149, Roll No. 11).

1. James Renshaw was commissioned a lieutenant on 25 February 1807. At the beginning of the war he was attached to the flotilla at New York. On 21 May 1813 he was ordered to assume command of *Alerit*, and on 15 September 1813 he was given command of *Enterprise*.
2. See Richard Renshaw's letter of 9 August 1813 to Secretary Jones in DNA, RG45, MLR, 1813, Vol. 5, No. 89 (M124, Roll No. 57).

Fulton's Proposal for Steam-Powered Warships

In the summer of 1813, Robert Fulton redirected his energies from experiments with torpedoes and submarine guns¹ into a different project, the development of a steam-powered warship. In a correspondence conducted with Commodore Stephen Decatur, the famed inventor refined his ideas for this vessel. Had she been completed before peace was declared, steam frigate Fulton I might have proven an effective weapon. Her construction presaged a new age in naval warfare.²

1. See pp. 111-14.

2. The most detailed treatments of this craft are Tyler, "Fulton's Steam Frigate," and Chapelle, Fulton's "Steam Battery." See also Hutcheon, Robert Fulton, Chapter 5.

ROBERT FULTON TO COMMODORE STEPHEN DECATUR

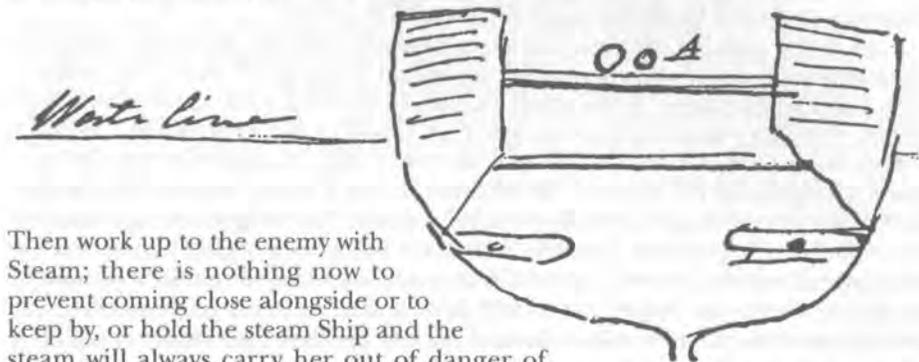
Commodore Decatur

New¹ August 5th 1813

Dear Sir

in answer to your letter of 29 July if there be no Serious difficulty other than entangling the masts of our Vessel with the yards of the enemy that may be obviated, ~~Before~~ while making out my drawings for the patent I ~~have~~ composed a

~~boat~~ Ship with a Steam engine the engine within the wooden walls and two wheels in her body toward her Stern where neither engine or wheels can be [hurt?] If such a Vessel of 250 or 300 Tons were Schooner rigged the masts could be lowered as in our steam boats and raised at pleasure, the practice then would be to use the masts and sails at sea as usual and when in sight of the enemy get up the steam when within one mile lower the masts and run in the Bowspirit they would then lie snug on the main deck within the Wooden walls, as though guarded by barbet batteries thus A masts when down



Then work up to the enemy with Steam; there is nothing now to prevent coming close alongside or to keep by, or hold the steam Ship and the steam will always carry her out of danger of

being sunk by the sinking enemy Thus suppose you to command a 74 and one Such Steam Sub marine Shot Vessel and about to engage a 74 She must either run away or sink for while engaged with you on one side the Steam Ship could work up under her quarter on the opposite side and Sink her. In like manner It appears to me that 4 Steam Ships could destroy a 74 as She could not bring her guns to bear on the whole of them— ~~In fact~~ in fact the Steam Seems to give perfection to this system, ~~of~~ as to the mechanism and operation of the steam engine I have no doubt It is one of my best combinations I mentioned it in my letter of 29 June to Mr. Jefferson he was highly pleased and as I told you offered all his support to have a fair experiment Hence as Steam I can lay the Vessel close within 12 or 6 feet and can carry her off out of danger after her fire is given—do any serious difficulties remain— if not let us immediately urge it ~~up~~ upon the government.

What is the kind of torpedo experiment which is preparing at New London what the name of the parties, is not Mr Scudder and Riker concerned in it who were concerned in the *eagle*?² how do the mean to act Many persons insist that Halseys project was all a farce to create alarm in the enemy and that he never actually attempted to go to sea in his Boat did you see him and it? On philosophical principles I have strong doubts that he could not remain so long under water as you suppose or go to a sufficient depth to get under the bottom of a 74 without the water pressing his machine together and drowning him, at 22 feet under water there would be a pressure of 1400 pound on each Superficial foot of his boat on deck ends and all round, a Boat only 2 feet diameter and 10 feet long would have a pressure on her of 45 tons—

AL, MdAN, Zabriski Collection, Robert Fulton Manuscripts.

1. Probably New York.

2. See pp. 160-64.

COMMODORE STEPHEN DECATUR TO ROBERT FULTON

Augt 9th. 1813

My Dear Sir,

Yours of the 5th Inst. I have received (The principle difficulties to our project appears now to be removed; the only thing that at present strikes me which remains to be guarded against is the boarding of our vessel from boats, on this score there will be much danger & unless completely secured from this will be useless,) a 74 will be able to send 200 men in her boats.

I am of the opinion, that she will be completely defended from such risque in the following manner—her gunwail to be within 3 feet of the water, her decks to have considerable slope, & the whole Surface of the deck to be covered with Iron spikes, very sharp & about 3 inches apart it would in fact be a hackel, on such a deck men could not walk, this deck we could keep covered with boards, until going alongside of the enemy. In addition to this I would have along the gunwail, 8 or 10 feet apart extending entirely around her, magazines, say thirteen inch shells, charged with powder, & musket balls, with a gun barrel leading through the vessels side, through which the train is to pass, so that let a boat come alongside, where she might, she would have a shell bursting on board her, In like manner I would have ~~one~~ of these shells laid on the deck, one for every 10 or 12 square feet— The hatchway to admit the mast to lay down should be narrow, the coamings 2 feet thick, with loop holes for musketry & to observe the enemy, & to observe when to discharge the shells, the hatchway between the coamings to be covered with stout gratings, to admit musketry to fire through

The Torpedo expedition fitting her I know nothing about, a Major Frink, & Mr. Richard, are the proprietors, your man Welden is here, the moon (unless overcast) will prevent any immediate attempt. any aid in my power I will give him, he appears to be prudent & perceiving—I shall offer some more remarks on the submarine business shortly yours truly

S Decatur

ALS, MdAN, Rosenbach Collection.

A New Strategy for Defending the Charleston Station

By August the number and size of enemy ships operating off Charleston had become so great that Captain John H. Dent could no longer send the schooners Nonsuch and Carolina on cruises with any degree of safety. These new circumstances forced Dent to reassess the deployment of men and vessels on his station.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honorable William Jones.

Charleston. 18th August. 1813.

Sir

I have the honor to report that the Enemy's Boats from the Squadron entered Dewees's Inlet on monday, and destroyed two or three small inland

traders yesterday, they landed on long island, committed some depredations, and took off a few head of Cattle, and sheep.

I have brought the Schooners *Carolina* and *Nonsuch* from the roads, taken the officers and crew from the latter, put them on board barges *No. 7 & 9* and placed them under the direction of Lieut Haddaway,¹ with orders to proceed inland to Bulls Bay, and cruize in its vicinity, for the protection of the inhabitants on those islands, and the inland trade, they Sailed this evening, on this service, I shall place the remaining men, on board barge *No. 11*, make up her complement from the *Carolina*, and send her into Stono, to remain with the *Ferret*, as that vessel is too weakly manned to protect herself against a detachment of Boats, the other two barges I retain in the harbor to do guard duty, manned from the *Carolina*, this Sir, is the best disposition I can make with the force under my command, which employs every man on the Station, and I trust it will meet your approbation.

I am sorry to say the Militia will not volunteer on board the barges, and the Garrisons in this harbour are already too weak to authorize the commanding officer, detaching any part thereof for our expedition in the inlets. The situation of this coast is such, that I am now satisfied the *Nonsuch* and *Carolina* cannot render any Service, as they will not be able to cruize while so superior a force remains on the coast, and it is not probable that it will be less during the war; the only means of protecting this Seaboard is by barges, or heavy row gallies to be kept in divisions, traversing the river and inland passages, which will afford an opportunity of meeting the enemy on an equal footing. I Have the Honor to be with great respect your Most Obt Svt.

J H Dent

LS, DNA, RG45, CL, 1813, Vol. 5, No. 117 (M125, Roll No. 30).

1. Edward H. Haddaway was warranted a midshipman on 20 June 1806. On 26 June 1813 he was appointed acting lieutenant on board *Nonsuch*.

Capture of H.M. Sloop *Dominica*

Most decisive naval actions fought during the War of 1812 were determined by seamanship and gunnery. An exception to this was the engagement between the American privateer schooner Decatur¹ and H.M. sloop Dominica in which hand-to-hand combat decided the result. On 5 August, Decatur overwhelmed Dominica in a boarding action that left nearly three-quarters of the British sloop's crew killed or wounded. Besides being one of the bloodiest and hardest-fought actions of the war, it was one of the few sea fights in which an American privateer bested and captured a Royal Navy vessel.²

1. Decatur was built at the Charleston shipyard of Pritchard and Shrewsbury. She was launched on 13 March 1813, and, at 240 tons, was the largest privateer to sail from the South Carolina port. She departed Charleston on her maiden voyage on 27 May and was captured in 1814 by H.M. frigate *Le Rhin*. See Mouzon, *Privateers of Charleston*, pp. 21–22, 25.

2. For details of the engagement between Decatur and *Dominica*, see Coggshall, *American Privateers and Letters-of-Marque*, pp. 172–7; Maclay, *American Privateers*, pp. 311–17; and Mouzon, *Privateers of Charleston*, pp. 22–24.

DISTRICT COURT JUDGE JOHN DRAYTON TO
SECRETARY OF STATE JAMES MONROE

So: Carolina. Augt., 24th: 1813.

Sir,

I have the pleasure to inform you, that by the Capture of his Britannic Majesty's Sloop of War *Dominica*, command by the Late George Wilmot Barrette Esqr. the British Naval Signals, & various military Orders And other important informations have come into my hands, as prize of the Court of Admiralty of this State: and which I now have the honor & satisfaction of forwarding, for the information of the President of the United States—

The above Vessel was taken after a severe engagement by, the Privateer Decatur of this Port, Commanded by Captain Dominique Diron.¹ It is with pleasure I announce him to the notice of Government: as it appears, that he & his whole Crew fought nobly: took the Sloop by boarding: and treated the prisoners with the utmost humanity—

The prize, is completely fitted up as a Sloop of War; 14 twelve pound Carronades 1 thirty two pounder Carronade midships, & one brass four pounder—Coppered up to the beams, and would be an useful addition to the navy of the United States— As the Capture was by boarding, little or no damage by cannon shot has occurred—

With congratulations on this occasion I have the honor to subscribe myself in haste Sir respectfully yr. mo. ob. st.

John Drayton
Judge of the District Court
of South Carolina.

NB. The *Decatur* had 6 twelve pound Carronades & one Long 18 pounder: & 103 men— The *Dominca* had 83 men.

ALS, DNA, RG45, MLR, 1813, Vol. 5, No. 132 (M124, Roll No. 57).

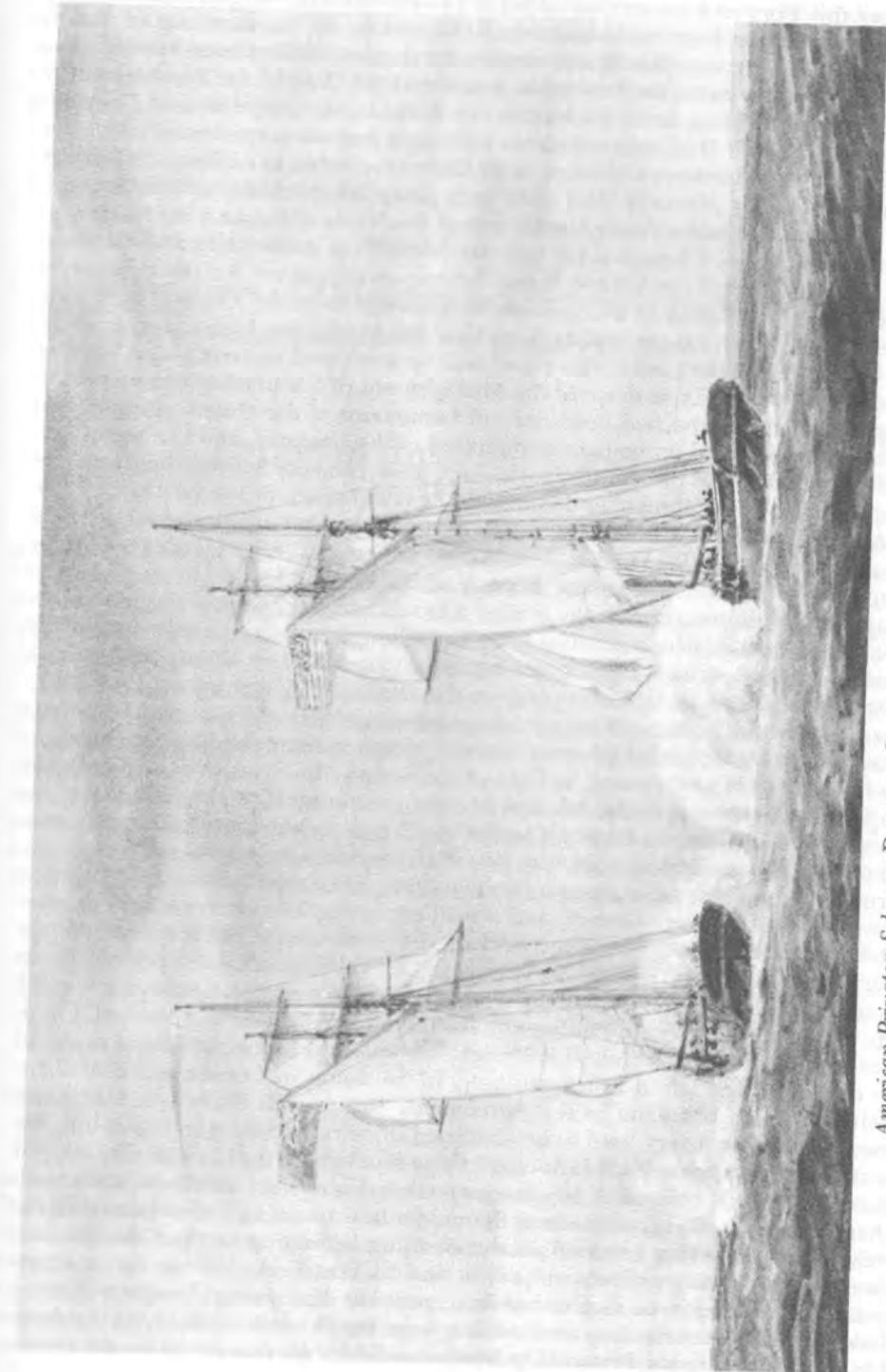
1. Earlier in his career, Captain Diron had commanded the French privateer *Superbe*. According to Maclay, he was considered "one of the most celebrated privateersmen . . . [of] his day." See Maclay, *American Privateers*, p. 311.

CHARLES R. SIMPSON¹ TO THOMAS BARCLAY²

Charleston,— South Carolina
24 August, 1813—

Sir,

My attention has been So Completely engaged in attending to the Wounded, obtaining Paroles for the officers and permission for the Surgeon, and Secretary to Land with other matters incidental to the unfortunate occurrence it is now my painfull Duty to Communicate, and not being myself a Resident in the City that I have not before had time to make Known to you the Capture of His Majestys Late Sloop (a Philadelphia Schooner formerly called the *Glee* I believe, Captured on an Illegal Voyage) *Dominica* commanded by George Wilmote Barrett Esquire on the 5 inst by the American Privateer *Decatur*, Capt Dominique Diron belong-



American Privateer Schooner Decatur Captures H.M. Sloop Dominica, 5 August 1813

ing to this Port and the arrival of both Vessels, with the British Ship *London Trader* of London from Surinam bound to London, on the morning of the 20 inst.—Mortifying as is the Result of this unfortunate Affair. I trust His Majestys Government will never for a moment doubt that the Crew of the *Dominica* which consisted of 85 Men, among whom was a Sergeant & Corporal and Thirteen Marines, did their Duty, when they are informed that when this Vessel was taken possession of there were not more than Three Men able to do Duty. and Every officer Killed or Mortally Wounded excepting Mr. Nicholls a Midshipman, slightly wounded and a Young Gentleman of the Name of Lindo a Volunteer and Supernumerary—. I have not yet seen Mr. Nicholls in consequence of his being on board of one of the United States Schooners appointed for the defence of this harbor. and laying at a Considerable Distance from the City so that I have been able to learn no particulars from him, but from those I have seen it seems very evident that the Loss of this vessel is to be attributed entirely to the Want of Knowledge of and Experience in the Management of a Schooner, on the part of Captain Barrette, who had been Second Lieutenant of the *Dragon* and made in the West Indies. and immediately appointed to the *Dominica*. and the Vessel herself being extremely difficult to Work.— of these two very Serious disadvantages Capt. Diron. a Frenchman. and complete Privateersman. with a very large Crew consisting Chiefly of his own Countrymen who amounted in Number I believe to 93 chiefly if not all Blacks. & Mulattoes. and in Ferocity and cruelty exceeded by none. as will be Shewn on the Return of the remainder of the crew to His Majestys Dominions, more fully availed himself and after a most desperate Discharge of Musketry succeeded in Boarding when a Scene of Cruelty was exhibited which has perhaps been never equalled. the Boarders Killing in the most merciless manner all the Wounded on the Decks.— I have requested the Surgeon Mr. David Watson an officer whose ~~whom~~ anxious Care of and Generous attention to his Wounded Countrymen will I trust recommend him very Strongly to His Majestys Government, in Case of his Seeing Mr. Nicholls before I should to Solicit him to write to the Admiral a Letter communicating the Fate of this unfortunate Vessel. and to convey it to me that I may forward it to you to be transmitted by the earliest opportunity. of which request I hope you will not disapprove.— I have the pleasure to inform you that Since their arrival the Wounded have been taken every Care of. and are all excepting Two or three, very desperately Wounded. and of whose recovery there is some doubt. but great hopes, in a fair Way of Recovery. For the Surgeon and Clerk. I have obtained permission to land. and to return to His Majestys Dominions. by the earliest Conveyance, and I am very hopefull of Soon finding one for them for Bermuda in a Neutral. I have not yet Obtained ~~for~~ Paroles for Messrs. Nicholls and Lindo. but hope to do So to day. although I find much difficulty in So doing in Consequence of there being no Such provision in the Agreement. and so with Masters & Merchantmen. who think it very hard to be Confined in a Prison Ship which is at this moment the Case with Mr. Lindo. and Capt Sinclair of the *London Trader*—. I should be much obliged to be made acquainted with the Custom of Nations on these occasions.— I have been at Some loss how to act in Consequence of the Privateersmen having retained all the Bedding belonging to the *Dominica*, and the prisoners being entirely without it. and its Cost being now so very extravagant. but in order to be as economical as possible. I propose if I cannot obtain it Gratis, to endeavour to buy the Bedding from the Privateersmen.— As the number of Prisoners in the Prison Ship is now considerable. you would do me a great

favor by reminding General Mason of the Repairs it requires. and also. and particularly of the Awning or Shed over the Deck which it so very much wants. and I would most earnestly Solicit the favor of you to expedite as much as possible their Return to His Majesty Dominions. I observe Two cartels are hourly expected at the Northward from Halifax and should be much pleased if you could order one of them here. or obtain permission for an American vessel to proceed. which I little doubt I could procure on Good Terms. I have the honor to be Sir Your most obedient humble Servant

Charles R Simpson

ALS, NHi, Barclay Collection.

1. Simpson was probably one of the numerous agents Barclay employed at U.S. seaports to process British prisoners.

2. Barclay was the principal agent for British prisoners in the United States.

Cruise of the U.S. Brig *Argus*

On 18 June, the U.S. brig Argus, Lieutenant William H. Allen¹ commanding, departed New York on what was to be the single most destructive cruise undertaken by an American naval vessel during the war. On board Argus was the new U.S. minister to France, William H. Crawford, whom Allen was charged with conveying to Europe. Though beset by boisterous seas for much of the voyage, Argus's Atlantic transit was a quick one, taking only three and a half weeks. After landing Minister Crawford at L'Orient, France, Allen quickly reprovisioned his ship, putting to sea again on 20 July. From 23 July to 13 August, the American commander enjoyed spectacular success cruising between the mouth of the English Channel and the coast of Southern Ireland, even conducting a raid up the River Shannon. All told, nineteen prizes were taken and the British merchant marine was thrown into a state of panic. But the intrepid Allen was a victim of his own success. On the morning of 14 August, Argus fell in with H.M. sloop Pelican, one of several powerful enemy vessels sent in search of the American brig. After an action of forty-five minutes, in which Allen himself was mortally wounded, Argus struck to Pelican.²

1. Allen was at sea when the Senate confirmed his commission as master commandant on 24 July 1813.

2. The best secondary account of Argus's final cruise is Apgar, "U.S. Brig Argus."

JOURNAL OF MINISTER TO FRANCE WILLIAM H. CRAWFORD

[Extract]

Wednesday 30th.¹ The wind increases to a storm. The *Argus* marches "o'er the mountain wave." The rain descends in torrents and drives me from the deck. The guns on the lee side are constantly under water, and every heavy sea washes the deck with its mountain billows. It is impossible to stand on the deck without clinging to a rope. It is extremely difficult to keep dry even in the cabin, unless I get into the berth, which I am the more inclined to do from the violent wretching which the motion of the vessel communicates to my stomach. I however do not cascade, as the wretching subsides on getting into the berth. In the evening I



Master Commandant William Henry Allen

visited the deck, and remained on it as long as I could keep dry by the aid of a great coat. The storm raged with increasing violence, the waves swelled into little mountains, continually varying their forms and relative positions. Presented a magnificent prospect. The dashing of the ship, its alternate elevations, and depressions excited apprehensions that she might be swallowed up in the immense chasms intervening the billows, or might upset by the violence of the winds. All the sails had been taken in except the main foresail, and still we made eleven knots an hour. Thro the night, wave after wave, and billow after billow, continued to land the deck of the *Argus*. Every minute the rushing of the waters over my head reminded me of the violence of the storm and kept me awake, tossed from side to side of by [my] birth [berth] by the rocking of the vessel. . . .

Tuesday, 6th.² Cold, cloudy, showery, and the gale rather stiff. At 4 P.M. saw sail³ on the lee bow, wished Capt. Allen to speak her, to learn a little of what had been done in Europe, as we had no expectation of learning anything shortly of what has been done, and is now doing on the Western side of the Atlantic. A contest immediately commenced between the *Argus* and the strange sail which was ascertained to be a schooner to obtain the weather gage. The *Argus* succeeded and hoisted Portuguese colors, the other hoisted British. The *Argus* then hoisted British colors, the schooner did the same. A gun was then fired from the *Argus* ahead of the schooner, and another astern. American colors were then hoisted, and shot was fired directly at the schooner, and orders given to prepare for giving a broad-side. The British colors were hauled down. She was pierced for 16, and had 6 guns. She was an American built schooner, captured on her first voyage from New York, in the bay of Biscay, by a British cruiser, and sold in London, where she was coppered and sailed in April for Newfoundland. She sailed the first of June with a cargo of fish for Oporto, which port she left on the 1st inst. in ballast. Capt. Allen burnt her, and proceeded on his voyage. The master informed us that Lord Wellington had passed the Ebro without fighting a battle, and was within a few leagues of the main army which it was believed would risk a general battle. The wind increased in the evening, and the sea became rough which retarded the removal of the prisoners and their baggage on board the *Argus*.

Crawford, "Journal," pp. 18, 20.

1. 30 June 1813.

2. 6 July 1813.

3. The British privateer schooner *Salamanca*, formerly the American privateer *King of Rome*.

JOURNAL OF SURGEON JAMES IDERWICK¹

[Extract]

August 12th Thursday— at Sea—
off the Saltees Ireland

*Jas Hall—Better—

Jno Tamer Pains Rather increased. Continue the P Doveril make assiduous use of the liniment—

*Fred Hyatt—

*Mr. Jamison—

Jno Bladen—

*Joshua Jordan Doing Better—
 Robert Jamison—
 Discharged Wm. Young. sent as mate to Mr. Levy² in the Ship *Betsy*—
 [Total] 7

Captured a new Brig called the *Ann* from Cardigan to London with Slate and Welsh Woolens. Sunk her Brought too a Portuguese Brig bound to Cork— Sent the Prisoners from the 2 last prizes on board of her. Gave chase to two large Ships and a Brig to leeward— Allowed the Brig to Pass us and continued the chase after the large vessels. All showing English colors. One ship showing 18 ports the other 16. apparently preparing for action. Brought them too and sent Mr. Allen³ on board the largest the Captain of which refused to come on board us; and before our boat had returned the both made sail keeping close to each other. Made sail and Engaged them both. The large one struck after receiving 2 broadsides— chased the other close in and she escaped among the Saltese rocks. The large one proved a Scotch Ship the *Defiance* mounting 14 long nines 21 men—from Greenock to Newfoundland.

August 13th. Friday— idem

*Jas Hall—Better. is now employed in day duty.
 Jno Tamer
 *Fred Hyatt
 *Mr. Jamison Continue the Infus Amar with wine
 Jno Bladen
 *Josh Jordan Let him continue the friction with more Oint (and use the Dover's Powder as before directed
 Robert Jamison
 Jno Freeman Recd. a large wound with an adz across the instep near the ankle joint. 2 sutures were passed thro the edges and the lips brought together with the assistance of adhesive Plaster & roller bandage— The Hemorrhage was considerable but I did not find it necessary to take up any vessel. enjoined perfect quiet.—
 [Total] 8

At 2 oClk A.M.. Captured a large Brig the *Baltic* one of the W.I. fleet laden with Sugar bound to Dublin.— at 5. Sloop laden with deal boards— at 6. burnt the *Defiance* and the *Baltic*— threw overboard the cargo of the Sloop and sent her away with the Prisoners— at 9 PM fired a gun and brought too a large Brig the *Belford*—which nearly ran aboard of us— She proved to be from Dublin bound to London laden with linen Wine &c worth 100,000 £— Took out of her a box of Plate and at 12oClk burnt her.—

August 14th Saturday St George's Channel

Early this morning came to action with a large english Brig She captured us after an action of 45 minutes she proved to be the *Pelican*.—⁴

August 15th Sunday at Sea

The following list comprehends the number of killed and wounded on board of our vessel as far as can be at present ascertained.

Mr. Wm. W Edwards—Midshipman.⁵ Killed by shot in the head.
 Mr. Richd. Delphy—Midshipman— Do. Had both legs nearly shot off at the knees he survived the action about 3 hours
 Joshua Jones—Seaman—Killed—
 Geo Gardiner—Seaman—His thigh taken off by a round shot close to his body. he lived about 1/2 an hour—
 Jno Finlay—Seaman—His head was shot off at the close of the action.—
 Wm. Moulton [*Knolton*]—Seaman Killed—
 Total 6.

The following were wounded. viz.

Wm. H Allen Esq—Commander—His left knee was shattered by a cannon shot. Amputation of that thigh was performed about 2 hours after the action— an Anodyne was previously administered—an Anodyne at night—
 Lieut Watson—Ist.⁶ Part of the Scalp on the upper part of the head torn off by a grape shot,—the bone denuded. It was dressed lightly and he returned and took command of the deck.— now on board the *Pelican*.—
 Mr. Colin McCloud—Boatswain—Received a severe lacerated wound on the upper part of the thigh. a slight one on the face and a contusion on the right shoulder. Dressed simply with lint and roller Bandage—
 Mr. James White—Carpenter—Shot near the upper part of the left thigh—bone fractured. Hemorrhage considerable— Dressed the wound with lint imbued with Ol olivar— Applied bandage and Splints— Anodyne at night has also an incised wound in the head—Dressing—Suture—Adhesive plaster & Double headed roller—
 Joseph Jordon—Boatswains Mate Has a large wound thro the left thigh the bone fractured and splintered,—the back part of the right thigh carried off—and nearly the whole of the fleshy nates carried away— Dressed with lint imbued with Ol Olivar—gave a large anodyne—repeated it at night.— Case hopeless—
 Jno. Young—Quarter Master—Received a severe shot wound in the left breast seeminly by a glancing shot. The integuments and part of the extensor muscles of the hand torn away— Dressed lightly with oil and lint with appropriate bandages—gave him an anodyne at night—
 Francis Eggert—Seaman—Has a very severe contusion of the right leg with a small gunshot wound a little above the outer ankle no ball discoverable— Dressed the wound with lint & bandage & directed the leg to be kept constantly wet with Aq. Veg. Mineral.— 3 hours after reception the leg was swelled and very painful gave him an anodyne— Proposed Amputation but he would not consent. This morning the leg excessively tense—swelled— vesicated—and of a dark color about the outer ankle.— Has considerable fever Directed the saline mixture with occasional anodyne To Continue the Lotion.—
 John Nugent—Seaman—Gun Shot wound in the superior part of the right thigh about 2. inches from the groin.— Thigh bone fractured and much Splintered—ball Supposed to be in— Several pieces of bone were ex-

- tracted but the ball was not found— Dressed lint Bandage with Splints— Anodyne— Rested considerably well last night but there has been a large oozing from the wound— Applied fresh lint. no fever—
- Charles Baxter—Seaman—Has lacerated wound of the left Ankle— The lower part of the fibula Splintered—apparently affecting the joint. Has much hemorrhage from this wound.— He has also a Gun Shot wound of the right thigh. The ball has passed obliquely downwards thro the back part of the thigh. I proposed the Amputation of his left leg but he would not give his consent. Dressed both wounds with lint & Roller Bandages— Made considerable compression on the left foot in order to restrain the bleeding— Has some fever this morning. H. Mist. Salin.— Tamarind water for drink—low diet
- James Kellam O Seaman—Lacerated wound of the calf of the right leg—also a wound in the ham of the Extremity— Dressing Simple— To day the leg somewhat Swelled and painful—slackened the bandage—
- Wm. Hovington—Seaman—Complains much of pain & Soreness in the Small of the back and nates— It is suspected that he has received a severe contusion on the parts H. Anodyne at night— N.S. ad $\bar{\text{xxvi}}$ Apply continually Aq. Veg. Min to the parts—
- Jas. Hall—Seaman Has a Slight wound above the left eye—I suspect caused by a Splinter— Dressing Simple—
- Total ascertained—12.

Owing to the disordered state of the vessel the wounded have wretched accommodation—if that term may be used— I endeavoured to make their condition as comfortable as possible— Divided, those of our people who remained on board, and were well, into watches—in different parts of the vessel— Mr. Hudson⁷ Mr. Dennisson⁸ & myself sitting up with the Captain— Directed Lemonade & Tamarind water to be kept made and served to the Wounded—

*Able to go to Quarters

AD, NN, Astor, Lenox and Tilden Foundations, Rare Books and Manuscripts Division, James Inderwick Journal, 1813. An edited version of Inderwick's journal was published by the New York Public Library in 1917. See Paltsits, *Journal of Surgeon James Inderwick*.

1. James Inderwick was appointed *Argus's* acting surgeon by Stephen Decatur. He reported for duty on board *Argus* on 8 May 1813 and was at sea when the Senate confirmed his commission as surgeon on 24 July. For more on Inderwick's naval career, see Pleadwell, "James Inderwick," and Estes and Dye, "Death on the *Argus*."

2. Uriah P. Levy was warranted a sailing master on 21 October 1812. He served on *Argus* as a supernumerary. Levy and nine other men were placed on board *Betsy* with orders to take her as prize to France. She was recaptured by H.M. frigate *Leonidas* on 12 August 1813.

3. William Howard Allen, Jr., no relation to *Argus's* commander, was promoted to lieutenant on 24 July 1813.

4. *Pelican*, sloop of war, 18 guns.

5. For additional documentation on Edwards, see p. 428.

6. William H. Watson was promoted to lieutenant on 7 March 1813.

7. John Hudson was appointed acting master on 5 December 1812 while serving on the New York flotilla. He is entered on *Argus's* muster roll as sailing master. There is no record of the Navy Department confirming his appointment with a warrant.

8. Henry Dension served as purser on board *Argus*.

COMMANDER JOHN F. MAPLES, R.N., TO
VICE ADMIRAL SIR EDWARD THORNBOROUGH,¹ R.N.

[Extract]

H.M. Sloop *Pelican*, St. David's-head, East five Leagues,
August 14, 1813.

I have the honour to inform you, that in obedience to your orders to me of the 12th instant to cruise in St. George's channel, for the protection of the trade, and to obtain information of an American sloop of war, I had the good fortune to board a brig, the master of which informed me, that he had seen a vessel, apparently a man of war, steering to the N.E.; at 4 o'clock this morning, I saw a vessel on fire, and a brig standing from her, which I soon made out to be a cruiser, made all sail in chase, and at half past five came alongside of her (she having shortened sail, and made herself clear for an obstinate resistance), when, after giving her three cheers, our action commenced, which was kept up with great spirit on both sides forty-three minutes, when we lay her alongside, and were in the act of boarding, when she struck her colors. She proves to be the United States sloop of war *Argus*, of three hundred and sixty tons, eighteen twenty-four pounder carronades, and 2 long twelve-pounders; had on board when she sailed from America, two months since, a complement of one hundred forty-nine men, but in the action one hundred and twenty seven,² commanded by Lieutenant Commandant W. H. Allen, who, I regret to say, was wounded early in the action, and has since suffered the amputation of his left thigh.

No eulogium I could use would do sufficient justice to the merits of my gallant officers and crew, which consisted of one hundred and sixteen; the cool courage they displayed, and the precision of their fire, could only be equalled by their zeal to distinguish themselves; but I must beg leave to call your attention to the conduct of my first lieutenant Thomas Welsh, of Mr. William Ganville, acting master, Mr. William Ingram, the purser, who volunteered his services on deck, and Mr. Richard Scott, the boatswain.

Our loss, I am happy to say, is small, one master's-mate, Mr. William Young, slain in the moment of victory, while animating, by his courage and example, all around him, one able seamen, John Emery, besides five seamen wounded, who are doing well; that of the enemy I have not been able to ascertain, but it is considerable, her officers say, about forty killed and wounded.³ I have the honor to be, &c.

J. F. MAPLES, Commander.

Naval Chronicle, Vol. 30 (July-Dec. 1813), pp. 216-17.

1. Edward Thornborough was commanding officer of the Irish Station.

2. *Argus* departed New York with a complement of 151 men. At the time of her engagement with *Pelican*, *Argus's* crew, due to the manning of several prizes, had been reduced to 131, 127 of whom were fit for duty.

3. *Argus's* known casualties totaled six killed and eighteen wounded, five mortally. The casualty reports of Surgeon James Inderwick and Lieutenant William H. Watson are published in *Niles's Weekly Register*, Vol. 7 (Sept. 1814-Mar. 1815), p. 39 and Vol. 8 (Mar.-Sept. 1815), pp. 43-44.

JOHN HAWKER TO WILLIAM ALLEN

PLYMOUTH, 19th AUGUST, 1813.

SIR—The station I have had the honor to hold for many years past, of American vice consul, calls forth my poignant feelings in the communication I have to make to you of the death of your son, captain Allen, late commander of the United States' brig of war *Argus*, which vessel was captured on Saturday last, in the Irish channel, after a very sharp action of three quarters of an hour, by his Britannic majesty's ship *Pelican*.

Early in the action he lost his left leg, but refused to be carried below, till from loss of blood, he fainted. Messrs. Edwards and Delphy, midshipmen, and four seamen, were killed; and lieutenant Watson, the carpenter, boatswain, boatswain's mate, and seven men wounded. Captain Allen submitted to amputation, above the knee, while at sea. He was yesterday morning attended by very eminent surgical gentlemen, and removed from the *Argus* to the hospital, where every possible attention and assistance would have been afforded him had he survived; but which was not, from the first moment, expected, from the shattered state of his thigh! At eleven, last night, he breathed his last! He was sensible at intervals until within ten minutes of his dissolution, when he sunk exhausted, and expired without a struggle! His lucid intervals were very cheerful; and he was satisfied and fully sensible that no advice or assistance would be wanting. A detached room was prepared by the commissary and chief surgeon, and female attendants engaged, that every tenderness and respect might be experienced. The master, purser, surgeon, and one midshipman, accompanied captain Allen, who was also attended by his two servants.

I have communicated and arranged with the officers respecting the funeral, which will be in the most respectful, and at the same time economical manner. The port admiral has signified that it is the intention of his Britannic majesty's government that it be publicly attended by officers of rank, and with military honors. The time fixed for procession is on Saturday, at eleven, A.M. A lieutenant-colonel's guard of the royal marines is also appointed. A wainscoat coffin has been ordered; on the breast plate of which will be inscribed as below.* Mr. Delphy, one of the midshipmen, who lost both legs, and died at sea, was buried yesterday in Saint Andrew's church yard. I have requested that captain Allen may be buried as near him, on the right (in the same vault, if practicable) as possible. I remain, respectfully, sir, your most obedient, humble servant.

(Signed) JOHN HAWKER
Cidevant American vice consul

To general Allen, &c. &c. &c. Providence, R. Island.

*Tablet, whereon will be recorded the name, rank, age and character of the deceased, and also of the midshipman, will be placed (if it can be contrived) as I have suggested; both having lost their lives in fighting for the honour of their country.

Niles's Weekly Register, Vol. 5, supplement (Sept. 1813–Mar. 1814), p. 49.

The New Sloops of War: Launching *Peacock*

Peacock was one of six new sloops of war authorized by Congress in March 1813.¹ She was built at New York by Adam and Noah Brown² with her keel being laid on 9 July. To command *Peacock*, Secretary Jones selected Master Commandant Lewis Warrington,³ a capable and combat-tested naval veteran of thirteen years. Warrington arrived in New York to superintend the sloop's construction the last week in August. As the following documents illustrate, *Peacock*'s new commander had to attend to innumerable details in preparing his ship for launch. The exploits of the powerful and swift-sailing *Peacock* in 1814 and 1815 would confirm Jones's faith in the new sloop as the ideal class of vessel for waging war against the enemy's commerce.

1. See pp. 43, 45.

2. The Browns also designed and built several well known privateers, among them General Armstrong, Prince de Neufchatel, and Paul Jones. According to maritime historian Howard Chapelle, the ships designed by Adam and Noah Brown "were usually noted for speed." See Chapelle, *American Sailing Navy*, p. 260.

3. Warrington was promoted to master commandant on 24 July 1813.

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York August 26th 1813

Sir

I have the honor to inform you that I have arrived at this place agreeably to order, and find the Sloop progressing pretty rapidly; all her Beams, and the framing of the gun Deck being nearly completed—

As expedition in her equipment, is doubtless a primary consideration, I take the liberty of suggesting, the propriety of commencing, on the spars, carriages, rigging and sails all of which I apprehend might be nearly completed by the time she is launched— In the mean time, a rendezvous, might at this moment, be opened for her with success; as I find that there are now here a number of Seamen—

As the next important consideration, that presents itself, is the selection of Officers, and as much depends on a reciprocal knowledge of each other's qualifications, I had previous to leaving the *United States*, some conversation, with Com: Decatur, who has agreed, (provided it meet your approbation) to Lieut: Nicholson's joining the vessel as her first, when he himself shall have got the vacancies in his own ship supplied. There is also a Midshipman (Philip Voorhees) of Trenton New-Jersey, whose abilities are so well known to me, from a long course of service together, that it would afford me much satisfaction, to have him with me now With much respect I am Your Obdt: Servt:

L. Warrington

ALS, DNA, RG45, MC, 1813, No. 113 (M147, Roll No. 5).

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York September 6th 1813

Sir

I yesterday received the two letters, which you transmitted, containing the different statements, for the outfits of the *Peacock*: and have communicated with the Agent on the subject; who is now making his arrangements for the completion of them

With respect to the Kentucky Hemp, which you have mentioned to Dr. Bul-
lus, I have heard such general complaint from the Officers here at this time, and during the last winter, whose experience rendered them judges that I have deemed it proper to state it to you; and also that the persons who have agreed to contract for the furnishing it, are remark'able for finesse and slight work whenever they think it will escape detection

There are now on hand here, nearly an hundred Tons of that Hemp, which on account of its inferiority, have not been manufactured, and which has occasioned my being so explicit, as you seem to leave it optional, and I should not wish to be at the expence of Russia, if the other would answer

With respect to the Boats, I observe that the 1st. Cutter or Launch, is to be clinker built, which I should suppose would render her much weaker, than a Carvel built boat; would be more difficult to repair when injured, as well as much more expensive, and for the purpose of boating an anchor, which may sometimes be necessary, she will not be as convenient as a Launch, which might be built of pine, to render her light as has been done in several instances I also submit to your judgement, the propriety of having another small boat, as at sea, in the event of having our only one injured, the inconvenience of having to take out a large Cutter with the yards, would be great, as well as the delay sometimes occasioned thereby—

Mr. Voorhees as acting Lieut: and Mr. Parker¹ as master have joined the Sloop The former is entirely idle; and if we could open a rendezvous, we should not only get some fine fellows; but also give an active young man employment

As we shall soon want a Carpenter, and as I cannot expect a warranted one, (there being so few) I should like much to have your approbation to engage one who is strongly recommended and whose brother is Carpenter of the *United States* and is in high estimation there for his qualifications— In taking the liberty to offer my opinions about the Hemp and Boats; I beg that you will not suppose, it any thing but a wish to render every assistance in my power, in the line of my profession has been my motive I am respectfully Your Obedt. Servt.

L. Warrington

ALS, DNA, RG45, MC, 1813, No. 120 (M147, Roll No. 5).

1. James Parker was warranted a sailing master on 17 August 1813. Upon learning that Secretary Jones had received a published report that he was "an imposter, and an infamous Character," Parker set out for the capital to clear his name. The sailing master deserted the service after failing to convince Jones of his honest reputation with several bogus letters of recommendation. Quoted text from Jones to Bainbridge, 17 Jan. 1814, DNA, RG45, SNL, Vol. 11, p. 194 (M149, Roll No. 11). See also Jones to Warrington, 27 Jan. 1814, DNA, RG45, SNL, Vol. 11, p. 202 (M149, Roll No. 11).

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York September 13th. 1813

Sir

In conformity to the wish contained your last letter, of knowing when the *Peacock* will be launched; I have the honor to inform you, that the Builders calculate on putting her into the water, on the 22d or 23d of the present month— This is on the supposition that she will be coppered afloat; and I am now going to the yard, to ascertain the quantity of sheathing copper, that may be on hand, for that purpose— Although there have been no directions issued, for joiner's work: yet as I suppose it is your wish, that every thing should be under way; I have ~~given~~ requested the Agent, to fix upon some man, in whom he can place confidence, and make an arrangement with him for the speedy completion of it— She will I suppose, be fitted by riggers, as there are not men in the yard to do it— I am much pleased, that my observations with respect to the Boats, meet your approbation: ~~and~~ but as it regards the Kentucky Hemp, my remarks applied to the parcel in possession of the manufacturer, whose name was mentioned— Mr. Clarke as Purser, has reported himself under orders of the 16th. Ult: and Mr. Thorn, under orders of the 4th of the present month, has also reported himself, as attached to the Sloop; which I apprehend must be a mistake and as I am at a loss to ascertain which it is your intention, I should retain, I have to request your commands on that head¹ I have the honor to be respectfully

L. Warrington

Although I understand, that in your directions about the gun-carriages every thing appertaining to them is to be supplied by the maker of them, yet as a question has arisen amongst the persons disposed to contract, whether the screws and cast iron plates, which receive the navel bolt to secure the gun to the carriage, will or will not be sent with the guns, as thus has been frequently the case, I have also to request your intention on that head and more particularly as the Agent seems to be of that opinion

ALS, DNA, RG45, MC, 1813, No. 125 (M147, Roll No. 5).

1. Both James H. Clark and Herman Thorn were commissioned pursers on 24 July 1813. Thorn remained with *Peacock* and Clark was ordered on to *Frolic*.

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York Sepr. 22d 1813

Sir

As it seems Commodore Decatur is anxious to retain Lt. Nicholson as first with him; and as Lt. Saunders of the *Constellation*, has requested me to apply for his joining the *Peacock*; I take the liberty of asking for him as 2d, under the impression that that ship, will scarcely be able to get to sea this season, and independent of Lt. S., is better off for Officers than any other that I know of— Mr. Williams¹ who has been for some time an acting Mid: of the *United States*, who was in her at

the time she captured the *Macedonian*, but who left her some time since, to settle some private business that required his personal attendance, is anxious to be ordered to the *Peacock* in the same capacity, if it does not interfere with any regulation which you may have adopted— I should be pleased to have him, as I have tested his capability and knowledge, and can speak well of him, from experience— In the arrangement of Officers for this Sloop, I should be gratified in being left without a Marine Officer, as without him the Gun-room will contain a sufficient number of cabins to obviate the necessity of hanging a Cot in it; and the Detachment may be reduced from 25, the ordinary number, to 20 the number fully sufficient; by which we should acquire five additional Seamen; and to prevent the loss that might accrue to Government in the cloathing accounts, the clerk could very well take charge of them, and make the proper statements— I subjoin the following statement for the ship's Company, supposing it to be about 160, and should it meet your approbation and ideas, it will give me great pleasure

- 1 Captain
- 3 Lieuts:
- 1 Master
- 1 Surgeon
- 1 Purser
- 4 Midsn:
- 1 Clerk
- 3 Master's Mates
- 1 Boatswain
- 1 Gunner
- 1 Carpenter
- 1 Ship's Steward
- 4 Quarter Masters
- 6 Quarter Gunners
- 2 Boatswain's Mates
- 1 Cook
- 20 Marines
- 108 Seamen, Ordinary, and Boys, including other Petty Officers not mentioned— I have omitted a Sail-Maker because I can get a very good man who is willing to go as Mate and it will be reducing the number of Officers and ~~the~~ increasing the number of working hands Very respectfully I am
- 160 Your Obdt. Servt.

L. Warrington

ALS, DNA, RG45, MC, 1813, No. 131 (M147, Roll No. 5).

1. Benjamin S. Williams was warranted a midshipman by the Navy Department on 9 November 1813.

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York Sept: 30th 1813

Sir

I have the honor to inform you of the launch of the *Peacock* on Monday last;¹ which I should have earlier communicated, but for a severe indisposition for the

two last days— We have opened a rendezvous and are going on with it well— We have entered seventy two men already—

The weather has been, and is now so stormy, that we have not yet been able, to transport the Sloop to the yard— I am respectfully Your Obdt. Svt.

L. Warrington

ALS, DNA, RG45, MC, 1813, No. 133 (M147, Roll No. 5).

1. 27 September 1813.

Hurricane Damage to the Southeastern Stations

Over a three-week period in August and September, the naval stations at Charleston and St. Marys were rocked by two successive hurricanes.¹ Damage caused by these gales would hamper naval operations along the southeastern coast well into the new year.

1. For additional information on the first of these two storms, consult Ludlum, *Early American Hurricanes*, pp. 58–59.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honorable William Jones

Charleston 28th Augt 1813

Sir,

It is with regret, I have to inform you, that the weather for some time past has indicated a gale—which came on yesterday about noon from the N.E. and by 9. P.M. increased to a hurricane, which blew with greater violence until 12, than I have ever recollected, to have experienced; the City and wharves present this morning a melancholy aspect; it is impossible as yet to give any idea of the damage, but it has been greater than that Sustained in 1804, the *Nonsuch*, *Carolina*, and Hospital Ship, are the only vessels safe, the latter dismasted, some of the barges in seeking safety in the docks were carried in the streets, ~~of~~ with the general Wreck, and are much damaged, the tide rose so high that Ships are now on the wharves— the beautiful new Bridge over Ashley river is entirely destroyed, and washed away. the Prison Ship parted her cable and is now on shore at James Island, a wreck of a vessel on fort reef—not Known whether the people on board were saved.

I had the honor to inform you in my letter of yesterday that I should proceed to port Royal with the barges, the weather prevented it, at the moment of departure, which I consider a fortunate escape. I shall be able tomorrow to give you a correct report of the damage sustained by the Schooners & Barges under my command. I Have the Honor to be With great respect Yr. most obt Svt

J H Dent

LS, DNA, RG45, CL., 1813, Vol. 5, No. 165 (M125, Roll No. 29).

COMMODORE HUGH G. CAMPBELL TO SECRETARY OF THE NAVY JONES

St Mary's 18th Sept. 1813

Sir

We had yesterday morning and night proceeding one of the most severe Gales I have ever witnessed— It commenced about 6 PM at NNE and veered to NBW when it blew with the greatest force and continued until about 1 A.M, at which time the Tide, which had Risen to an uncommon high ceased to flow, and for about one hour we were favored with a calm— About two o'clock the Gale recommenced at sw and blew until daybreak with equal, indeed I think increased violence— here the destruction commenced, every Vessel in harbor drove on shore or sunk at their moorings— Gun Vessel No. 164 Jno. R Grayson commander, that had just returned from convoying Troops to Beaufort, upset at an anchor and of 26 souls on board at the time she went down only six were saved— Mr Grayson and two men reached the marsh on the Florida side and with Great difficulty supported themselves through the night and until 11 o'clock next day, when they were discovered and taken off— Mr Lecompt mids. on board, and two men were taken off from an old wreck about 2 1/4 miles down the River between this place and Point Peter, to which place they were taken No. 161 in ordinary Lies sunk a little above the harbor, I am in hopes she will be got up— No 62 the Vessel which was reported as condemnable, which Lay off the Town, having on board the men attached to vessels in ordinary, sunk at her anchors, but fortunately no lives were lost— Nos. 160, 158, 63 and 165 are on shore above high water mark, they will be got off with little damage the two former are in ordinary— No. 3 Hospital Vessel parted her cables and drifted over abody of marsh about 3 miles, and is now on the Florida shore have sent her assistance and hope she will be got off No 168 John Hulburd commander Laying off the south End of Cumberland, not being able to fetch into this river above Point Peter, run for the harbor of Fernandina and anchored. above the Town, from which situation he driven some miles over a marsh and is now on shore about 6 or 7 miles from this place with the loss of his mainmast— The damage attending the Gun Vessels on shore, I flatter myself will be trifling— a few new Boats and 3 or 4 Cables & anchors will be required, some canvas and carpenters work— The Gun Vessels and almost every Vessel on shore lay in the street— No. 63 has lost her rudder and channels, Nos. 160 and 165 the Iron work of their rudders— the *saucy Jack*, Privateer of Charleston Laying ready to sail is now laying high and dry on a marsh that must be at least 5 feet above the line of Low Tide She draws 14 feet, seven feet being the common Rise

This town has suffered much Seven Inhabited houses blown down and several in frame, but no lives Lost,— much more fortunate than its neighboring town Fernandina, where I am told by a gentleman Just from that place, that 20 houses are blown, down every Vessel in port drove on shore, except a Swedish Brig, and a considerable amount of Mercantile property destroyed I have the honor to be With Great Respect Sir your obedient servant

Hugh G Campbell

Philadelphians Contribute Ships to the Navy

In May, the Common Council of Philadelphia voted monies to construct six barges for the defense of the Delaware River.¹ The council's action reflected the fears of many Philadelphians that the federal government was incapable of defending their city and its mercantile trade. It was the council's intention, once these craft were completed, to turn them over to the navy for use in conjunction with other public warships. Work on the barges was completed before the end of spring, but it was not until September that they were finally transferred to the navy where they proved a welcome addition to the Delaware flotilla.

1. For documentation relating to the council's decision, see pp. 115-17.

THOMAS LEIPER TO SECRETARY OF THE NAVY JONES

Philada. September 2d. 1813

Dear Sir

This day the Committee of the Corporation Flotilla assigned to George Harrison Esqr. Navy Agent Three of their Barges viz No. 1, 2 & 3 It would be an agreeable thing to the Committee could they get clear of the whole Flotilla belonging to the Corporation and clear I am it would be an advantage to the service if the property was invested in the Navy Department—

Your Navy Agent Mr. Doughty objected to the Barge No. 4 not on account of Her size but as not being sufficiently built. This Barge was built under the direction of Mr. Emanuel Eyres the method he took he conceived to be an improvement but Captain Hawkins informs with the expence of a very few dollars she might be fitted up like to the others— No. 5 & 6 your Mr. Doughty objected to them because they were under the size the Law required but cannot you apply to some other purpose— The Barges without the schooner *Helen* cannot exist for the Barge men have no place to sleep or screen their stores but on board the schooner and as you must have a Vessel of the Kind you cannot procure one on better terms— I am informed on a peace establishment she would sell for almost double the money she cost viz 5000\$ As for the Gun Boat¹ built and fitted out under the direction of Captain Gustavus Conyngham² who has seen and examined every Timber in her there is but one opinion of her here viz that she so far exceeds any of our Gun Boats here as a 74 that of a Frigate— Captain Conyngham informs she will Row Fifty two oars and that she equal to any Four Gun Boats on this station We are extremely interested here to see this Gun Boat properly man'd by men who will fight her and if she is found so very supperior to those in being they will be discharg'd and others on the same Construction built for the First Cost of this Vessel \$6500 is nothing in Comparison when we take into View Bounty Pay and Rations of men for seven Years for that is the period I affix to the War unless Great Britain should get in the Gutter sooner— My reason you will observe their minds are made up to establish certain Claims and Our's are made up never never to admit them from that circumstance no[thing] remains but to Fight it Out— Respectfully I am Your most Obedient St.

Thomas Leiper
Chairman

ALS, DNA, RG45, MLR, 1813, Vol. 6, No. 22 (M124, Roll No. 58).

1. A reference to the galley *Northern Liberties*.
2. Gustavus Conyngham had earned great fame during the American Revolution as commander of the Continental Navy cutter *Revenge*. During the War of 1812, he was a member of the Common Council of the City of Philadelphia.

SECRETARY OF THE NAVY JONES TO THOMAS LEIPER

Thomas Leiper Esqr.
Chairman of the Committee
of the Philadelphia Corporation Flotilla

Navy Depart.
Sepr. 16. 1813.

I have delayed answering your favor of 2d. inst. until I could finally determine upon the propositions it contains in respect to the Barges and Schooner belonging to the Corporation of the City of Philadelphia and I have directed the Navy Agent to negotiate with you for the purchase of the large Gun Boat, and of Barges No. 5 & 6—also of the Schooner *Helen*.

The rule by which this Department must be governed in carrying into effect the Laws providing for Building or procuring of Barges, is the intrinsic value or what such vessels properly constructed and fitted for the required Service would cost the Department if built under its direction. Having recently built at this Navy Yard and by Contract elsewhere a number of large Barges or galleys of a very Superior kind and Construction, I am induced to believe from a comparison of the Cost of those with that of your Gun Boat and allowing for the difference of size—that your Boat cost more than a similar one could be built for by the government; and moreover I do not approve of the manner in which the Gun carriages and Slides are constructed, as the Guns cannot be pointed to the object in a horizontal direction by the Carriage, but by the movement of the entire Boat. Some alterations may therefore be necessary which will add to the cost. I mention these things for your consideration. I have felt it to be my duty to take the Barges built by the City in preference to building, because a very considerable expense had been incurred by its inhabitants with very patriotic motives. The Navy Agent will confer with you on the subject and I have no doubt that a compromise will readily be made upon just and equitable principles.

The Barge No. 4 is reported to me to be too slightly built for the Service and would probably cost more in repairs from time to time than she is worth. I therefore decline the purchase of that Barge. I am very respectfully your obedt. Servt.

W. Jones.

LB Copy, DNA, RG45, MLS, Vol. 11, p. 433 (M209, Roll No. 11).

Enterprise vs. Boxer

Lieutenant William Burrows relieved Master Commandant Johnston Blakeley as commander of *Enterprise* on 21 August.¹ A native of Pennsylvania, Burrows was son of the Marine Corps' first commandant, William W. Burrows, and had served in the navy for more than thirteen years. Although he was viewed "as something of an odd fish in the serv-

ice," the twenty-seven-year-old lieutenant was a thoroughly accomplished seaman and a capable officer.² As he put to sea on what was to be his first and last cruise in *Enterprise*, Burrows may have felt a particularly strong sense of mission, for only three months before he had lain in a British prison at Barbados. On 5 September he would avenge his captivity when *Enterprise* fell in with H.M. brig *Boxer*.

1. Blakeley was ordered on to Charlestown to superintend the construction of one of the new sloops of war building there. See Jones to Blakeley, 6 Aug. 1813, DNA, RG45, A&R, Vol. 11, p. 26.
2. Maloney, Captain from Connecticut, p. 232. For contemporary appraisals of Burrow's character and career, see *Analectic Magazine*, Vol. 1 (Nov. 1813), pp. 396-403; and *Niles's Weekly Register*, Vol. 5, supplement (Sept. 1813-Mar. 1814), pp. 36-41.

CAPTAIN ISAAC HULL TO LIEUTENANT WILLIAM BURROWS

U.S. Navy Yard Portsmouth 28th Aug. 1813

Sir,

You having reported to me that the U S. Brig *Enterprise* under your command is ready for service, I have to direct, that you proceed to sea on a Cruise along the coast to the Eastward as far as Kennebeck River calling off the different ports between this place and Kennebeck and taking a good look in shore.

As the object of your cruise is to protect the coasting trade to the eastward which has been so much interrupted by small cruisers of the enemy of late, you will keep as close along the land as the safety of your vessel will admit, and by all means keep so close as not to let the large Cruisers of the Enemy get in shore of you to cut you off, and great care must be taken to keep so near a port that your vessel will enter as to be sure of reaching it in a few hours chase as the enemy's cruisers are so numerous that you hardly hope to be long out without being chased by a superior force, in which case it would be desirable to have a port under your lee or near you, that you may run for.

As it is the practice of the Enemy to man out small coasting boats for the purpose of deceiving and capturing the vessels running along the shore, and as these vessels are often made use of by our own citizens for the purpose of conveying supplies to the enemy and for carrying on an unlawful trade with them, you will examine all suspicious vessels hovering about the coast and should you find any that cannot give a proper account of themselves they must be sent in for examination—

Should you find it necessary, from bad weather, being chased by an enemy, or any other cause, to enter a harbour you will not remain there any longer than is absolutely necessary for the safety of your vessel and the good of the service.

You will give convoy and every other aid in your power to vessels wanting it and keep me advised of all your proceedings as opportunities offer—

Enclosed you have a set of signals for your vessel which you will receive and be particularly careful that they do not fall into the hands of the Enemy or any one that will make a bad use of them, and as soon as you shall have made yourself acquainted with the private signals sufficiently to retain them in your memory you will destroy the memorandum that accompanies them.

You will return this place in two weeks unless the service should require you to remain on the Eastern coast longer, in which case you will advise me. Very respectfully I am, Your Obedt. Servant.

LB Copy, NHi, Isaac Hull Letter Books, 25 Feb. 1813-13 Mar. 1814, pp. 112-13.

LIEUTENANT DAVID MCCRERY, R.N., TO
COMMANDER ALEXANDER GORDON, R.N.

Copy
Edw: Griffith R. Adml:

Portland, United States
6th: of September 1813.

Sir,

I have to acquaint you for the information of the Commander in Chief, with the Capture of His Majestys late Brig *Boxer*, by the United States Brig *Enterprise*, Yesterday, between Seguin and Manheagan, distant East from Portland about ten leagues.

I lament it becomes my duty, from the death of Captain Blyth, who fell the first broadside, to state that on the 4th. Instant the *Boxer* being at anchor at the Island of Manheagan sent her boats towards Demoscota in chase, and having captured a Schooner, which was immediately recaptured by an American Privateer, she weighed so suddenly as to leave the Assistant Surgeon with two Midshipmen onshore, and having chased the Privateer until night the wind became so light as to prevent our return for those Officers. The next morning we observed a man of War brig in the Offing. At 9 AM, discovered her to be the *Enterprise*, gave chase which she observed, and made all possible sail from us distant about six miles, beating to the Westward with a light breeze. Shewed our Colours and fired a Gun. At 2°.40 PM. coming up with the Enemy fast, who fired her stern Gun at us, and shewed American Colours at each Mast head. At 3°.10' she shortened Sail, and bore up to close us, then distant about one mile. At 3°.35' we commenced action within half pistol Shot, and continued it within that distance until 4°.45' P.M. when we were a complete wreck; all the Braces and Rigging shot away, the Main top Mast and top gallt. Mast hanging over the side, Fore and MainMasts nearly gone, and totally unmanageable; with only our Quarter Deck Guns manned; Three feet water in the hold; No Surgeon to attend the Wounded; and the Enemy at that moment gaining a raking position I deemed it proper, with the advice of the Officers, to hail the Enemy telling them we would strike having our Ensigns nailed by that brave and good Officer Captn. Blyth who entered the action with the most noble and determined bravery, and fell cheering and giving confidence to his Crew.

I now have to speak in every good terms of the brave and cool conduct of Mr. John Read, Actg. 2nd: master (who has passed his examination for Lieutenant) and Mr. Francis Gould, the Purser; the former for his judicious conduct in laying us alongside the Enemy, and working the Guns after the ship was disabled the latter, who commanded the Quarter Deck Guns by his own, and by the wish of his late Captain, for keeping up to the last a steady and resolute fire. I likewise beg to mention Mr. John McA[ulay] Clerk, for his attention to the wounded.

I have now to hope that my Superiors will not conceive that the British flag has been disgraced by this action. The *Boxer* had sixty six persons onboard (including the beforementioned Officers and eleven boys) out of which four are Killed, and eighteen wounded.

The *Enterprise* carries fourteen 18 Pound Carronades, and two long nines, with a Complement of One hundred and two men; being two Guns and Thirty six men in her favour. She is much damaged in Hull and Rigging:—both lower masts nearly gone, her Captain and three men killed, and fourteen wounded.

I feel it my duty to mention that the Bulwarks of the *Enterprise* were proof against our Grape, when her Musquet Balls penetrated thro' ours. I enclose a List¹ of the Killed and wounded.—and have the honor to be, Sir, Your most obedient humble Servant,

signed, David McCrery.
Lieutt. late of the *Boxer*.

Captain Gordon,
His Majesty's Sloop *Rattler*

Copy, UKLPR, Adm. 1/504, pp. 301-3.

1. This enclosure lists four men killed and eighteen wounded.

LIEUTENANT EDWARD R. MCCALL¹ TO CAPTAIN ISAAC HULL

United State's Brig *Enterprise*
Portland, 7. September, 1813

Sir,

In consequence of the unfortunate death of Lieutenant Commandant William Burrows, late Commander of this vessel, it devolves on me to acquaint you with the result of our Cruize after sailing from Portsmouth on the 1st. instant. We steered to the eastward, and on the morning of the 3d. off Wood Island, discovered a Schooner which we chased into this harbour where we anchored. On the morning of the 4th. weighed anchor and swept out and continued our course to the eastward. Having received information of several Privateers being of Monhagan we stood for that place, and on the following morning in the bay near Penequid Point discovered a brig getting under way which appeared to be a vessel of war, and to which we immediately gave chase. She fired several guns and stood for us, having four Ensigns hoisted. After reconnoitering and discovering her force and the nation to which she belonged we hauled upon a wind to stand out of the bay, and at 3 o'clock shortened sail tacked and ran down with an intention to bring her to close action. At twenty minutes after 3. pm. when within half pistol shot, the firing commenced from both, and after being warmly Kept up, and with some manoeuvring, the enemy hailed and said they had surrendered about 4 p.m., their colours being nailed to the Masts could not be hauled down. She proved to be his B. Majesty's late Brig *Boxer* of fourteen guns, Samuel Blythe Esquire Commander, who fell in the early part of the engagement having received a cannon shot through the body. And I am sorry to add that Lieutenant Burrows who had gallantly led us to action fell also about the same time by a musket ball which terminated his existence in eight hours.

The *Enterprise* suffered much in Spars and Rigging and the *Boxer* both in Spars Rigging and hull, having many shot between wind and water.

It would be doing injustice to the merit of Mr. Tillinghast second Lieutenant, were I not to mention the able assistance I received from him during the remainder of the engagement, by his strict attentions to his own division and other departments. And the Officers and Crew generally I am happy to

ALS, DNA, RG45, MLR, 1813, Vol. 6, No. 22 (M124, Roll No. 58).

1. A reference to the galley *Northern Liberties*.
2. Gustavus Conyngham had earned great fame during the American Revolution as commander of the Continental Navy cutter *Revenge*. During the War of 1812, he was a member of the Common Council of the City of Philadelphia.

SECRETARY OF THE NAVY JONES TO THOMAS LEIPER

Thomas Leiper Esqr.
Chairman of the Committee
of the Philadelphia Corporation Flotilla

Navy Depart.
Sepr. 16. 1813.

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W. Jones.

LB Copy, DNA, RG45, MLS, Vol. 11, p. 433 (M209, Roll No. 11).

Enterprise vs. Boxer

Lieutenant William Burrows relieved Master Commandant Johnston Blakeley as commander of *Enterprise* on 21 August.¹ A native of Pennsylvania, Burrows was son of the Marine Corps' first commandant, William W. Burrows, and had served in the navy for more than thirteen years. Although he was viewed "as something of an odd fish in the serv-

ice," the twenty-seven-year-old lieutenant was a thoroughly accomplished seaman and a capable officer.² As he put to sea on what was to be his first and last cruise in *Enterprise*, Burrows may have felt a particularly strong sense of mission, for only three months before he had lain in a British prison at Barbados. On 5 September he would avenge his captivity when *Enterprise* fell in with H.M. brig *Boxer*.

1. Blakeley was ordered on to Charlestown to superintend the construction of one of the new sloops of war building there. See Jones to Blakeley, 6 Aug. 1813, DNA, RG45, A&R, Vol. 11, p. 26.
2. Maloney, Captain from Connecticut, p. 232. For contemporary appraisals of Burrow's character and career, see *Analectic Magazine*, Vol. 1 (Nov. 1813), pp. 396-403; and *Niles's Weekly Register*, Vol. 5, supplement (Sept. 1813-Mar. 1814), pp. 36-41.

CAPTAIN ISAAC HULL TO LIEUTENANT WILLIAM BURROWS

U.S. Navy Yard Portsmouth 28th Aug. 1813

Sir,

You having reported to me that the U S. Brig *Enterprise* under your command is ready for service, I have to direct, that you proceed to sea on a Cruise along the coast to the Eastward as far as Kennebeck River calling off the different ports between this place and Kennebeck and taking a good look in shore.

As the object of your cruise is to protect the coasting trade to the eastward which has been so much interrupted by small cruisers of the enemy of late, you will keep as close along the land as the safety of your vessel will admit, and by all means keep so close as not to let the large Cruisers of the Enemy get in shore of you to cut you off, and great care must be taken to keep so near a port that your vessel will enter as to be sure of reaching it in a few hours chase as the enemy's cruisers are so numerous that you hardly hope to be long out without being chased by a superior force, in which case it would be desirable to have a port under your lee or near you, that you may run for.

As it is the practice of the Enemy to man out small coasting boats for the purpose of deceiving and capturing the vessels running along the shore, and as these vessels are often made use of by our own citizens for the purpose of conveying supplies to the enemy and for carrying on an unlawful trade with them, you will examine all suspicious vessels hovering about the coast and should you find any that cannot give a proper account of themselves they must be sent in for examination—

Should you find it necessary, from bad weather, being chased by an enemy, or any other cause, to enter a harbour you will not remain there any longer than is absolutely necessary for the safety of your vessel and the good of the service.

You will give convoy and every other aid in your power to vessels wanting it and keep me advised of all your proceedings as opportunities offer—

Enclosed you have a set of signals for your vessel which you will receive and be particularly careful that they do not fall into the hands of the Enemy or any one that will make a bad use of them, and as soon as you shall have made yourself acquainted with the private signals sufficiently to retain them in your memory you will destroy the memorandum that accompanies them.

You will return this place in two weeks unless the service should require you to remain on the Eastern coast longer, in which case you will advise me. Very respectfully I am, Your Obedt. Servant.

LB Copy, NHi, Isaac Hull Letter Books, 25 Feb. 1813-13 Mar. 1814, pp. 112-13.

LIEUTENANT DAVID MCCRERY, R.N., TO
COMMANDER ALEXANDER GORDON, R.N.

Copy
Edw: Griffith R. Adml:

Portland, United States
6th: of September 1813.

Sir,

I have to acquaint you for the information of the Commander in Chief, with the Capture of His Majestys late Brig *Boxer*, by the United States Brig *Enterprise*, Yesterday, between Seguin and Manheagan, distant East from Portland about ten leagues.

I lament it becomes my duty, from the death of Captain Blyth, who fell the first broadside, to state that on the 4th. Instant the *Boxer* being at anchor at the Island of Manheagan sent her boats towards Demoscota in chase, and having captured a Schooner, which was immediately recaptured by an American Privateer, she weighed so suddenly as to leave the Assistant Surgeon with two Midshipmen onshore, and having chased the Privateer until night the wind became so light as to prevent our return for those Officers. The next morning we observed a man of War brig in the Offing. At 9 AM, discovered her to be the *Enterprise*, gave chase which she observed, and made all possible sail from us distant about six miles, beating to the Westward with a light breeze. Shewed our Colours and fired a Gun. At 2°.40 PM. coming up with the Enemy fast, who fired her stern Gun at us, and shewed American Colours at each Mast head. At 3°.10' she shortened Sail, and bore up to close us, then distant about one mile. At 3°.35' we commenced action within half pistol Shot, and continued it within that distance until 4°.45' P.M. when we were a complete wreck; all the Braces and Rigging shot away, the Main top Mast and top gallt. Mast hanging over the side, Fore and MainMasts nearly gone, and totally unmanageable; with only our Quarter Deck Guns manned; Three feet water in the hold; No Surgeon to attend the Wounded; and the Enemy at that moment gaining a raking position I deemed it proper, with the advice of the Officers, to hail the Enemy telling them we would strike having our Ensigns nailed by that brave and good Officer Captn. Blyth who entered the action with the most noble and determined bravery, and fell cheering and giving confidence to his Crew.

I now have to speak in every good terms of the brave and cool conduct of Mr. John Read, Actg. 2nd: master (who has passed his examination for Lieutenant) and Mr. Francis Gould, the Purser; the former for his judicious conduct in laying us alongside the Enemy, and working the Guns after the ship was disabled the latter, who commanded the Quarter Deck Guns by his own, and by the wish of his late Captain, for keeping up to the last a steady and resolute fire. I likewise beg to mention Mr. John McA[ulay] Clerk, for his attention to the wounded.

I have now to hope that my Superiors will not conceive that the British flag has been disgraced by this action. The *Boxer* had sixty six persons onboard (including the beforementioned Officers and eleven boys) out of which four are Killed, and eighteen wounded.

The *Enterprise* carries fourteen 18 Pound Carronades, and two long nines, with a Complement of One hundred and two men; being two Guns and Thirty six men in her favour. She is much damaged in Hull and Rigging:—both lower masts nearly gone, her Captain and three men killed, and fourteen wounded.

I feel it my duty to mention that the Bulwarks of the *Enterprise* were proof against our Grape, when her Musquet Balls penetrated thro' ours. I enclose a List¹ of the Killed and wounded.—and have the honor to be, Sir, Your most obedient humble Servant,

signed, David McCrery.
Lieutt. late of the *Boxer*.

Captain Gordon,
His Majesty's Sloop *Rattler*

Copy, UKLPR, Adm. 1/504, pp. 301-3.

1. This enclosure lists four men killed and eighteen wounded.

LIEUTENANT EDWARD R. MCCALL¹ TO CAPTAIN ISAAC HULL

United State's Brig *Enterprise*
Portland, 7. September, 1813

Sir,

In consequence of the unfortunate death of Lieutenant Commandant William Burrows, late Commander of this vessel, it devolves on me to acquaint you with the result of our Cruize after sailing from Portsmouth on the 1st. instant. We steered to the eastward, and on the morning of the 3d. off Wood Island, discovered a Schooner which we chased into this harbour where we anchored. On the morning of the 4th. weighed anchor and swept out and continued our course to the eastward. Having received information of several Privateers being of Monhagan we stood for that place, and on the following morning in the bay near Penequid Point discovered a brig getting under way which appeared to be a vessel of war, and to which we immediately gave chase. She fired several guns and stood for us, having four Ensigns hoisted. After reconnoitering and discovering her force and the nation to which she belonged we hauled upon a wind to stand out of the bay, and at 3 o'clock shortened sail tacked and ran down with an intention to bring her to close action. At twenty minutes after 3. pm. when within half pistol shot, the firing commenced from both, and after being warmly Kept up, and with some manoeuvring, the enemy hailed and said they had surrendered about 4 p.m., their colours being nailed to the Masts could not be hauled down. She proved to be his B. Majesty's late Brig *Boxer* of fourteen guns, Samuel Blythe Esquire Commander, who fell in the early part of the engagement having received a cannon shot through the body. And I am sorry to add that Lieutenant Burrows who had gallantly led us to action fell also about the same time by a musket ball which terminated his existence in eight hours.

The *Enterprise* suffered much in Spars and Rigging and the *Boxer* both in Spars Rigging and hull, having many shot between wind and water.

It would be doing injustice to the merit of Mr. Tillinghast second Lieutenant, were I not to mention the able assistance I received from him during the remainder of the engagement, by his strict attentions to his own division and other departments. And the Officers and Crew generally I am happy to

add, from their cool and determined conduct, have my warmest approbation and applause.

As no Muster roll that can be fully relied on has come into my possession, I cannot exactly state the number killed aboard the *Boxer*, but from information received from the officers of that vessel, it appears there were between twenty and twenty five, and fourteen wounded. Enclosed is a list of the killed and wounded aboard the *Enterprise*. I have the honour to be with great respect Sir, Your Most Obedt. Servt.

Edward R. McCall
Senior Officer

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 19, enclosure (M125, Roll No. 31).

1. McCall was commissioned a lieutenant on 11 March 1813.

[Enclosure]

List of the killed and wounded aboard the U.S. Brig *Enterprise* in the engagement with the British Brig *Boxer* the 5th. Sept. 1813.

Killed

Nathl. Garren O. Seam.

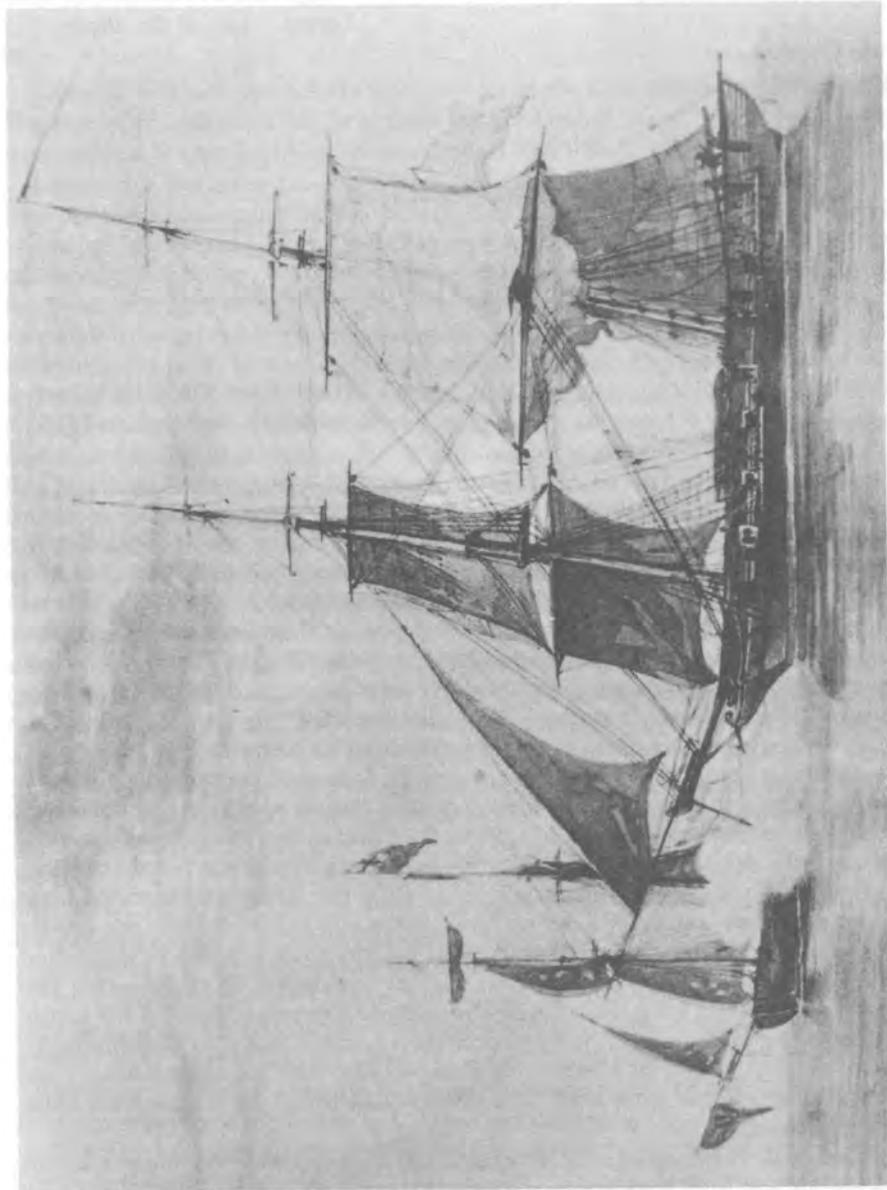
Wounded

Wm. Burrows Esqr.	Commr. since dead
Kervin Waters	Midsh. mortally
Elisha Blossom	Carptrs. mate, Since dead
David Horton	Qr. Master
Russel Coats	Qr. Master
Thomas Owings	Qr. Master
Benja. Gannon,	Boat's. Mate
Scuiler Bradley	Seam.
James Snow	Seam
Snow Jones	Seam.
Peter Barnard	O Seam
Wm. Thomas 2d.	Seam
John Fitzmere	Marine

Edwd. R. McCall
Senior Officer

Wounded aboard the *Boxer*

John Fuller	Seam
John Pollock	Seam
Benja. Jackson	Seam
Robert Collier	Seam
George Lachman	Seam
John Hagan	Seam
Robert Header	O Seam



Engagement between U.S. Brig *Enterprise* and H.M. Brig *Boxer* off Pemaquid Point, Maine, 5 September 1813

John Bell	O Seam
John Savage	Marine
Edward Watts	Marine
Henry Labet	Marine
Thomas Ritches	Marine
Henry Purdy	Carpenter's Mate
Robert Durian	Seaman

Edwd. R McCall
Senior Officer

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 19, enclosure (M125, Roll No. 31).

DEPOSITION OF LIEUTENANT JOHN A. ALLEN, BRITISH ARMY

[Extract]

Monhegan Island—
7th: September 1813.

I certify on the Word and honor of an Officer, and a Gentleman, the following to be a correct statement of facts:—

"That navigating for a short period from St. John's in H:M S *Boxer* for the benefit of my health; when off the Island of Monhegan—on Saturday the 4th: Inst.; understanding the inhabitants of that Island to be Neutrals, and would not molest those who deported themselves in a peaceable and friendly manner;— I landed on the same day for the purpose of taking a short walk, accompanied by Messrs: Pile & Nixon, Midshipmen.

"That Mr: Anderson Surgeon of the Vessel came on shore at the same time, with the intention of visiting and prescribing for a Cripple son of Mr. Starling an inhabitant of the Island, whom he had been requested to see on a former occasion when belonging to H:B:M:S. *Rattler*.—

"That after remaining a few hours on the Island we waited for a Boat from the *Boxer* to take us on board; at which time, she suddenly & unexpectedly got under weigh, and stood off to the Westward with the intention (as it afterwards appeared), of returning in the evening to take us on board.

"That the vessel was nearly becalmed in the night a considerable distance from us, which prevented her speedy return; when the following morning a Brig was discovered in sight to which the *Boxer* gave chase: An Action took place the same day between the Vessels;—before its termination we obtained a Small Boat, and endeavoured to get on board, but after the Engagement the vessels having borne away, we found it impossible to come up with them, and therefore returned to Monhegan.

"On Monday the 6th: Inst: a number of Armed Men, whom we understood to be Fishermen from various places surrounded the house in which we were, meaning to convey us away Prisoners:—but being apprehensive of violence, and ill treatment from them, we voluntarily put ourselves under the protection of Two Gentlemen who happened to land on the Island requesting them to take us to whatever part of the United States they might judge proper—their names were Capt: Sampson & Mr: Thomas

J. A. Allen
It: 64t: Regt.

Certified		
W. Anderson	Surgeon	<i>Boxer</i>
J. N. Pile	Midshipman	Do.
J. Nixon	Do.	Do.

DS, MHi, Frederick Lewis Gray Papers.

CAPTAIN ISAAC HULL TO SURGEON SAMUEL AYER¹

Portland 6th Sept. 1813

Sir,

There being a number of sick and wounded men now at this place landed from the United States Brig *Enterprize* and British Brig *Boxer*, and Doctor Washington² having requested of me some assistance to attend them, I have to direct that you give him as ~~he~~ much assistance as he may require and ~~see~~ that you visit the sick and wounded as often as the state they are in require, and see that no distinction is made between the Crew of the *Enterprize* and that of the *Boxer* as to the treatment they receive. You will every week make report to me the state the British prisoners are in and when any of them are so far recovered as to enable them to desert you will deliver them over to the Marshal³ taking his receipt for the same.

In furnishing Hospital stores and Medicines for them you will see that they are purchased at the least possible expense, and that they are of a good quality, and that proper care is taken of them— With great Respect I am Sir Your Obedt. Servant

LB Copy, NHi, Isaac Hull Letter Books, 25 Feb. 1813–13 Mar. 1814, p. 121.

1. Ayer was commissioned a surgeon on 29 December 1812.

2. Bailey Washington was commissioned a surgeon on 24 July 1813.

3. Thomas G. Thornton.

ACTING CARPENTER JOSEPH ROBINSON¹ TO CAPTAIN ISAAC HULL.

Report of the damages Sustained in the Carpenters Department, on board this Vessel, in the late Action with H.B.M.'s Brig *Boxer*, on the 5th. Augt. 1813—²

1. Fore Mast
1. Main Mast
1. Main Boom
6. Sweeps
1. Royal Yard
2. Studdingsail Booms
1. Main Topgallant Mast
1: Boat
The Taffarel cut away
The Bulwarks Slightly damaged

Joseph Robinson
Carpenter

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 34, enclosure (M125, Roll No. 31). Robinson's report was probably written on 9 or 10 September.

1. Joseph Robinson was first entered on *Enterprise's* muster roll on 28 August 1813. He was never warranted by the Navy Department.
2. Robinson meant 5 September.

ACTING BOATSWAIN JOHN BALL¹ TO CAPTAIN ISAAC HULL

Report of damages Sustained in the Boatswain's Department, on board this Vessel, in the late Action with H.M.B.'s Brig *Boxer*, on the 5th. August 1813—²

7. pair of Shrouds in the lower Rigging
3. pair " Ditto " " Topmast rigging
- the Main Stay stranded—
- the jib Stay—do—
- fore Topgallant Stay—
- Main lifts—
- Main boom Topping lifts
3. Topmast backstays—
- 1 Topgallant Backstay—
- Chief Part of the running rigging—

Sails

- 1: Square Main Sail
- 1: Fore & aft do Ditto—Ditto
1. Main Topsail
1. fore Topsail
1. Fore Topgallant sail
1. main Staysail
1. Jib

John Ball
Boatswain

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 34, enclosure (M125, Roll No. 31). Ball's report was probably written on 9 or 10 September.

1. John Ball was appointed acting boatswain on board *Enterprise* sometime between March and May 1813. His appointment was confirmed by the Navy Department with a warrant on 18 October 1814.
2. Ball meant 5 September.

ACTING GUNNER HORATIO EWART¹ TO CAPTAIN ISAAC HULL

Report of damages Sustained in the Gunners Department on board this Vessel in the late engagement with the B. Brig *Boxer*, on the 5th. Augt. 1813—²

1. 18 Pound Carronade
8. Ships Muskets
7. Pistols

1. 9 pound worm & ladle
- 5 Marine Muskets
- 3 Cutlasses
2. 18 Pound Breeching
4. fire Buckets

Horatio Ewart
Gunner

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 34, enclosure (M125, Roll No. 31). Ewart probably wrote this report on 9 or 10 September.

1. Horatio Ewart was appointed acting gunner on board *Enterprise* on 11 August 1812. His appointment was never confirmed with a warrant from the Navy Department.
2. Ewart meant 5 September.

LIEUTENANT EDWARD R. MCCALL TO CAPTAIN ISAAC HULL

U. Brig *Enterprise*
Portland September

Sir

I have to request that you will be pleased to Apply for a Court Martial for the purpose of Trying Mr William Harper¹ Sailing Master of this Vessel, and Mr Isaac Bowman Captains Clerk, on the following Charges Vizt.,

Mr William Harper, Charged with Cowardice
Specification 1st

In as much as he left his Station in the early part of the engagement between the U.S. Brig *Enterprise* and the British Brig *Boxer*, and endeavored to screen himself from the Shott of the Enemy by getting behind the Foremast and under the heel of the Bowsprit while the enemy lay on our quarter,—by doing which he set an Example to the Crew of the *Enterprise* that might have led to her surrender and disgrace to the American Character.

Specification 2nd.

For having Advised me to haul down the Colours at a time when the firing from the Enemy was much deminished and ours could be continued with unabated Effect,—

Specification of Charges against Mr Bowman Clerk²

For leaving his station during the engagement with his Majestys late Brig *Boxer* on the 5" inst. and going below into the Shott Locker. I am with great respect Sir Your Obedt. Servt.

Edward R McCall

ALS, DNA, RG45, CL, 1813, Vol. 6, No. 38, enclosure (M125, Roll No. 31). McCall probably wrote this letter on 11 September.

1. For more on Harper and his court-martial, see pp. 289–92.

2. Shortly after his arrest, Isaac Bowman wrote a letter to Captain Hull explanatory of his conduct on the day of the battle. Hull forwarded this letter to Secretary Jones, observing that Bowman appeared "to be a poor, innocent lad and as little acquainted with the world, as he is with a Ship." On 26 October, *Enterprise's* new commander, Lieutenant James Renshaw, lifted Bowman's arrest. The young clerk continued on the brig's muster roll through mid-April 1814. See Hull to Jones, 18 Sept. 1813, DNA, RG45, CL, 1813, Vol. 6, No. 68 and enclosure (M125, Roll No. 31); and Renshaw to Hull, 26 Oct. 1813, DNA, RG45, BC, 1813, Vol. 4, No. 62 (M148, Roll No. 12).

The Problem of Desertion

As the war with Great Britain moved into its second year, the navy's desertion rate steadily increased. It was a problem that, despite the department's best efforts, defied ready solution. Not even the threat of one hundred lashes was enough to stem the flight of seamen and marines from the service. The rate of desertion was particularly high at naval stations where duty, owing to climate, geography, or remoteness, was especially onerous. Charleston was one such station.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honble. Wm. Jones

Charleston Sept. 11th. 1813

Sir

Desertion had become so prevalent on this station,¹ and often from the wanton neglect of the Officers, that I directed the Purser² (in such cases, when the men were in debt to the US.) to stop the amt. from the Officers pay, this has been done, and given considerable offence to Sailing Master Lord, who suffered a man to run from neglect, that had entered the service the day before, recd. two months advance & Bounty; This punishment has generally been adopted by the Comdrs. to induce officers to be more careful of the men under their charge, and to prevent loss to the U S. by the neglect. it appears the officers on this station have determined not to abide by this regulation, and I have appealed to you sir for the sanction of the Dept.— if it meets your approbation, if not that you will adopt some other mode of punishment, by which this frequent neglect of duty can be rectified—I have the honor to be with great respect Yr. Obdt. Servt.

J H Dent

LS, DNA, RG45, CL, 1813, Vol. 6, No. 37 (M125, Roll No. 31).

1. Dent had complained earlier of desertion at Charleston. See, for example, Dent to Jones, 3 July 1813, DNA, RG45, CL, 1813, Vol. 4, No. 145 (M125, Roll No. 29). The frustrating dimensions the desertion problem could assume are illustrated in Lieutenant John D. Henley's letter to Dent of 2 July 1813, in which Henley informs his superior that two deserters made off with the schooner *Carolina's* cutter. See Henley to Dent, 2 July 1813, ScU, John H. Dent Letter Book.

2. John H. Carr.

SECRETARY OF THE NAVY JONES TO CAPTAIN JOHN H. DENT

John H. Dent Esqr.
Comg. Naval Officer,
Charleston S.C.

Navy Department
October 8th 1813.

Sir,

I have received your letters of the 11th and 12th Sept.. The careless conduct of Officers, as represented by you, is certainly very reprehensible; and they certainly, in cases of such palpable neglect, ought to be liable for the amount of bounty, &c. but as there is no regular authority to stop their pay, that remedy cannot be applied; but in future, if representation is made of such neglect, the Officer shall be made amenable to a Court Martial, or be dismissed from the service. I am, respectfully, Your Obedt. Servant,

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 110 (M149, Roll No. 11).

CAPTAIN JOHN H. DENT TO OFFICERS COMMANDING
U.S. NAVY VESSELS ON THE CHARLESTON STATION

Charleston 16th October 1813

General Orders.

Serious inconveniences and great loss having arisen to the Service from desertion and in most cases from the inattention of the officers in charge of Boats &c. I am directed by the Honble. the Secretary of the Navy on representation being made of such neglect the officer shall be amenable to Court Martial or dismissed from the service,

You will cause this order to be made public among the officers of your vessel and in cases of desertion a report made me as early as possible embracing the particulars.

J H Dent

LB Copy, ScU, John H. Dent Letter Book.

Legal Guidance for Naval Officers

Secretary Jones's general order of 29 July¹ thrust naval officers to the fore in the battle against smugglers. It was not long before legal questions arose as to how far naval officers could go in their pursuit of contraband trade.

1. See pp. 205–6.

ASHER ROBBINS¹ TO SECRETARY OF THE NAVY JONES

Honble Wm. Jones
Sec'y of the Navy

Newport. 14 Sepr. 1813—
District Attorney's office

Sir

A coasting vessel has been cleared out from this port, for Wilmington in No. Carolina with a Cargo of potatoes, cheese, Onions and apples. There is strong reason to suspect that her object is to supply the Enemy. The Commander of the Flotilla. here. Mr. Nicholson has, referred to me for advice, whether under your orders of the 29 July last he would be warranted in stopping and detaining this vessel. After an attentive consideration of your orders, I have been obliged to give it as my opinion that he would not. This vessel by her papers, does not appear to be intending to proceed "towards the Enemy's vessels in the waters or hovering about the Harbors of the United States: or towards any station occupied by the Enemy within the Jurisdiction of the U.S." The track of her ostensible destination is wide, of the blockading. vessels of the Enemy; yet she may easily deviate to those vessels, & I have, no doubt will.— I respectfully therefore submit to your consideration whether it would not be proper to add to your orders. the further instruction, to stop and detain all vessels & craft, suspected to be destined for the, supply of the Enemy, whatever the ostensible destination might be. If this, or something like this, is not done, it will be easy to elude the effect of these orders, by giving to those vessels and craft. a colorable destination, to which the orders will not apply.

The Navy officers here appear. perfectly disposed to stop this profligate trade carrying on with the Enemy, but they are afraid of prosecutions if they pass the line of their instructions and in that case, no doubt. prosecutions would be commenced against them.—² I have deemed it my duty to make this communication & hope it may be acceptable.— I have the honor to be your respectful servt.

Asher Robbins

ALS, DNA, RG45, MLR, 1813, Vol. 6, No. 50 (M124, Roll No. 58).

1. Robbins was the U.S. district attorney at Newport, Rhode Island.

2. See Master Commandant Jacob Lewis's comments regarding the practice of ransoming vessels, in Lewis to Jones, 28 Nov. 1813, DNA, RG45, MLR, 1813, Vol. 7, No. 69 (M124, Roll No. 59). Lewis believed this practice was being used as a screen by American merchants to cover illegal intercourse with the enemy. When Lewis detained the schooner *Betsy* because he suspected her owner of trading with the enemy under the guise of arranging a ransom, the owner, Charles W. Gordon, threatened to prosecute the master commandant for damages. Soliciting the advice of the department, Lewis was instructed to release *Betsy* to her owner.

SECRETARY OF THE NAVY JONES TO ASHER ROBBINS

Asher Robbins Esqr.
Newport, R I.

Navy Department
October 2 1813.

Other very pressing matter has prevented an earlier reply to your favour of the 14th. ultimo.

In the present ineffectual state of our laws in relation to the nefarious intercourse which it is so desirable to check and to punish the aggressors, it becomes a matter of some difficulty to frame an Executive order, in consonance with Constitutional and legal authority, so as to embrace cases of the kind you have described. It was foreseen at the time, but, it was conceived, that the exercise of the military power, founded upon mere suspicion, might lead to error, or abuse, and involve the officer in difficulty and litigation

The President will, in a few days return to the Seat of government, when the case will be presented to his view, and if punishable, a remedy applied.¹ I have the honor to be, Sir very respectfully your obedt. Servt.

W Jones

LB Copy, DNA, RG45, MLS, Vol. 11, p. 454 (M209, Roll No. 11).

1. The absence of further correspondence between Robbins and Jones in the Navy Department records suggests that a remedy was never found.

Retaliation against British Prisoners of War

No sooner had Captain Sir Thomas M. Hardy survived one attempt to blow up his ship, *Ramillies*,¹ than he learned that another such plot was in the offing. To foil this scheme, Hardy had one of the alleged saboteurs, Joshua Penny, taken from his home and placed in irons aboard *Ramillies*. President Madison's response to this brazen seizure and imprisonment of a private U.S. citizen was quick and unequivocal. He ordered the American commissary general of prisoners, John Mason, to place a British prisoner of war in "the same state, of degradation & suffering" as Joshua Penny.² It was incidents such as this one involving Penny that contributed to the escalating use of retaliatory measures against prisoners of war by both belligerents.³

1. In late June, John Scudder, Jr., attempted to sink *Ramillies* by rigging a prize ship to explode after she was brought alongside the British vessel. For documentation, see pp. 160-64.

2. Madison to Mason, 23 Sept. 1813, pp. 248-49.

3. For additional background on retaliation against American and British prisoners of war, consult Dietz, "Prisoner of War," pp. 248-68, and Robinson, "Prisoners."

MAJOR BENJAMIN CASE TO
CAPTAIN SIR THOMAS M. HARDY, R.N.

SIR THOMAS HARDY, *Commander of H.B.M. squadron off Gardiner's Island:*

Sir:—The inhabitants of the town of East Hampton have requested of me a flag, which I now authorize, for the purpose of demanding Joshua Penny, a natural-born citizen of the township of Southold on this island, and a resident of the town of East Hampton.

He is demanded as a non-combatant, being attached to no vessel as a mariner or corps of military whatever, but was taken by force by your men from his bed in his own house unarmed.

The bearer of this flag is Lieut. Hedges, an officer under my command, in government service. You will have the goodness to deliver Mr. Penny to Lieut.

Hedges, as he cannot consistently be retained as a prisoner of war by any article in the cartel agreed on, ratified and confirmed by the agents of each of our governments for the exchange of prisoners.

Given under my hand, at the garrison of Sag Harbor, the 23d day of August, 1813.

BENJ. CASE

Major commanding the troops in United States
service at Sag Harbor.

Guernsey, *New York City*, Vol. 1, pp. 284-85.

CAPTAIN SIR THOMAS M. HARDY, R.N., TO
MAJOR BENJAMIN CASE

HIS BRITANNIC MAJESTY'S SHIP *Ramillies*,
IN GARDINER'S BAY, Aug. 24, 1813.

Sir:—As it was late yesterday afternoon when I had the honor of receiving your letter of the 23d inst., requesting the release of Joshua Penny, I did not judge it proper to detain Lieut. Hedges for my reply.

I now beg leave to inform you I had received certain information that this man conducted a detachment of boats, sent from the United States squadron, under the command Com. Decatur, now lying in New London, from that port to Gardiner's Island on the 26th of July last, for the express purpose of surprising and capturing the captain of H.B.M.'s frigate *Orpheus* and myself, and having failed in that undertaking, but making prisoners of some officers and men belonging to the *Orpheus*, he went with the remaining boats to Three Mile Harbor. The next account I had of him was his being employed in a boat contrived for the purpose, under the command of Thomas Welling, prepared with a torpedo to destroy this ship, and that he was in her at Napeng Beach when this ship and the *Orpheus* were in Port Pond Bay, last week. He has also a certificate given him on the 18th of this month, by some of the respectable inhabitants of East Hampton, recommending him to Com. Decatur as a fit person to be employed on a particular service by him, and that he has for some time been entered on the books of one of the frigates at \$40 per month;¹ add to which, this notorious character has been recognized by some of the officers and men of this ship as having been on board here two or three times with clams and fruit—of course as a spy to collect information of our movements.

Having been so well acquainted with the conduct of this man for the last six weeks, and the purpose for which he has been so actually employed in hostilities against his Britannic Majesty, I cannot avoid expressing my surprise that the inhabitants of East Hampton should have attempted to enforce on you a statement so contrary to fact. I therefore cannot think of permitting such an avowed enemy to be out of my power, when I know so much of him as I do. He will, therefore, be detained as a prisoner of war until the pleasure of the commander-in-chief is known.

Robert Gray, an inoffensive old man who was taken with Penny, I have landed, as it does not appear that he is one of his accomplices in the transactions alluded to.

I think proper to enclose a copy of my letter to Justice Terry,² to warn the inhabitants of the coast against permitting the torpedo to remain anywhere near them.

I have the honor to be, sir, your most obedient, humble servant,

THOMAS M. HARDY

Captain of H.M.'s Ship *Ramillies*

Guernsey, *New York City*, Vol. 1, pp. 285-87.

1. When queried by Secretary Jones as to whether Penny was entered on *United States'* muster roll, Commodore Decatur replied that he was not. He did state, however, that Penny had been paid to serve as a pilot for the expedition to Gardiner's Island. See Jones to Decatur, 30 Sept. 1813, DNA, RG45, SNL, Vol. 11, p. 104 (M149, Roll No. 11); and Decatur to Jones, 6 Oct. 1813, DNA, RG45, CL, 1813, Vol. 6, No. 130 (M125, Roll No. 31).

2. Enclosure not printed.

PRESIDENT JAMES MADISON TO SECRETARY OF THE NAVY JONES

Montpelier Sept. 6. 1813.

Dear Sir

Among the letters which will go of course to Mr. Sheldon's file of candidates, is one from Dr. Sage, stating circumstances of another sort, which claim a prompt & rigid attention. It is probable that you will have recd. the information from some official source; or that it may have been forwarded to the Dept. of State. It is equally due to Mr. Penny, and to the most obvious policy, that the putting him in Irons for the cause alledged, should be instantly retaliated, and notice given to the British Commander, that the orders for that purpose will continue to be executed, untill Penny shall be relieved. Should no other evidence of the transaction, than the statement of Dr. Sage, have come to hand, that appears to be a sufficient basis for the order of retaliation, which will of course be rescinded, in the event of a disclaimer or correction of the treatment of Mr. Penny. The questions to be decided are 1. whether one or two British ~~subjects~~ prisoners shall be put into the situation of P. 2. who the individual or individuals shall be. On these points, be so good as to communicate with the Secry. of State if still with you. Should he have left Washington, your own decision will be sufficient. It would be premature to take up the question, how far, on a failure of the ordinary subjects of retaliation, resort may be had to British subjects not Prisoners. But it may possibly be fortunate that this resort exists, agst. the extraordinary proceedings of the Enemy agst. Citizens of the U. States. Accept my esteem & best wishes

James Madison

ALS, PHI, U. C. Smith Collection, Papers of William Jones.

PRESIDENT JAMES MADISON TO
COMMISSARY GENERAL OF PRISONERS JOHN MASON¹

Montpelier Sept. 23—1813.

Sir

I have this day reced. your letter of the 21st. instant, with the letters & papers from our Agent for prisoners of War at Halifax.² The encouragement which the Enemy seem to derive from our reluctance to retaliate their cruelty towards our military citizens in captivity, requires that an appeal should be made without delay, to their feelings for their own unfortunate people, as they have none for ours. You will proceed therefore to have a corresponding number and grade of British prisoners of war in our hands, placed under a rigor of treatment, corresponding with that authenticated to be used towards American prisoners of war, in their hands; reserving a disproportionate retaliation, for the necessity which may be produced by the inefficacy of a numerical one.

The peculiarity of the case of Mr. Penny which was the subject of my late letter to the Secy. of the Navy, marks it for a distinct notice and vindication. You will meet it by putting into the same state, of degradation & suffering, a British prisoner at least equivalent in estimation. It would seem that an extraordinary spite is indulged against the Commanders of our privateers; whose gallantry & success entitle them the more to the protection of their Country. The situation not only of the six mention'd by Mr. Mitchell but of others reported by Mr. Beasly, should be immediately retaliated on Commanders of British privateers, or on other persons as nearly equivalent in number & grade as may be. The sending to England from Halifax, of the crews of Privateers, or indeed of other prisoners of war, cannot be justified; their continuance within the reach of proper supplies and a quick exchange, being opposed by no plea of necessity or safety. It is proper therefore that the practice should be arrested, by a strict confinement of equal numbers. we cannot adopt a precise retaliation by sending British prisoners beyond sea, and it is certain, that a harsh confinement here will not exceed that which will be inflicted on American prisoners, during their passage & after their arrival.

It is necessary also that the pretext of a volentary surrender of individuals, as British subjects, should at least be firmly remonstrated against. A confession of that sort, under the duress of their situation, and the means said to be used to extort it, cannot avail, especially where an opportunity of verifying it is refused to an American Agent claiming them as American Citizens. If the Cartell is ~~not~~ to be respected, the course pointed out by that, comes also into veiw.

The British conduct with respect to non-combatants, to seamen on board their Ships at the commencement of the war &c &c will be taken into consideration, after my return to Washington. It is probable that delays & disappointments in the case of such sea men are studiously sought out; these being the men, particularly the impressed seamen, who would bring into the service of their Country, a capacity & feelings most to be dreaded by its Enemies.

I have intimated to the Secy. of the Navy, that you will communicate with him on the steps you are to take. You will of course do the same with the Secy. of State should he be on the spot. Accept my esteem & best respects

James Madison

ALS, MiU-C, War of 1812 Papers.

1. John Mason was appointed to the dual post of Commissary General of Prisoners and Superintendent of Alien Enemies in the spring of 1813.

2. John Mitchell.

The Question of Prisoner Exchanges

Under the terms of the cartel agreement concluded between the United States and Great Britain on 12 May 1813, no military or naval officer placed on parole could take up arms again until he had been officially exchanged.¹ The scrupulousness with which the Navy Department observed this regulation is illustrated in the following interchange between Purser Joseph Wilson, Jr., and Secretary William Jones.

1. The principal prisoner exchanges arranged in 1813 were negotiated on 12 May and 9 November of that year; see Dietz, "Prisoner of War," p. 79.

PURSER JOSEPH WILSON, JR.,¹ TO SECRETARY OF THE NAVY JONES

U.S. Brig *Rattle Snake* Portsmouth September 23rd 1813

Sir

When I received the Commission of Purser, in the U.S. Navy, with which you Honoured me—together with an order to Report myself to Capt. Creighton as Purser of the U.S. Brig *Rattle Snake*—I was a Prisoner of War on Parole—I sailed on a cruise as prize master in the Private armed Ship *America*² belonging to Messrs. Crowningshield³ of Salem in the month of March last—was ordered as prize master on board a vessel captured by the *America* on the First of May & recaptured by the *Sir John Sheerbrook* (an English private armed Brig) in Boston Bay about the 15th of May— one or two days after capture I was sent on shore near Boston on Parole— When I received my Commission I calld on James Prince Esquire Marshall of that District who informed me it was his opinion I could accept my Commission with propriety as he should write immediately to General Mason & he had no doubt but my certificate of exchange would be forward immediately— A Month has now elapsed & I have received nothing from General Mason— Mr. Prince continues to assure me that he expects it daily, but as I now think it possible I may not obtain my exchange before the *Rattle Snake* sails on a Cruise I consider it my duty to make known to you my situation & if I have errd in not making it known to you before, I hope Sir, you will have the goodness to pardon it, as an error of Judgement—

Will you Sir, be pleased, to inform me whether I can remain on board the *Rattle Snake* as Purser, without my exchange, with propriety & if I cannot, to order me to some station on shore, or to remain on shore until I am exchanged— as I should be very sorry to feel myself guilty of any thing which even my enemies could consider Dishonourable— I have the Honour to be With the Greatest Respect Your Most Obedient Humbl. Servt.

Joseph Wilson Junior

ALS, DNA, RG45, BC, 1813, Vol. 3, No. 180 (M148, Roll No. 12).

1. Joseph Wilson, Jr., was commissioned a purser on 24 July 1813.
2. For documentation on *America*, see pp. 27-30.
3. George Crowninshield, George Crowninshield, Jr., and Benjamin W. Crowninshield.

SECRETARY OF THE NAVY JONES TO PURSER JOSEPH WILSON, JR.

Joseph Wilson Junr. Esqr.
Purser U.S. Navy.
Portsmouth N.H.

Navy Department
Sept. 28th 1813.

Sir,

You certainly were very much in error not to inform me you were a Prisoner of War. You cannot act under your Commission, nor can you receive pay or emolument until you are exchanged.¹

You were commissioned because your services were required, and as you are not in a situation to render those services, by being a Prisoner of War, not taken in the service of the Navy of the United States, you cannot receive pay or emolument as an Officer thereof.

Whatever you may have received will, therefore, be charged against you, and you will pay over to the Purser of the Station, whatever public monies or effects you may have received, as he will act as Purser for the *Rattle Snake* until another shall be ordered. I am, respectfully, yours, &c.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 100 (M149, Roll No. 11).

1. Wilson was finally exchanged on 9 November 1813. On 20 December he was ordered again by Jones to report to *Rattlesnake*.

Return of the U.S. Frigate *President*

On 26 September, Commodore John Rodgers arrived at Newport in *President*, concluding an arduous, five-month-long cruise in the North Atlantic. Despite the capture of a dozen prizes, Rodgers expressed disappointment over the results of his voyage. He had hoped to achieve a victory similar to those obtained by *Hull*, *Decatur*, and *Bainbridge* in 1812; but the opportunity of meeting an enemy frigate in single-ship combat never presented itself. Secretary of the Navy Jones had no such reservations about the success of Rodgers's cruise. He praised the commodore for the damage he had wrought on the enemy's commerce, reminding him that his cruise had accomplished an objective far more important than winning additional laurels for the republic's navy—it had forced the Admiralty to occupy a disproportionate share of its resources in a fruitless hunt for *President*. It is worth noting that of the cruises made in 1813 by U.S. naval vessels, only *Essex* and *Argus* made more captures than *President*. Unlike *President*, however, neither *Essex* nor *Argus* returned home safely. Both were captured by the enemy.¹

1. This assessment of Rodgers's cruise in *President* draws upon Paullin, John Rodgers, pp. 271-72, 275-77.

COMMODORE JOHN RODGERS TO SECRETARY OF THE NAVY JONES

U.S. Frigate *President*
New Port Sept. 27th. 1813

Sir

Your having been informed of my leaving Boston on the 23rd of April last, and of my departure from President Road, in company with the *Congress*, on the 30th of the same month, it now only remains for me to make you acquainted with my proceedings since the latter date—

In a few hours after getting to Sea, the wind, which had been light, from the Westward, shifted to the S.E. and obliged us to beat, consequently prevented our getting clear of the Bay until the 3rd of May, when in the afternoon, while in chase of a British Brig of War, near the Shoal of George's Bank, we passed to windward of Three Sail; Two of which from their appearance, and the information previously received, I judged to be the *La Hogue* 74, and *Nymphé* Frigate, and the Third a Merchant Brig

After getting clear of George's Bank the wind veered to the North Eastward and we continued a long East Southerly, in the direction of the Southern edge of the Gulf Stream until the 8th of May in Longitude 60°W. Latd. 39°30'N. when I parted company with the *Congress*— After parting company I shaped a course, as near as the wind would permit, to intercept the Enemy's West India commerce passing to the southward of the Grand Bank; Not meeting with any thing in this direction, except American Vessels from Lisbon and Cadiz, I next pursued a route to the northward on a parallel with the Eastern edge of the Grand Bank, so as to cross the tracks of his West India, Halifax, Quebec and St. John's trade: In this route, experiencing constant thick fog for a number of days, and not meeting any thing, after reaching the Latitude of 48 N. I steered to the S.E. towards the Azore's, off which, in different directions, I continued until the 6th of June, without meeting a Single Enemy's Vessel, or any others, except Two Americans:— At this time falling in with an American ship bound to Cadiz, and receiving information that She had, Four days before, passed an Enemy's convoy from the West Indies bound to England, I crowed. [*crowded*] Sail to the N.E. and altho' disappointed in falling in with the Convoy, I nevertheless made Four Captures between the 9th and 13th of June.

Being now in the latitude of 46°N. and Longtd. 28°W. I determined on going into the North Sea, and accordingly shaped a course that afforded a prospect of falling in with Vessels bound to Newfoundland from St. George's Channel, by the way of Cape Clear, as well as others that might pass North about to the Northward of Ireland: to my astonishment however in all this route I did not meet with a single vessel, until I made the Shetland Islands, and even off there nothing but Danish Vessels trading to England under British Licences:— At the time I reached the Shetland Islands a considerable portion of my Provisions and water being expended it became necessary to replenish these, previous to determining what course to pursue next; and I accordingly, for this purpose, put into North Bergen on the 27th of June, but, much to my surprize and disappointment, was not able to obtain any thing but water, there being an unusual scarcity of Bread in every part of Norway, and at the time not more in Bergen than a bare sufficiency for its inhabitants for Four or Five weeks; this being the case, after replenishing my water, I departed on the 2nd of July, and stretched over towards the Orkney Islands, and from thence toward the North Cape for the pur-

pose of intercepting a Convoy of 25 or 30 Sail, which it was said would leave Archangel about the middle of July under the protection of Two Brigs or two Sloops of War; and was further informed by Two Vessels I captured on the 13th and 18th of the same month:— In this object however the Enemy had the good fortune to disappoint me by a Line of Battle Ship and a Frigate making their appearance off the North Cape on the 19th of July, just as I was in momentary expectation of meeting the Convoy: On first discovering the Enemy's Two Ships of War, not being able, owing to the haziness of the weather, to ascertain their character with precision, I stood toward them until making out what they were I hauled by the wind on the opposite tack to avoid them; but owing to faint, variable winds, Calms, and entire day light (the Sun in that Latitude, at that Season, appearing at midnight several degrees above the Horrison) they were enabled to continue the chase upwards of 80 hours; during which time, owing to the different changes of the wind in their favor, they were brought quite as near to as was desirable:— At the time of meeting with the Enemies Two Ships the Privateer Schooner *Scourge*, of New York, which I had fallen in with the day before, was in company; but their attention was so much engrossed by the *President* that they permitted the *Scourge* to escape without appearing to take any notice of her

Being thus disappointed in meeting with the Convoy, and a still further portion of my Provisions being expended, I determined to proceed to a more westerly station, and accordingly Steered to gain the direction of the Trade passing out of and into, the Irish Channel:— In this position between the 25th of July and the 2nd of August, I made Three Captures, when finding that the Enemy had a superior force in that vicinity I found it expedient to change my ground; and, after taking a circuit around Ireland, and getting into the Latitude of Cape Clear, Steered for the Banks of Newfoundland, near to which I made Two more Captures, and by the latter one found the *Bellerophon* 74 and *Hyperion* Frigate were on the Eastern part of the Bank and only a few miles to the westward of me; I however did not fall in with them:— From the Eastern edge of the Grand Bank to which I had beat all the way from the N.W. Coast of Ireland (the wind having prevailed, without intermission from the 1st of August to the middle of September, from West to South West) I steered for the United States, without seeing a single Vessel of any kind until the 22nd of the present Month, being near the South Shoal of Nantucket, I met with a Sweedish Brig, and an American Cartel (the Russian Ship *Hoffnung*) from London bound to New Bedford

By this time my Provisions, and particularly Bread, was so nearly consumed as to make it indispensably necessary that I should put into the first convenient Port, after gaining the requisite information of the disposition of the Enemy's cruisers as could enable me to steer clear of a Superior force; and this I was enabled to do in a manner which I shall communicate in another letter:— On the 23rd Inst. I captured His Britannic Majesty's Schooner *High Flyer* (Tender to Admiral Warren) with which Vessel I now have to inform you of my arrival at this Port

Annexed is a list of vessels captured and destroyed in which were made 271 Prisoners: I have now however only 55 Prisoners on board; having sent to England, on Parole, 78 in the *Duke of Montrose*.¹ 76 in the Greenland Ship *Eliza Swan*, and 60 in the Barque *Lion*, of Liverpool

During my cruise altho' I have not had it in my power to add any additional lustre to the character of our little Navy, I have nevertheless rendered essential Service to my country, I hope, by harassing the Enemies Commerce and employing, to his disadvantage, more than a dozen times the force of a single Frigate.

My Officers, and crew have experienced great privations since I left the United States, from being nearly Five Months at Sea, and living the last Three Months of that time upon a Scanty allowance of the roughest fare, and it is with peculiar pleasure I acquaint you that they are all in better health than might be expected; altho' you may well suppose that their scanty allowance has not been of any advantage to their Strength or appearance.

The *High Flyer* was commanded by Lieut. Hutchison, Second of the *St. Domingo*, She is a remarkably fine Vessel of her class, sails very fast, and would make an excellent light cruiser, provided the Government has occasion for a Vessel of her description

Just at the moment of closing my letter, a news-paper has been handed me containing Captn. Broke's challenge to my late Gallant friend Captn. Lawrence, in which he mentions with considerable emphasis the pains he had taken to meet the *President* and *Congress* with the *Shannon* and *Tenedos*.

It is unnecessary at present to take further notice of Captn. Broke's observations than to say, if that was his disposition his conduct was so glaringly opposite as to authorise a very contrary belief:— Relative to Captn. Broke I have only further to say that I hope he has not been so severely wounded as to make it a Sufficient reason to prevent his reassuming the command of the *Shannon* again. I have the honor to be With Great Respect Sir Your Obdt. Servt.

Jn^o Rodgers

LS, DNA, RG45, CL, 1813, Vol. 6, No. 100 (M125, Roll No. 31).

1. For documentation on the capture of *Duke of Montrose*, see pp. 157–59.

[Enclosure]

List of Vessels Captured and destroyed

- 9th of June Brig *Kitty*,¹ of Greenock, Robert Love Master, of 2 guns and 11 Men, from Newfoundland bound to Alicant (Spain) with a Cargo of Cod fish:— Ordered her for France
- 10th June Packet, Brig *Duke of Montrose*, A. G. Blewett Commander, of 12 Guns and 34 Men, from Falmouth bound to Halifax: Sent her to England, as a Cartel, with 78 Prisoners
- 11th June Letter of Marque Brig *Maria*, of Port Glasgow (Scotland) John Bald Master, of 14 Guns and 35 Men, from Newfoundland bound to Spain, with a Cargo of Cod fish: Ordered her for France
- 12th June Schooner *Falcon*, of Guernsey, John Manger Master, of 2 Guns and 10 Men, from Newfoundland bound to Spain, with a cargo of Cod fish:— ordered her for France
- 12th July Brig *Jean and Ann* of Salt Coats, Robert Caldwell Master, from Cork bound to Archangel in Ballast, took out her Crew and Sunk her
- 18th July Brig *Daphne* of Whitby, William Gales Master, of 2 Guns and 9 Men, from South Shields bound to Archangel, in Ballast: took out her Crew and Sunk her
- July 24th Ship *Eliza Swan*, of Montrose, John Young Master, of 8 Guns and 48 Men, from a Greenland Whaling Voyage, bound to Montrose with Fish Blubber ransomed her for £5000 Sterling
- July 29th Brig *Alert*, of Peter Head, George Shand Master, from Archangel bound to Aporto (via England) with a cargo of Pitch and Tar: took out her crew and Burnt her

- August 2nd Barque *Lion*, of Liverpool, Thomas Hawkins Master, of 8 Guns and 52 Men, from a Greenland Whaling Voyage bound to Liverpool, with Fish Blubber:— ransomed her for £3000 Sterling
- August 30th Hermophaedite Brig *Shannon*, of St. Kitts, John Perhings Master, from St. Kitts bound to London, with a Cargo of Rum, Sugar and Molasses:— Ordered her for the United States—
- Sept. 9th Brig *Fly*, of Bermuda, James Bowey Master, of 6 Guns and 9 Men, from Jamaica bound to London, with a cargo of Coffee: ordered her to the United States
- Sept. 23rd His Britanic Majestys Schooner *High Flyer*, Lieut. George Hutchison Commander, of 5 Guns, 5 Officers, and 34 Men.

D, DNA, RG45, CL, 1813, Vol. 6, No. 100, enclosure (M125, Roll No. 31).

1. *Kitty* was recaptured on 20 June by *Dart*, a privateer from Guernsey. For the circumstances surrounding her loss, see Midshipman Joel Abbot to Rodgers, 22 Oct. 1813, in DNA, RG45, BC, 1813, Vol. 4, No. 50 (M148, Roll No. 12). Abbot was a member of *Kitty's* prize crew.

SECRETARY OF THE NAVY JONES TO COMMODORE JOHN RODGERS

Commodore John Rodgers
Commanding the U S. Frigate *President*
Providence R.I.

Navy Department
October 4th 1813.

Sir

I have received your Letters of the 27. 28, 29 & 29th. and congratulate you and our Country upon your safe arrival after an active vigilant and useful Cruize, in which if you have not added to "the Lustre of our Arms" it is because the opportunity which alone is wanting to justify the entire confidence of your Country, did not occur.

The effects of your Cruize however is not the less felt by the enemy either in his Commercial or Military Marine, for while you have harrassed and enhanced the dangers of the one, you provoked the pursuit & abstracted the attention of the other to an extent perhaps equal to the disproportion of our relative forces, and which will not cease until his astonishment shall be excited by the Account of your arrival.— I have now only to express my very earnest desire that such partial repairs as the *President* may require may be speedily effected in order that you may make a short cruize taking the Circuit of the West India Islands keeping well to windward of Barbadoes running down the Coast of Surinam & through the Islands down the South Side of Porto Rico through the Mona passage, down the North side of St. Domingo and Jamaica in the track of the Jamaica fleets through the Florida passage and along the Coast of Georgia South & North Carolina to New York if practicable.¹

I regret to find that according to your report by the time this Cruize is performed, the *President* will want a thorough repair, which I presume must apply not to her state of decay, but to the frames of her Decks having worked loose by the pressure of her Canvas and metal,—

The Schooner *High Flyer* your prize, will no doubt make an excellent light Cruizer, with a suitable armament, and I am disposed to purchase her for the service of the Navy, upon such terms as may be just and equitable, which may be

ascertained by your stating to me your opinion of her actual worth accompanied with a report of her capacity, state and condition of her materials, armament, hull &c. and an Inventory thereof—or by a public Sale at which I can authorize a person to attend on behalf of the Department;—

The first mode if we can agree will be the shortest, and will enable me immediately to put her into the service to attend you on your Cruize.

A sett of our new Signals general & private, together with those recently taken from the Enemy will be forwarded to you.— I am very respectfully Your Obedt. Servt.

W Jones.

LB Copy, DNA, RG45, CLS, 1813, pp. 73–74.

1. During the next two months, Rodgers refitted *President* for another voyage. Preparations were complete by the middle of November, but, owing to poor weather and the British blockade, the commodore could not put to sea until the first week of December. On the fourth of that month, he set out on his fourth and final cruise in *President*.

Converting a Privateer into a Naval Warship: The U.S. Schooner *Vixen*

The quickest way for the Navy Department to augment the number of ships in service was through purchase. One of the finest vessels purchased into the navy in 1813 was the prize schooner General Horsford. The command of this schooner, renamed Vixen, was given to Lieutenant George C. Read. Unfortunately, the second Vixen was no luckier than her namesake,¹ for on 25 December, while en route from Wilmington, North Carolina, to New Castle, Delaware, she was captured by H.M. frigate Belvidera. The documents below chronicle a portion of this promising vessel's short-lived naval service.

1. *The first Vixen was captured by H.M. frigate Southampton on 22 November 1812. See Dudley, Naval War of 1812, Vol. 1, pp. 594–95.*

SECRETARY OF THE NAVY JONES TO LIEUTENANT GEORGE C. READ

Lieut. G. C. Read,
Present.

Navy Department
Sept. 28th 1813.

Sir,

The Department having purchased for the Navy of the U. States, the Prize Schooner, *General Horsford*, at Savannah, you will immediately proceed to that place, and report yourself to the Commanding Officer of the Station, Commodore Campbell, as the commander of that vessel, whose name you will be informed of in due time.

As it will neither be convenient to man, nor arm the Schooner at Savannah, Com. Campbell will be instructed to order on board as many men of the *Troup*, or other vessels in the service there, as will be sufficient to navigate her to Wilmington N.C. under convoy of the Schooner *Carolina*, for which purpose Capt.

Dent, the Commanding Officer at Charleston, under whose command the *Carolina* is, will be instructed.

The men, employed to navigate her round, will be returned to Savannah in the *Carolina*.

The vessel to which you are ordered was originally the Privateer Schooner *Snapper*, built and equipped at Philada. after the Declaration of War, and is not exceeded by any of her class, in all the qualities of an excellent cruizer. She is, I think, upwards of 200 tons, and it is my intention to arm her with 16. 18 pd. Carronades and one long 18 pounder on a pivot. This armament will be prepared and forwarded, through the Canal and Sound, to Beaufort or to Wilmington as soon as possible.

If men cannot be had at Wilmington we can recruit them further North, and send them on in the same manner. It is, therefore, of importance that every exertion should be made to reach Wilmington with the schooner as soon as possible. Mr. Robertson, the Navy Agent at Charleston, will furnish you with a particular Inventory of every thing purchased with the Schooner, and if there is not Kentledge enough, Com. Campbell will make up the deficiency out of the *Troup*— About 30 to 35 tons of Kentledge will be sufficient. I am, respectfully, Your Obedient Servant,

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 99 (M149, Roll No. 11).

LIEUTENANT GEORGE C. READ TO SECRETARY OF THE NAVY JONES

Savannah November the 3rd 1813

Sir,

I had the honor to inform you of the state in which I found the Schooner on my arrival at this place, but not having strength enough to overhaul all belonging to her did not give you a particular account of the difficiencies on board. I find on examination there is not an ounce of Iron ballast in her— The running rigging is dificient and that which remains so bad, I shall be obliged to replace it with new

From the little care which was taken to preserve her from the heat of the weather during the time she has been here, her seams have become so open that daylight may be seen through her in every direction.

I have therefore got some caulkers employed on her, and shall as soon as they finish proceed to sea—

The *Carolina* has been here several days. I shall have some difficulty in procuring men enough to carry me round as the Crew of the *Troup* have almost to a man had the fever which prevails at this place—

The following are the dimensions of the masts and spars of the schooner under my Commd..

fore Mast	71
do. top mast	27
do. top Gt. mt. sliding quarter	31.6
main mst. - - - -	73.
do. top mt.	29

do. top Gt. sliding Quarter	34
Bow sprit.	26.
standing Jib boom	32
flying Jib-boom	28
sprit sail yard	25.6
Square sail yard	23.
Square sail boom	31.6
Fore yard	56.
Fore top s. yard	32
fore top Gt. yard	25
main boom	58
main Gaff	25
main Gaff top sail boom	18

I have the honor to be sir, with great respect, your Obt. servant

Geo. C. Read

ALS, DNA, RG45, BC, 1813, Vol. 4, No. 78 (M148, Roll No. 12).

LIEUTENANT GEORGE C. READ TO SECRETARY OF THE NAVY JONES

U. States Schooner *General Horsford*
Smithfield Novr. the 22nd. 1813

Sir,

I have the honor to inform you I got in here on the 20th. inst. and am waiting for a wind to proceed to Wilmington.

I left Tybee light house at 12 PM on the 18th. ult. in company with the United States Schooner *Carolina* but in consequence of a heavy blow from W.S.W. and thick weather during the night, lost sight of her. We fell in however, with each other again on the morning of the 20th. close in with Wilmington bar, and came in together.

I am happy to say Sir, the *Horsford* sails well and in every trial I had with the *Carolina* beat her but the *Horsford* is very light being in ballast, and not even having a sufficiency of that; to which the disparity in sailing with the wind free may in some measure be attributed

From what I have seen of this Vessel I have reason to think she will always sail well, and I have found by experience she is a good sea boat. The *Carolina* is a superior Vessel of her class and is capable of carrying 24 lb. carronades with as much ease as she does her present Mettle.

I hope Sir, on the receipt of this I may be permitted to go about making such improvements as I may think necessary for the comfort of her officers and crew. she will want a considerable outfit, being without boats—Cables bad, and only sixty fathoms in length. A kedge and Cable of small hawsers—running rigging—a suit of sails—Iron ballast to complete the quantity you intended she should carry, having got but between 7 and 8 tons from the *Troup*

There is another thing to which I beg leave to call your attention— her copper is only up to light water mark— Were I permitted to carry it within a foot of the bends, the copper might be sent round with the armament. There will be a

small quantity of copper required for the magazine. I have the honor to be sir,
with great respect your obt. servant

Geo: C. Read

ALS, DNA, RG45, BC, 1813, Vol. 4, No. 112 (M148, Roll No. 12). Notation on back reads: "Has arrived with the *Vixen*— States Outfit that will be wanting &c." This is the first mention of *General Horsford's* being renamed *Vixen*.

SECRETARY OF THE NAVY JONES TO LIEUTENANT GEORGE C. READ

Lieut. George C. Read,
Comg. U.S. Schooner *Vixen*,
Wilmington N.C.

Navy Department
Novr. 29th 1813.

Sir,

I am gratified to hear of your safe arrival at Wilmington, but as the Enemy still continues to interpose serious obstacles to the transportation of the armament of the U.S. Schooner *Vixen* under your command, and as Seamen are not to be had to the Southward of the Delaware, no alternative is left, but to order the *Vixen* round to New Castle, Delaware, immediately, where the necessary repairs and equipments can be effected, while the recruiting is going on.

I have, therefore, directed Mr. Potts, the Navy Agent, to put on board the *Vixen*, 100 Barrels Turpentine, 50 Tierces of Rice, if to be had, and as many Barrels of Tar, all in prime order, as will put her in complete sailing trim.

You will select one of the best qualified Sailing Masters on the Station, and put him in command of the *Vixen*; order Midshipmen Evans¹ and McChesney to join the vessel, and direct the Commander to proceed, immediately, for New Castle Delaware; but if prevented entering the Delaware, to proceed to New York, making every exertion, however, to enter the Delaware in preference.

The Crew will consist of as many Officers and Men as may be sufficient to navigate her to advantage, and no more; as men may be readily had at Philadelphia, and, I do not wish to take a man from the Southern station unnecessarily. The Sailing Master Commanding should be a good Coasting Pilot.

Having made all the necessary arrangements for the despatch of the *Vixen*, you will proceed to this place, as soon as possible, in order to receive instructions and join the *Vixen*. Her armament, in the interim, will be completely prepared.

As the Service is much in want of the Stores which she will carry round, it will be amply remunerated should she arrive safely; and not a moment should be lost in despatching her from Wilmington. I am, respectfully, Your Obedt. Servant.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 156 (M149, Roll, No. 11).

1. Jones incorrectly identified Sailing Master George Evans as a midshipman here.

A Captain's Prerogative

The commander of a naval vessel was permitted some discretion in the selection of the officers who were to serve under him. This rule, however, was not absolute, and no captain could veto the department's final decision on personnel assigned to his ship.

MASTER COMMANDANT LEWIS WARRINGTON TO
SECRETARY OF THE NAVY JONES

New-York October 2d 1813

Sir

I am sorry to find that the arrangement of a first Officer, mentioned in your letter of the 28th. ult., lays me under the necessity of offering an objection to it; which nothing but the importance and responsibility attached to that station, would induce me to do¹

You ~~are~~ Sir are aware of the necessity there is for the Captain's reposing the most unlimited confidence in the 1st. Lieut.; and where there is any doubt as to his capability, this cannot be done— My knowledge of him, leads me to believe, that his experience and acquirements in his profession are not such as to entitle him to that situation— I certainly do not think him sailor enough to take charge of the ship in case of my death or indisposition at sea— With regard to the *Caronades*, there can be objection to the 42d. on the score of the vessel's capacity— I should prefer the 32d., but rather than wait a long time, will readily take those you recommend I am respectfully Your Obdt. Servt.

L. Warrington

Will you have the goodness to send me a list of the crew— We have shipped 86 men; all but one or two Seamen

ALS, DNA, RG45, MC, 1813, No. 134 (M147, Roll No. 5).

1. On 28 September, Jones wrote Warrington that he had ordered Lieutenant Alexander J. Dallas, Jr., to report for duty as *Peacock's* first lieutenant. See Jones to Warrington, 28 Sept. 1813, DNA, RG45, SNL, Vol. 11, pp. 109-10 (M149, Roll No. 11). Warrington's own choice for *Peacock's* first was Lieutenant John B. Nicolson.

SECRETARY OF THE NAVY JONES TO
MASTER COMMANDANT LEWIS WARRINGTON

Lewis Warrington Esqr.
Master Commandant,
U.S. Navy. New York.

Navy Department
Octr. 7th. 1813.

Sir,

Whilst I am sensible that the first Officer of a Ship of War should possess the requisite qualifications to challenge implicit confidence from his Commander, I

am also aware of the delicacy of defining, precisely, what is the just ground for that confidence; because it is a case which enlists, involuntarily, a variety of feelings, which affect the judgement, and that many cases have occurred, in which different Commanders entertained opposite opinions of the qualifications of the same Officer. The principle, therefore, must have its limits, and those limits must be determined by this Department; otherwise the power and duty of appointing to particular Stations, Officers whose merits and services appear to entitle them to the confidence of the Executive, would be transferred from its lawful source, and subjected to the opinions and feelings of the several Commanders. The judgment and opinion of Commanders will always have, with me, their due weight; but this Department, in selecting Officers, has no other criterion than their general reputation, founded on the duration and nature of the service, which each individual has seen.

According to this rule, Mr. Dallas is conceived to be qualified for the station to which he was ordered. He has seen a great deal of active service in our best Ships, and from the length of time, and nature of the service in which he has been engaged, ought to be, not only a Sailor, but an accomplished Officer. He is, moreover, Senior to Mr. Nicholson, whom you wished as first Officer, and who would have been ordered to the *Peacock*, but as you had just left the Frigate *United States*, it was not thought expedient to order another Lieutenant from that Ship, under existing circumstances.

Wishing, however, to spare Mr. Dallas the discharge of an unpleasant duty, and to afford you a reasonable opportunity of obtaining a first officer, who may command your confidence, I shall order him to another Ship.

The suggestion I made to substitute forty two, for thirty two pounders, is superseded by the necessary number of the latter being completed, and will be transported, as soon as possible; no doubt, by the time the carriages are ready. I am, Sir, Very respectfully, Your Obedient Servt.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, pp. 109-10 (M149, Roll No. 11).

The British Blockade Extended

Because the majority of Great Britain's land forces were committed to defeating Napoleon's armies in Europe, the most effective weapon the British government had at its disposal to end the American war in 1813 was economic coercion. To accomplish this, the Royal Navy instituted a blockade of the American coast. At first only the Chesapeake and Delaware Bays were blockaded. But as the strength of the North American Station increased, the number of U.S. ports placed under blockade grew. On 16 November, Admiral Warren took one more step in tightening the "noose around the American coastline."¹

1. Horsman, War of 1812, p. 69. See also pp. 142-44 for the author's comments on the impact of the British blockade on the U.S. economy. See also Mahan, Sea Power, Vol. 2, pp. 177-87, 193-208.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 224

Halifax 16th Octr. 1813.

Sir

It is with extreme regret I am under the necessity of communicating to you for their Lordships information that Commodore Rodgers has effected his arrival in the United States Frigate *President* at Newport, I had made the best disposition in my power to intercept his return into Port and I am sure that every Captain was anxiously vigilant to fall in with him—the following was the arrangement of the Squadrons employed on this particular service.

La Hogue and *Tenedos*—On the tail of the Banks of Newfoundland—
Poictiers and *Maidstone*—From Sambro lighthouse to Sable Island, thence in a S:E direction twenty Leagues and back by Cape Sable—
Ramillies and *Loire*—From Cape Sable, South East, along the edge of St. Georges Bank as far as Latde: 42°:00 Sir Thos. Hardy having the Command off Boston
Nymphé, *Majestic*, *Junon* and *Wasp*—Inshore Squadron under the Orders. of Sir Thomas Hardy, off Boston— The *Nymphé* is refitting being relieved by the *Junon*
Orpheus and *Loup-Cervier*. From the Tuckanuck passage to Block Island—
Valiant and *Acasta* and *Atalante* Sloop also *Borer* Gun Brig. From Block Island to Entrance of Long Island Sound and off New London
Plantagenett—Off Sandy Hook
Belvidera *Statira* *Morgiana* Off the Entrance of the Delaware.
Dragon, *Lacedemonian*, *Armide*, *Dotterall* & *Mohawk* At the Entrance of the Chesapeak.

I am entertained the most confident hope that Commodore Rodgers would not have been able to escape through all these Ships, but in steering for the Tuckanuck passage he fell in with the *High[flyer]* Schooner Tender, which, on my way from the Chesapeak to this Port I had stationed upon Nantucket Shoals for the express purpose of watching that Channel, and in the event of seeing the *President*, to carry the information to the Squadron off Boston, & which from her very Superior Sailing and light draft of Water, she might have done in time to apprise his Majestys Ships.

The *Orpheus* having sprung her Mainmast was obliged to come into Halifax for a new one and I had no Ship to replace her so soon as she again, got ready and proceeded to her Station—

The *Albion* is now under Orders to reinforce the *Orpheus* and *Loup-Cervier* and the *Narcissus* just returned from Quebec proceeds to join the *Belvidera* off the Delaware.

The *Statira* is here, but so very bad in her top sides, knees &c that I purpose sending her to guard Long Island Sound and assist in blocking up the United States Frigates *United States*, *Macedonian* & *Hornet* Sloop in New London for a short time and so soon as I can replace her on that Station to order her to the West Indies to take home Convoy from thence The *Victorious* is refitting at Halifax very short of compliment and her Crew slowly recovering from Sickness, many having been Invalided—I have the honour to be Sir Your most obedient humble Servant.

John Borlase Warren

LS, UKLPR, Adm. 1/504, pp. 417-20.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 274

Halifax 20th: Novr: 1813.

Sir

Having consulted with his Excellency the Lieutenant Governor of this Province and considered the best means of enforcing the Blockade of the different Ports of the United States, I found it necessary to give full effect to the Orders of the Lords Commissioners of the Admiralty and to further their Lordships intentions therein, to direct an additional Blockade to be proclaimed which comprehends the line of Coast from the entrance by the Sound into New York to the Southern Ports & River Mississippi—I enclose a Copy of the Same and hope it will meet with their Lordships approbation—I have the honour to be Sir Your most obedient humble Servant

John Borlase Warren

LS, UKLPR, Adm. 1/504, pp. 551-53.

[Enclosure]

BY the Right-Honourable SIR JOHN BORLASE WARREN, BART. K.B. Admiral of the Blue, and Commander in Chief of His Majesty's Ships and Vessels employed, and to be employed, on the American and West Indian Station, &c. &c. &c.

A PROCLAMATION.

WHEREAS, His Royal Highness the Prince Regent hath caused his Pleasure to be signified to the Right Honorable the Lords Commissioners of the Admiralty, to direct that I should institute a strict and rigorous Blockade of the *Chesapeake*, the *Delaware*, and the Ports and Harbours of *New-York*, *Charlestown*, *Port Royal*, *Savannah*, and the *River Mississippi*, in the UNITED STATES OF AMERICA, and to maintain and enforce the same, according to the Usages of War in similar Cases, and the Ministers of Neutral Powers have been duly notified, agreeably to the Orders of His Royal Highness, that all the Measures authorized by the Law of Nations would be adopted and exercised with Respect to all Vessels which may attempt to violate the said Blockade.

AND WHEREAS, in obedience to His Royal Highness's Commands, I did without Delay, station a Naval Force off each of the before-mentioned Bays, Rivers, Ports and Harbours, sufficient to carry His Royal Highness's Order for the Blockade thereof, into strict and rigorous Effect; but finding that the Enemy by withdrawing his Naval force from the Port of New-York, and establishing at the Port of New-London a Naval Station, to cover the Trade to and from the Port of New-York, thereby endeavouring to prevent, as far as in his Power, the Execution of His Royal Highness's said Orders; and also finding, that the Enemy has through the Medium of Inland Carriage, established a Commercial Intercourse between the said Blockaded Ports, and the Rivers, Harbours, Creeks, Bays and Outlets contiguous thereto, whereby the full Effect of the said Blockade has been to a certain Degree prevented, in order to put a Stop to the same,—I do, by Virtue of the Power and Authority to me given, and in Obedience to the Orders I have re-

ceived from the Right Honourable the Lords Commissioners of the Admiralty, Declare, that, not only the Ports and Harbours of the *Chesapeake*, *Delaware*, *New-York*, *Charleston*, *Port Royal*, *Savannah*, and the *River Mississippi* herein before-mentioned, are still continued in a state of strict and rigorous Blockade; but that I have also Ordered all that Part of *Long Island Sound*, so called, being the Sea Coast lying within Montuck Point, or the Eastern Point of Long Island, and the Point of Land opposite thereto, commonly called Black Point, situate on the Sea Coast of the Main Land or Continent, together with all the Ports, Harbours, Creeks and Entrances of the East and North Rivers of *New-York*, as well as all other the Ports, Creeks and Bays along the Sea Coast of *Long Island*, and the State of *New-York*, and all the Ports, Harbours, Rivers and Creeks, lying and being on the Sea Coasts of the States of *East and West Jersey*, *Pennsylvania*, the lower Countries on the *Delaware*, *Maryland*, *Virginia*, *North and South Carolina*, *Georgia*, and all the Entrances from the Sea, into the said River of *Mississippi*, to be strictly and rigorously Blockaded:— And I do therefore by Virtue of the Power and Authority in me vested, Declare the whole of the said Harbours, Bays, Rivers, Creeks and Sea Coasts of the said several States to be in a state of strict and rigorous Blockade. And I do further Declare, that I have stationed on the Sea Coasts, Bays, Rivers and Harbours of the said several States, a Naval Force, adequate and sufficient, to enforce, and maintain the Blockade thereof, in the most strict and rigorous Manner. And I do hereby require the respective Flag Officers, Captains, Commanders, and Commanding Officers of His Majesty's Ships and Vessels, employed and to be employed on the American and West Indian Station, and all others whom it may concern, to pay the strictest Regard and Attention to the Execution of the said Orders of His Royal Highness the Prince Regent, and also to the Execution of this Order. And I do caution and forbid, the Ships or Vessels of all, and every Nation in Peace and Amity with the Crown of Great-Britain, from entering, or attempting to enter, or from coming out, or attempting to come out of any of the Ports, Harbours, Bays, Rivers or Creeks before-mentioned, under any Pretence whatsoever; and that no Person hereafter may plead Ignorance of the Measures, which His Majesty has been reluctantly compelled to adopt, in Order to force his Enemy to put an End to a War, on their Part unjustly declared against his Majesty and all his Subjects, I have caused this Proclamation to be published.

GIVEN under my Hand, at HALIFAX, the 16th Day of NOVEMBER, 1813.

JOHN BORLASE WARREN,

Admiral of the Blue, and Commander in Chief, &c. &c. &c.

TO The Respective Flag Officers, Captains, Commanders, and Commanding Officers of His Majesty's Ships and Vessels, employed, and to be employed on the American and West-Indian Station, and all whom it may concern.

BY COMMAND OF THE ADMIRAL,
GEORGE REDMOND HULBERT, *Secretary.*

D, UKLPR, Adm. 1/504, pp. 551-53, enclosure.

The Use of American Prisoners to Man British Merchantmen

The war between the United States and Great Britain generated tremendous demand on both sides of the Atlantic for able-bodied seamen. Unfortunately for both belligerents, the pool of available seamen was too small to man all the merchantmen, privateers, and naval vessels each nation had afloat. As a result, many ships, public and private, were forced to lie idle until sufficient crews could be recruited to enable them to put to sea. In 1813, the scarcity of sailors at Halifax became so great that the owners of merchant vessels were forced to resort to extraordinary measures to man their ships. The Admiralty's disapproval of these measures prompted the following reply from Rear Admiral Edward Griffith.¹

1. For the testimony of an American prisoner of war regarding this practice, see the deposition of Abraham Walter, pp. 600-602.

REAR ADMIRAL EDWARD GRIFFITH, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 15

Centurion Halifax
18th: October 1813

Sir

I have received your letter of the 26th: August, with its enclosures from Captain McLeod of the "*Princess*,"¹ relating to the cases of ten Prisoners of War who have been allowed to go out of Prison at Halifax, for the purpose therein stated: and directing me to explain this circumstance for their Lordships information: In reply to which I have to acquaint you that the difficulty, if not impossibility, at times of procuring Seamen to navigate the trade from this Place to the United Kingdom, has induced the Senior Officer of His Majesty's Ships, when applied to by a Merchant Owner, to sanction a few Seamen being shipped from the Prison at Melville Island for the above purpose; The Agent for Prisoners of War taking proper security for their being delivered into Custody in the Vessel arriving at a Port of the United Kingdom. It is a Practice, I am informed, which has been common here, since the American War; and I have reason to think that, without such occasional assistance being afforded to the trade of this Port, many vessels would lose their Voyage, for want of Hands to navigate them. The men so granted have always been selected from amongst European foreigners or Americans, who have been Captured in Merchant Vessels; but as it is to be inferred from the tenor of your letter that their Lordships do not approve of this practice, I shall give directions for the discontinuance of it. I am, Sir, Your most obedient humble Servant

Edw Griffith Rear Admiral

LS, UKLPR, Adm. 1/504, pp. 439-40.

1. *Princess* was a stationary receiving ship.

Redesigning the 74s

The 74-gun ships building at Charlestown and Portsmouth had already undergone one major design change in the spring when it was decided to increase their dimensions both in length and in width.¹ In the fall Commodore William Bainbridge proposed a second alteration in these ships' design: that they be built with a frigate's bow rather than the traditional beakhead bulkhead² bow of a 74. Before deciding on the merits of this proposal, Secretary Jones solicited the opinions of both Bainbridge and Captain Isaac Hull.

1. See pp. 91-95.

2. The beakhead bulkhead closed in the forecabin on a 74-gun ship of the line. Its construction did not permit a ship of the line's deck to run so far forward as that of a frigate.

SECRETARY OF THE NAVY JONES TO COMMODORE WILLIAM BAINBRIDGE

Commodore Wm. Bainbridge.
Charlestown. Massts.

Navy Depart.
Octr. 22d. 1813.

The enclosed extract from a letter received this instant from Captain Hull will indicate the object of this letter. If in the progress of the Ship building under your direction any improvement shall suggest itself to you as preferable to the plan and mode of finishing Ships of her class I shall be glad to receive it for consideration, but I presume no important deviation from the original design will be determined upon without the previous approbation of this Department. The alteration hinted at is a very important one involving some weighty considerations. If you have had it in contemplation and will offer your reasons in support of your plan they will receive respectful attention. I am very respectfully your obedt. Servt.

W Jones.

LB Copy, DNA, RG45, CNA, Vol. 1, p. 525 (M441, Roll No. 1).

SECRETARY OF THE NAVY JONES TO CAPTAIN ISAAC HULL

Isaac Hull Esqr.
Commanding Naval Officer
Portsmouth. N.H.

Navy Department
Octr. 23rd. 1813.

I have received your letter of the 17th. current on the subject of changes intended by Commodore Bainbridge in the 74 building at Charlestown.

Commodore Bainbridge may have had the alteration mentioned in contemplation, but has not suggested it to the Department, of course he will do so before he determines to carry it into effect.

I have written him on the subject and requested the result of his reasoning on the subject, as the alteration is an important deviation from the practice of all the Naval powers in Europe, nevertheless, that alone would not induce a rigid adherence to their plans if good reasons existed for the deviation.

I have myself reflected upon the proposed alteration which certainly would combine many advantages, if it is not liable to objections of a nature to overbalance the advantages.

I cannot conceive that raising the Hawseholes seven feet would cause the Ship to ride much heavier, as the angle would be so acute with a long Scope of cable as to be almost imperceptible. Raising the Bowsprit in the bed would rather be advantageous than otherwise and would require less Steeve, but the more it is elevated the more it may be supposed to strain the nightheads and wooden ends, but the form of the upper Bow would by terminating at the Stem head at the height of the upper Deck instead of the Beak and Bulk head give additional strength; a great advantage would certainly be gained by working the cables on the upper gun Deck.—

I have thought that the retaining of the Beak head in Ships of the line might be the effect of old habits more than utility, for the Beak head was retained in frigates until within a few years.

I shall [shall] be glad of your opinion on the subject, as I have asked that of Commodore Bainbridge, on that as well as on the inboard works, copy of my letter to him is enclosed, which you will consider as addressed to you also.

The Agent under your advise as to the kinds of timber, will contract for as much as you can deck or cover to advantage. I am respectfully yr. obedt. Servt.

W Jones

LB Copy, DNA, RG45, CNA, Vol. 1, pp. 526-27 (M441, Roll No. 1).

COMMODORE WILLIAM BAINBRIDGE TO SECRETARY OF THE NAVY JONES

Navy Yard, Charlestown, Mss.

Oct. 27. 1813.

Sir,

I have the honor to acknowledge the receipt of your letter of the 22d. instant, Enclosing an extract of a letter from Captain Hull respecting the Beak head, Bulk heads of the seventy four gun ships building under our directions. The draught drawn by Mr. Hart, which I had the honor to forward to you some time since, did not lay down the Beak head, Bulk head timber, but showed a frigate's bows. Presuming the alteration intended, as per draught, had been noticed by you, and not receiving any objections from you on the subject of said alteration, I concluded it met your approbation and acted accordingly.— Indeed, I cannot conceive any good objection to this improvement of building the bows of two decked ships. The objection mentioned by Captain Hull, of making the ship ride heavier, is one I am confident, Sir, will not be considered so by you; as the original draught by Mr. Humphreys places the hawse holes just under the upper gun deck, and the alteration intended places them just above, thereby making a difference only of about 3 feet height for the angle of the cable. As great a difference often exists in ships of the same class as to the height of their hawse holes— In fact, frigates' hawse holes are much higher in proportion than the hawse hole laid above the upper gun deck in two decked Ships.— One of the most able and Scientific Ship builders, Gabriel Snodgrass, in a report made to one of the principal Secretaries of State in Great Britain, in 1796, makes the following observation:—"No line of Battle Ship should work their cables on the

lower deck."— The character of that able builder is too well known to you, Sir, for me to doubt of respect being given to his opinion.— As to Captain Hull's other objection, of its bringing the bows of the Ship higher up, I cannot conceive it to be an objection but rather an advantage, for when the Bowsprit lies so very low, it is obliged to be steeved very much to keep it out of the water; and the head, railings &c instead of running nearly horizontally, are consequently placed at a very acute angle of elevation. But Mr. Humphrey's original draught places the bowsprit on the upper gun deck (which is where the present draught places it), thereby laying it higher and giving it less steeve than the European mode of placing it on the lower gun deck, and is in my opinion much better— To follow the original plan, by Mr. Humphreys, of stepping the bowsprit on the upper gun deck, and giving a Beak head Bulk head, would leave the Bowsprit very insecure; and I presume that no Ship was ever so built. All the line of battle ships I have ever seen with a Beak head, Bulk head, have uniformly carried the bowsprit through the upper gun deck and stepped on the lower gun deck, thereby giving additional security to the bowsprit.

I know no other reason why so many of the European nations continue the Beak head, Bulk head, than that old habits and practices are difficult to get clear of in those countries as well as in our own. Some of the finest ships of the line I ever saw, were built at Constantinople by the celebrated french Naval Architect, Le Brun, and they were built with frigate bows, and not with Beak head, Bulk heads. I believe the Russia, Swedish and Danish men of war are at present so built— But I feel confident, sir, that so long as you are at the head of our Navy, we shall not be tied down to European prejudices or customs, except the latter should carry conviction with them— Our country has certainly passed its novitiate in the art of ship building.—

The following are my additional objections to the Beak head, Bulkhead in our 74s. First, the ship is not so strong about her bows— her upper gun deck is not so well protected against a raking fire across the bows; for the Beak head Bulk head, cannot be made so resistible to the shot as the bows can. Second. It being a square across the bows, it holds much more wind in riding at anchor, than the circular form of the bows of Ships would do. Third. It carries the accommodation of the head much lower and more exposed. Fourth. It is a receptacle for water when the Ship pitches deep into the sea, and thereby gives a great additional draught in her bows which may endanger the Beakhead Bulk head, besides Keeping the upper gun deck wet. It also takes away a great deal of fore-castle-room which is of great importance in working the ship.

I am decidedly of Mr. Snodgrass' opinion respecting the cables working on the upper gun deck. The ship, in my opinion, will ride full as easy, and certainly be much drier on her decks: And the manger being low (as is the case if worked on the upper gun deck) makes it much more convenient for veering and heaving, than being high as must be the case if worked on the lower gun deck. The lower gun deck, being the birth deck for the crew, is also kept much drier and clearer than it would be if the cables worked on it, which is a subject deserving consideration on account of the health of the crew.

Having given to you, sir, my reasons against the Beakhead Bulkhead, I beg leave most respectfully to solicit, that should they not correspond with your own ideas so as to decide in your mind to build our 74s. without the Beak head Bulk head, that you will (if only by way of experiment) indulge me in building the ship here, intended for my own command, as I have contemplated, with a

frigate bows. I am willing to take the responsibility of the risque of being condemned hereafter, on trial, for recommending the alteration. In doing so, I feel confident I hazard nothing; but on the contrary, feel assured that the experiment will meet your approbation. I have the honor to be, sir, with the highest respect, your obt. servt.

W^m Bainbridge

LS, DNA, RG45, CL, 1813, Vol. 7, No. 53 (M125, Roll No. 32). Two pages are missing from the microfilm copy of this letter. They can be found bound with the original.

CAPTAIN ISAAC HULL TO SECRETARY OF THE NAVY JONES

Navy Yard Portsmouth
2d November 1813

Sir,

In answer to that part of your letter of the 23rd asking my opinion as to the proposed alteration in the bows of the 74, I have the honour to inform you that I have reflected on the subject and find advantages and disadvantages, but having had but little experience in Ships of the Line, I do not feel competent to decide which ought to predominate.

One great argument against running the Deck forward like a Frigate is that of its never having been done by any nation before us, and I cannot believe that they would let old Customs carry them so far as to lay aside great improvements were they to discover them, and this alteration is a very important one, the disadvantages that I have thought of are as follows:

1st. By carrying the Cables on the upper Gun Deck the Ship would ride heavier on her Cables and no doubt would strain much more in her timbers—

2d. By working the Cables on the upper Gun Deck the bits must be there also, of course they will be between the Ports on the upper deck and come directly opposite & in the way of a gun on the lower Deck. This I think important.

3d. by working the Cables on the upper Gun Deck, the Capstans must be there and fixed, as they could not well be lowered from the Upper Deck down into the Orlope as is usual in ships of this rate. Besides, your upper Capstan aft, would be on the quarter deck; much in the way of working what ropes you work on the deck.

4th. By working the Cables on the Upper Gun Deck, they with the Capstan bars, Messenger, Nippers &c. will be much in the way of working the Ship, which is generally done on that deck in Ships of the line. The Cables would also have to be rowed a greater distance, which would make it heavier to work them, beside the wear and tear which would be greater.

These, and as I have said before, that of the practice of all Naval powers, would be great objections.

On the other hand there would be advantages, such as that of having the lower deck entirely clear, and (by the cables going on the upper deck) would be much drier, and not so liable to get too large a quantity of water on her lower deck in riding heavy, and there cannot be a doubt but the Ship would look better or more snug, by running her upper deck forward like one of the large Frigates, than she would with a Beak head, and her upper deck in my opinion would be stronger by finishing with a hook than cut short as it must be for the Beak head

I differ very much from Commo. Bainbridge as to the Sheer of the Ship. It is clearly my opinion that they are to straight and that they will be hogged in six months after they are launched, if they are not in launching itself, for no ship of the length of these can be built so strong as to prevent their hogging or straightening from five to eight inches and very often, more. I therefore fear our ships have not sheer enough.

You did not ask my opinion on this subject, consequently it is an intrusion, but I hope you will pardon it when I assure you that I have been led to it from no other views than that of being devoted to the service, as, if you should think with me, it may not be too late to alter the sheer of those that are not quite so forward as the Ship here and at Charlestown. The old draft in my opinion was much too crooked, but the new one is, I think too straight. If therefore a Ship was built between the two, I think she would be a better vessel— With very great respect I have the honour to be Sir, Your Obedt. Servant

Isaac Hull

LS, DNA, RG45, CL, 1813, Vol. 7, No. 75 (M125, Roll No. 32).

SECRETARY OF THE NAVY JONES TO COMMODORE WILLIAM BAINBRIDGE

Commodore Wm. Bainbridge
Charlestown. Massts.

Navy Depart.
Novr. 3. 1813.

Your letter of the 27th. ulto. has been received. I recollect, perfectly well, Snodgrass' reasoning on the subject which always appeared to me to be conclusive in favor of the new method of finishing the upper bows, bedding the Bowsprit and working the Cables on the Second gun Deck. I have also heard the observations of many judicious Commanders, at home and abroad, in support of the improvement, and I must confess that I have never heard objections that I did not think strongly mixed with prejudice and the influence of old habits.— Yet the adherence of the British Navy to the old system appeared to demand a strong investigation and serious contemplation of the subject. I am decidedly in favor of the proposed improvement, which you will please to communicate to Capt. Hull, and also, give him the exact height and Steeve of the Bowsprit, height of hawseholes and finish of the upper bow and head, and send a copy of the same to this Department, in order that corresponding directions may be given to the builders in Philadelphia. I am, Sir, respectfully yr. obdt. Servt.

W Jones.

LB Copy, DNA, RG45, CNA, Vol. 1, p. 531 (M441, Roll No. 1).

Purchasing Ships into the Royal Navy

To increase the force under Admiral Warren's command, the Admiralty transferred dozens of ships from home and overseas stations to North America. It also granted Warren the authority to purchase ships into naval service. Captured American privateers were usually favored for such purchases because of their speed and superior sailing qualities.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 234

Halifax, 25th October 1813.

Sir,

I beg you will please to acquaint the Lords Commissioners of the Admiralty, that in consequence of the authority conveyed in your letter dated the 18th Novr. 1812, for the Purchase of Six small Vessels and a Flotilla Force, I directed the Captured American Letters of Marque named on the back hereof to be Surveyed, which being found fit for His Majesty's Service, and of a description that were much wanted, I ordered them to be Purchased; they are all particularly fine Vessels of their Class and extremely fast Sailers. I have the honor to be Sir, Your most Obedient humble Servant.—

John Borlase Warren

LS, UKLPR, Adm. 1/504, p. 523.

[Enclosure]

The Privateer Brig *Rapid* of 310 Tons— Commissioned & called *Nova Scotia* Commanded by Lieutt. Bartlo. Kent.
 The Letter of Marque Brig *Herald* of 315 Tons. Commissioned & called the *Barbadoes* Commanded by Captn. John Fleming.
 The Do. Schr. *Lottery* of 225 Tons. Commissioned & called the *Canso* Commanded by Lieutt. Wentwth. P. Croke.
 The Do. Do. *Syron* of 215 Tons. Commissioned & called the *Pictou* Commanded by Lieutt. Edward Stephens.—
 The Do. Do. *Lynx* of 225 Tons. Commissioned & called the *Musquedobit* Commanded by Lieutt. John Murray
 The Do. Do. *Racer* of 225 Tons. Commissioned & called the *Shelburne* Commanded by Lieutt. David Hope
 The Do. Do. *Atlas* of 240 Tons. Commissioned & called the *St. Lawrence* Commanded by Lieutt. David Boyd
 The Privateer Schr. *High Flyer* of 132 Tons. now called the *High Flyer*
 The Do. Do. *Spencer* of 90 Tons. now called the *Cockchafer*

These Vessels were Purchased as Tenders, and to act as a Flotilla Force in Rivers and Harbours, in which Service they were found of the greatest ability; nor would it have been possible for me to have distressed the enemy in so great a degree as they have experienced, or to have carried the War into the interior of the Country, without some such class of Vessels.—

D, UKLPR, Adm 1/504, p. 525, enclosure.

Civilian Aid to the Enemy: Two Perspectives

The willingness of coastal New England towns to supply food, water, and wood to enemy vessels proved enormously advantageous to the Royal Navy. No doubt, such collaboration was an expression of the political and economic frustration New Englanders felt toward "Mr. Madison's War."¹ More practically, it was a response to British naval dominance in New England waters, a dominance that state and federal officials were powerless to challenge during the war. When British naval officers came ashore to solicit supplies, New Englanders had only to reflect on Cockburn's raids in the Chesapeake to know how they should respond: cooperation was preferable to devastation. The following documents offer two perspectives—one British, one American—on civilian aid to the enemy at Provincetown, Massachusetts.

1. Of New England Federalists, one British naval officer remarked, "They hate the war on their own account, hate the war because it prevents their making money, and like the English as a spendthrift loves an old rich wife." See Napier, *Journal*, p. 23.

CAPTAIN JOHN HAYES, R.N., TO
ADMIRAL SIR JOHN B. WARREN, R.N.

His Majesty's Ship *Majestic* anchored in an outside berth in Cape Cod Bay on the 16th October 1813 where she procured seventy tons of water, Twenty Chords of Wood, and dry Fish with Fruit & Vegetables in abundance, and it appears to me particularly adapted to afford shelter to the Ships cruising in Boston Bay, but it will be necessary in bad weather to gain the Anchorage in time, as the winds that blow onshore are directly out of the Bay; but should the Ships sustain any injury in a Gale of Wind they may safely repair here after it is over and be in smooth water to set all to rights again; It is of course presumed if the force at Boston is superior; that the Ships will not remain long enough at Anchor to afford the Enemy an opportunity to take advantage of their situation; The Inhabitants of Province Town are disposed to be on Friendly terms, and have promised to allow the Ships to take water from their Wells, and on reasonable terms will supply them with fish, Fruit, & Vegetables, and also good firewood; this article they cheaply procure from the Coast to the northward of Cape Ann, and to enable them to keep a supply of it I have given a note to several Owners of Schooners going for a Cargo stating the assistance afforded the *Majestic* and recommending their being permitted to pass—

Majestic's Anchorage was with the Light House and Windmill which stands near it in One, bearing about E b N and the outside low sandy point W b N in 13 fathoms Water. Off the sandy spit which partly forms the harbour 2 1/2 Miles and from the Town 5 Miles. from this berth you may safely run in for the Sandy Shore between the Town and Lighthouse and Anchor where you please, not going nearer than one Mile; In this Anchorage you will have the Harbour quite open, into which you may go if you think proper in Mid Channel and Anchor in a perfect Basin, with 9 or 10 fathoms Water: The American coasting pilot¹ gives so good a description of this place, that all which may be necessary for me to add is, that if you give the shore generally a berth of a mile you can get into no danger as nothing runs off above that distance, unless you go up to

Welsfleet where a reef of 6 Miles runs off the point in a W by S. or W.S.W. direction, and not generally noticed on the Charts, or in the Books of directions, every other part of the Bay is Clear, where 500 Sail may Anchor and a Fleet may work in and out together during the short time the *Majestic* remained at the Anchorage it blew a gale from Northward and Westward, and also from the Southward and Eastward in neither was it necessary to strike Topgallt. Masts, there not being any Sea to affect the Ship altho' the men of War outside were reduced to reefed Courses, The Ground was a mixture of mud and blue Clay very tenacious, farther in the ground is a close fine Sand equally good, but farther out the mud is too soft and loose to hold.—

A Spanish Flag hoisted at the Mizen Top Gallt. Masthead will be understood by the Inhabitants (in fine weather) that the ship stands in need of refreshments, and in bad weather as Wanting a Pilot

("Signed") Jno. Hayes

Copy, UklPR, Adm. 1/504, pp. 737-39. This undated report was enclosed with Captain Hayes's letter of 25 October to Admiral Warren. See Hayes to Warren, 25 Oct. 1813, UklPR, Adm. 1/504, pp. 733-36.

1. Captain Lawrence Furlong's *The American Coast Pilot*, was first published in 1796 by Blunt and March of Newburyport, Massachusetts.

COMMODORE WILLIAM BAINBRIDGE TO SECRETARY OF THE NAVY JONES

Navy Yard Charlestown M
31st Decemr. 1813

Sir,

I am informed that the British Vessels of war Cruizing on this Coast. rendezvous—at Province Town, Cape Cod Harbor—Where they have familiar Intercourse with the Shore, and receive all necessary supplies It is much to be regretted that they should have so Important shelter from the Gales, which will enable them to keep this Station throughout the Winter. In addition to which, it opens a wide door for illicit Trade with the Enemy, and gives a favorable opportunity for the Introduction of his Manufactures. Some Troops stationed in Province Town would prevent the Enemy from receiving a supply from the Shore at that place— And by having a few 18 or 24 pound Cannon might I presume annoy their Vessels lying in the Harbor— I have the honor Sir, to be with the highest respect yr. obt. St.

W^m Bainbridge

LS, DNA, RG45, CL, 1813, Vol. 8, No. 115 (M125, Roll No. 33).

The Royal Navy Punishes Deserters to the Enemy

The Royal Navy had always experienced a problem with desertion. The severity of the problem fluctuated, however, generally improving in time of peace and worsening in time of war. During the Napoleonic Wars losses experienced due to desertion were particularly

acute.¹ A significant number of those who fled service in the Royal Navy at this time found employment in the American merchant marine or in the U.S. Navy. Once hostilities between the United States and Great Britain commenced, it was the Admiralty's policy to deal harshly with British deserters discovered on American warships. Those so discovered were subject to the death penalty. It was believed that such sanctions would discourage further incidents of desertion to the enemy.²

1. For a brief treatment of this topic, see Lavery, *Nelson's Navy*, pp. 143-44.

2. John D. Armstrong, surgeon's mate on board *Constitution* and a British alien, was fearful enough of the treatment he would receive should "Old Ironsides" be captured that he asked Secretary Jones to transfer him to a shore station, a request to which Jones acceded. See *Armstrong to Jones*, 3 Dec. 1813, DNA, RG45, BC, 1813, Vol. 4, No. 130 (M148, Roll No. 12). See also the comments of British deserter Samuel Leech, whose ship, the U.S. brig *Siren*, was captured by H.M.S. *Medway*, in his autobiography *Thirty Years from Home*, pp. 197, 218, 224-25.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 240

Halifax, 27th October 1813.—

Sir,

I have the honor to acknowledge the receipt of your letter of the 30th July, directing me to order the Captains and Commanders under my orders to make known to their respective Crews, that John Wiltshire¹ alias Jonathan Bowers, alias John Riley suffered the Sentence of Death passed on him at the last Admiralty Sessions for adhering to His Majesty's Enemy's on board the *True Blooded Yankee* American Privateer; and to impress on their minds the heinousness of taking up Arms against their Sovereign and Country &c; and I shall pay the strictest attention to their Lordship's directions thereby communicated.— I have the honor to be Sir, Your most Obedient humble Servant

John Borlase Warren

LS, UKLPR, Adm. 1/504, pp. 509-10.

1. Wiltshire was an Englishman imprisoned in a French jail at the time *True Blooded Yankee* was fitting out at Brest. In return for his release from prison, he agreed to serve on the American privateer. He was captured when *Margaret*, on which he was part of the prize crew, was taken by H.M. cutter *Nimrod*. See Maclay, *American Privateers*, pp. 275-76.

Charges of Neglect in the Care of *Argus's* Wounded

Three days after their capture, *Argus's* wounded were landed at Mill Prison, Plymouth. When the prison surgeon, George Magrath, examined them, he was shocked at what he found: men with shattered limbs left untreated since the day of the battle and nearly all "in a state of Gangrene."¹ Magrath's superiors at the Transport Board² forwarded his report to Reuben G. Beasley, the American agent for prisoners at London.

Beasley was greatly disturbed by the apparent neglect suffered by *Argus's* wounded following her action with *Pelican* and he immediately made inquiries to determine whether the ship's surgeon, James Inderwick, had been derelict in the performance of his duties. On 30 October, Beasley informed Secretary Jones of the result of his investigation.

1. See Magrath to Transport Board, dated August 1813, enclosed in Reuben G. Beasley to Jones, 18 Sept. 1813, DNA, RG59, Despatches from U.S. Consuls in London, England, 3 Aug. 1812-28 Nov. 1816 (T168, Roll No. 10). Magrath's motives for making these charges are explored in Estes and Dye, "Death on the *Argus*."

2. Along with its other responsibilities, the Transport Board was charged with the care and treatment of prisoners of war.

REUBEN G. BEASLEY TO SECRETARY OF THE NAVY JONES

(Copy)

London, October 30th 1813.

Sir,

With reference to my Letter of the 18th Ultimo, enclosing the copy of a communication made to me by the Transport Board, implicating the conduct of Mr. Inderwick, Surgeon of the *Argus*, I have now the satisfaction to inform you, that according to the assurance of the Officers of that Vessel, there was not the least foundation for the charges contained in that communication; on the contrary, the most prompt & particular attention was paid by Mr. Inderwick to the wounded under the most difficult circumstances. I have the honor to be, with great respect, Sir, Your most obedt. Servant

R G Beasley

LS, DNA, RG45, MLR, 1813, Vol. 7, No. 45 (M124, Roll No. 59).

REUBEN G. BEASLEY TO SECRETARY OF THE NAVY JONES

London, 15th November 1813.

Sir,

With reference to my Letter of the 30th October last, respecting Mr. Inderwick, late Surgeon of the *Argus*, I now transmit the copy of a Letter which I have received from the Transport Office enclosing that of one from the Surgeon of Mill Prison Hospital at Plymouth, explanatory of his former communication to the Board, on which the imputation on Mr. Inderwick was founded.— I have the honor to be very respectfully, Sir, Your most obedt. Servant,

R G Beasley

LS, DNA, RG45, MLR, 1813, Vol. 7, No. 44 (M124, Roll No. 59).

[Enclosure]

(Copy)

Transport Office,
13th November 1813.

Sir,

With reference to my Letter of the 16th of September last, transmitting to you an extract of a report from the Surgeon of Mill Prison Hospital relative to the deplorable state of the American Prisoners who were received wounded from on board the United States late Sloop of War *Argus*, I am now directed by

the Commissioners for the Transport service &c. to transmit the enclosed copy of a Letter from that Officer explanatory of his former report.— I am, Sir, Your most obedient, humble Servant,

(Signed) J. Dixon
pro Secy.

R G Beasley Esqr.

Copy, DNA, RG45, MLR, 1813, Vol. 7, No. 46 (M124, Roll No. 59).

[Enclosure]

(Copy)

Mill Prison Hospital
8th November 1813.

Gentlemen,

I have the honor to acquaint you that I have received a Letter from Mr. Inderwick, Surgeon of the late United States Sloop of War *Argus*, which informs me, that my official report to you, on the state of the wounded Prisoners admitted into Mill Prison Hospital, from that Vessel, has been made the ground of a representation to the American Government, highly prejudicial to his professional reputation, as well as injurious to his future prospects in the Naval service of that Country.—

In stating that "every case, with one exception, was in a state of gangrene, as they had not been dressed from the time of infliction, until admitted into the Hospital," was incontestably correct in point of fact; but it was most remote from my intentions, thereby to impute blame to the Surgeon, or to imply that the existing condition of the wounds exclusively depended upon neglect of dressing; although perhaps, the construction of the paragraph, might warrant such a conclusion. I am therefore happy in the opportunity thus afforded me, of removing any misconception, which the ambiguous wording of the sentence may have led to; as I am convinced the unfavorable character which the wounds had assumed, did not arise from any culpable or wilful neglect on the part of Mr. Inderwick; but was more to be ascribed, to the scene of intemperance, riot and disorder, which I am informed from good authority, pervaded the Crew, from the moment of their capture; and whilst some with shattered limbs refused to submit to amputation, others as obstinately resisted the adoption of such medical treatment as was considered necessary to their respective conditions. From this it will appear evident that I meant not to reflect on the—professional skill or conduct of this Gentleman; but on the contrary, I feel it a justice due to him to assure the Board, that from the many conversations I had with him, on various subjects connected with surgery, and the science of medicine, I formed a very favorable opinion of his acquirements, and have every reason to think highly of his judgement and—competency in his profession.— I have the honor to be, Gentlemen, Your most obedient, humble Servant,

(Signed) Geo. Magrath

Transport Board

Copy, DNA, RG45, MLR, 1813, Vol. 7, No. 47 (M124, Roll No. 59).

Captures by the Royal Navy

One measure of the British blockade's effectiveness may be found in the large number of American vessels captured by the Royal Navy in 1813. The list printed below itemizes over one hundred such captures made by Admiral Warren's squadron between April and September. This list only records captured vessels sent into Halifax for condemnation. It would be far longer if it included ships that were sent into other ports, or were destroyed following their capture.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 266

Halifax, 11th. Novr. 1813.

Sir,

I beg leave to enclose a List of Ships and Vessels Captured & detained by the Squadron under my Command between the 20th April and this date— I have the honor to be Sir, Your most Obedient humble Servant—

John Borlase Warren

LS, UKLPR, Adm. 1/504, p. 699.

[Enclosure]

A List of Ships and Vessels Captured and detained and sent into Halifax by the Squadron under the Commd. of the Rt. Honble Admiral Sir J. B. Warren K B between the 20th April and the 20th September 1813

Date of Capture	Name of Capture	How Rigged	Tons	Cargo	From Whence	Where Bound	By what Ships Captured	Remarks
1813								
28th April	<i>Henry</i>	Ship	181	Salt &c.	Liverpool	Boston	<i>La Hogue</i>	Restored
24 "	<i>Sally</i>	Brig	143	Lumber	Portland	St. Margarets	<i>Curlew</i>	Do.
30 "	<i>Hector</i>	"	156	Sugar & Coffee	Havannah	New York	<i>Spartan</i>	Cargo Condemned vessel restored
5th May	<i>Montgomery</i>	"		Privateer	Salem	Cruizing	<i>Nymphe</i>	Condemned
10 "	<i>Diomede</i>	"	293	Indigo Redwood &c.	Salem	Manilla	<i>La Hogue & Nymphe</i>	Condemned
11 "	<i>Juliana Smith</i>		37	Privateer	Boston	Cruizing	<i>Nymphe</i>	Do.
5 "	<i>Ann</i>	Schr.	42	Cotton Skins &c.	New Orleans	Bourdeaux	Do. <i>Shannon</i>	Do.
9 "	<i>Young Phoenix</i>	Ship			Jersey		<i>Tenedos & Emulous</i>	Restored
6 "	<i>Emperor</i>	Schr.		Indian Corn	Carolina	Boston	<i>Orpheus</i>	recapture
19 "	<i>Paragon</i>	Brig			Aberdeen	N Brunswick	Do. <i>Ramillies</i>	Condemned
18 "	<i>Duck</i>	Ship		Provisions	Waterford	Newfoundland	Recapd. by <i>Shannon & Nova Scotia</i>	Restored
21 "	<i>Enterprize</i>	Schr.	225		Salem	Cruizing	recapd. by <i>Bold</i>	Restored
19 "	<i>Fidelia</i>	Ship	243	Flour, Corn &c	New York	Cadiz	<i>Tenedos Curlew</i>	Condemned
10 "	<i>Juliet</i>	Sloop	92	Molasses	Cuba	Newport	<i>Orpheus & Ramillies</i>	Condemned
26 "	<i>Branch</i>		78	Ballast	Boston	Dear Island	<i>Paz</i>	Do.
							<i>Bream</i>	
23rd April	<i>Semeramus</i> ¹	Sloop	85	Timber	P River	Boston	<i>Bream</i>	Do.
10th May	<i>Columbia</i>	Schr	98	Lumber & Potatoes	Martinique		<i>Rattler</i>	Do.
19 "	<i>Dolphin</i>	Brig		Corn Beef & Pork	New York	Oporto	<i>La Hogue</i>	Do.
16 "	<i>Orion</i>	"	119	Flour & In. meal	Do.	Lisbon	Do.	Restored
18 "	<i>Pilgrim</i>	"	269	Flour	New Orleans	Cadiz	Do.	
24 "	<i>Post Boy</i>	Schr.	154	Brandy Wine	Salem	St. Dominigo	<i>Shannon</i>	Condemned
1st June	<i>Chesapeake</i>	Ship			Boston	Cruizing	<i>Tenedos Rattler</i>	Do.
1 "	<i>Joanna</i>	Schr.	48	Corn	Do.	Eastport	<i>Shannon</i>	Do.
5th "	<i>Washington</i>	Schr.	65	Boards	Portland	Boston	Privateer <i>Dart</i>	
6 "	<i>Cuba</i>	Ship	176	Flour			Privateer <i>Dart</i>	
16 "	<i>Christiana</i>	Brig	132	Lumber	In the Possession of the American Privateer <i>Teaser</i>		Do.	Restored
							<i>Wasp Rover</i>	Do.
18 "	<i>Lark</i>	Schr.					Do.	
	<i>Eunice</i>	"	193	Salt	St. Ubes	Boston	<i>Wasp</i>	Do.
	<i>Thomas</i>	Brig			Cadiz	Do.	Do.	Do.
22 "	<i>Gustava</i>		123	Sundries	Boston	Madeira	<i>Sylph</i>	
24 "	<i>North Star</i>		117	Do.	St. Salvador	Boston	<i>Tenedos</i>	
8 "	<i>Belle</i>	Schr.	105	Ballast	Madeira	Egg Harbour	<i>Spartan, Statira and Martin</i>	Restored
2 "	<i>Flor de Lisbon</i>	Brig		Sugar & Rice	Porto Rico	Philadelphia	Do. Do. Do.	
2 "	<i>Charlotta</i>	"		Some money Cloth	Porto Rico	Do.	<i>Spartan, Statira & Martin</i>	Restored
14 "	<i>Del Carmen</i>	Schr.		Flour Corn &c.	New York	Havannah	Do. Do. Do.	Do.
1 "	<i>Kitty</i>	Brig	157	Ballast	Madeira	Philadelphia	Do. Do. Do.	Do.
30 May	<i>Commerce</i>	"	185	Cotton	Philadelphia	Gottenburg	Do. Do. Do.	Do.
20 "	<i>Volador</i>	"		Some money Silk &c.	Do.	Havannah	Do. Do. Do.	
12 June	<i>Hero</i>		165	Provisions	Limerick	Lisbon	Do. Do. Do.	Recapture
26 "	<i>St. Jago</i>	Brig	267	Sundries	Salem	Malaga	<i>Woolwich</i>	
17 "	<i>Porcupine</i>	"	330	Brandy Wine & Silk	Byona	Boston	<i>Valiant, Acasta Wasp</i>	
					[<i>Bayonne</i>]			

Date of Capture	Name of Capture	How Rigged	Tons	Cargo	From Whence	Where Bound	By what Ships Captured	Remarks
30 "	<i>Minerva</i> <i>Morning Star</i>	" Sloop	184	Beef & Pork	Boston	Lisbon	<i>La Hogue</i> <i>Spartan</i> <i>Statira</i> , & <i>Martin</i>	Condemned
30 "	<i>Thomas</i> <i>Liverpool Packet</i>	Schr. Ship		Privateer	Portsmouth	Cruizing	<i>Nymphe</i> <i>Dover</i>	Restored
17 "	<i>Harriet</i>	Schr.		Oil & Seal Skins	Newfoundld.	London		Condemned
18 June	<i>Protectress</i>	Ship	292	Flour	Alexandria	Halifax		Restored
27 "	<i>Little Bill</i>	Schr.		Sugar & Molasses	St. Barts.	N Carolina	<i>Loup Cerviere</i> Chesapeake } Squadron }	Condemned
24 "	<i>Herman</i>	Ship	413	Flour	Baltimore	Lisbon	Do.	Do.
14 "	<i>Star</i> <i>Sea Flour</i>	"	409	Do.	Alexandria	Do.	Recapd. by <i>Fantome</i>	Recapture
8th July	<i>Fanny</i>	Brig	146	Flour	Newhaven	Halifax	<i>La Hogue</i>	Condemned
7 "	<i>Swift</i>	Schr.	63	Salt	Cape Cod	Ipswich	<i>Curlew</i>	Do.
7 "	<i>Two Brothers</i>	Do.	53	Sundries	Kennebeck	Ipswich	Do.	Do.
9 "	<i>Precilla</i>	"	61	Fish		Boston	Do.	Restored
	<i>Ellen</i>	Brig		Molasses	St. Barts.	Portland	<i>La Hogue</i>	Cargo Con- demned, vessel to stand to see if English own- ers will claim
27 "	<i>Rebecca</i>	Schr.	86	Flour	N York	Cadiz or Halifax	<i>Boxer</i>	
28 "	<i>Nancy</i>	"	14	a variety	Taken in Harbour at Little River by		<i>Boxer</i>	Condemned
7 "	<i>Prudentia</i>	"		Flour, Staves & Tar		Cadiz	<i>Rattler</i>	Restored
7 Augt.	<i>Eunice</i>	Sloop					<i>Curlew</i>	Condemned
13 "	<i>Anna</i>	Brig	125	Flour, Beef Gin &c.	New Haven	Laguira	<i>Poictiers</i> <i>Maidstone</i> & <i>Nimrod</i> }	further proof ordered
11 "	<i>Republican</i> <i>York Town</i>	Ship		Provisions &c. Privateer	New York	Port au Prince	<i>Nimrod</i> Do. <i>Poictiers</i> <i>Maidstone</i>	Do. Condemned
18 "	<i>Manchester</i>						Do. Do. Do.	Recapture
19 "	<i>Isabella</i>	Brig	126	Wine Silks, Oil &c.		Boston	<i>Pictou</i>	Restored
20 "	<i>Lively</i>	Schr.			St. Thomas's	Halifax	<i>Eperviere</i>	Recapture
14th June	<i>Gustoff</i>	Ship	374	Ballast	N York	Beaufort	<i>Statira</i> <i>Martin</i>	Restored
22nd July	<i>Providence</i>	Schr.					<i>Nymphe</i>	Recapture
1st June	<i>Fanny</i>	Brig			Morrice River	Philadelphia	<i>Statira</i>	
30th June	<i>Ulysses</i>		248	Cotton	Savannah	Bordeaux	<i>Majestic</i>	Condemned
11th July	<i>John Adams</i>	Brig	223	Lumber	Portland	St. Barts.	<i>Rattler</i> & <i>Retrieve Pr.</i>	
14 "	<i>Betsy</i>	Schr.	117	Rum	Tortola	Portland	<i>Bream</i>	
14 "	<i>Triton</i>	Schr.	122	Rum and Molasses	St. Thomas's	Kennebeck	<i>Bream</i>	
12 "	<i>Jefferson</i>	"	99	Ballast	Boston		<i>Bream</i>	
28 "	<i>Stamper</i>	Brig			Liverpool	Halifax	<i>Ringdove</i>	Recapture
	<i>Mary</i>	Sloop					<i>Nimrod</i>	Do.
	<i>Flor de Fajo</i>		164	Fruit, Wine, Whalebone	Lisbon	Boston	<i>Manly</i>	
2nd Augt.	<i>Hope</i>	Brig		Sugar, Coffee Nutmeg	Batavia	Providence	<i>Manly</i>	
4 "	<i>Four Brothers</i>	Schr.					<i>Emulous</i>	Recapture
	<i>Roxanna</i>	Ship					<i>La Hogue</i>	Restored by consent recapture
31st July	<i>Wm. & Ann</i>	Sloop	77	Coals and Glass	Scotland	Ireland	<i>Nimrod</i>	
11 "	<i>Minter</i> ²	"	56	Lumber	Province Tn.	New Bedford	<i>La Hogue</i>	
8th Augt.	<i>Wasp</i>	Sloop		Privateer	Salem	Cruizing	<i>Bream</i>	
6th July	<i>Two Brothers</i>	Schr.	89	Flour and Corn	Tanfield	Eastport	<i>Boxer</i>	
6 "	<i>Friendship</i>	Sloop	100	Flour	Blackrock	Do.	Do.	
13th Augt.	<i>Polly</i>	Schr.					<i>Statira</i>	Recapture
18 "	<i>King George</i>	"	204	Salt	Liverpool		<i>Recruit</i>	Do.
12 "	<i>Gennett</i> ³		35	Fish	Hingham	Fishing	<i>Nymphe</i> <i>Curlew</i>	
13 "	<i>Paragon</i>	Schr.	157	Cotton and Rice	Charleston	Boston	Do. Do.	

Date of Capture	Name of Capture	How Rigged	Tons	Cargo	From Whence	Where Bound	By what Ships Captured	Remarks
17 "	<i>Endeavour</i>	Sloop	104	Corn and Wood	Castine	Boston	Do. Do.	
3 "	<i>Rebecca</i>	Schr.	117	Wood and Barque	Townsend	Do.	<i>Boxer</i>	
25 July	<i>Fairplay</i>	Sloop					<i>Boxer</i>	
31 "	<i>Porpoise</i>	Schr.	32	Fishing Stores			<i>Rattler</i>	
	<i>Anaconda</i>	Brig					<i>Sceptre</i>	Condemned
27th Augt.	<i>Euphemia</i>	Schr.	90	Copper and logwood	Havannah	Boston	<i>Majestic</i>	
26 "	<i>Elizabeth</i>	Brig					<i>Shelburne</i>	recapture
24 "	<i>Espozy Mina</i>	Schr.		Hides and Indigo	La Guira	N York	<i>Statira</i>	
16	<i>Flor de Mar</i>	Ship	311	Wine and redwood	Fyal	Boston	<i>La Hogue</i>	
	<i>Alicia</i>	Brig					<i>Loire and Martin</i>	
	<i>Jane</i>	Ship					Do. Do.	
1st Septr.	<i>Divina Pastora</i>	"	380	Sugar Coffee Molasses	Havannah	New York	<i>Statira</i>	
3 "	<i>Jerusalem</i>	"	750	Sugar Coffee Copper &c.	Do.	Boston	<i>Majestic</i>	
	<i>Dolphin</i>	Sloop						Condemned
29th Augt.	<i>Mariner</i>	Brig					<i>Poictiers</i>	recapture
31 "	<i>Fortune</i>	Schr.					<i>Boxer</i>	
3rd Septr.	<i>Watson</i>	Brig					<i>Poictiers</i>	recapture
11 "	<i>Torpedo</i>	Schr.					<i>Plantagenet</i>	
16 "	<i>Catalonia</i>	Ship					<i>Shannon</i>	
16 "	<i>Alliance</i>	"					Do.	
17 "	<i>Queen Charlotte</i>	Schr.					Do.	recapture
11 "	<i>Massachusetts</i>	Ship					<i>Canso</i>	
14 "	<i>Santa Cecilia</i>	"		Salt and Dry Goods	Lisbon	New Bedford	<i>Wasp</i>	

20 " *Active* " " *Eperviere*
 13 " *Mary* Schr. 61 Sugar and Coffee Boston *Sylph*
Flor de Jago Condemned

John Borlase Warren

DS, UKLPR, Adm. 1/504, pp. 703-11. Notation in upper right corner of first page: "not before gazetted"; and in lower left corner: "Dec 24 Gazette." One column, "What Colours," located between "How Rigged" and "Tons," is not printed here. That column had entries for only five prizes: *Hector* (Spanish), *Young Phoenix* (English), *Chesapeake* (American), *Prudentia* (Spanish), and *Anaconda* (American).

1. *Semerimes* and Pleasant River, according to Essex Institute, *American Vessels*, p. 155.
2. *Mentor*, *ibid.*, p. 139.
3. *Gannett*, *ibid.*, p. 121.

Hurricane Damage at Halifax

The Admiralty's efforts to build up its forces in North American waters were dealt a serious setback by a hurricane that struck Halifax on 12 November. Although no vessels were lost, the material damage was great, especially to the 74s at anchor in the harbor.

ADMIRAL SIR JOHN B. WARREN, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 267.

Halifax. 13th. Novr. 1813.

Sir

I request you will please to state to the Lords Commissioners of the Admiralty, that last Evening about Six oClock, this Harbour was visited by one of the most violent Hurricanes ever known here, it lasted only an hour and a half, but in even that short period the direful effects of it are beyond belief, and the damages sustained by the Men of War and Shipping are extremely great, between fifty and Sixty Sail of Ships were driven onshore, many of them bilged, and others carried so far above high Water mark, as to prevent their being again got off. The Gale raged at low Water, but in a few minutes a torrent came in at a furious rate, and rose the Stream Several feet above the rise of the Tide—

The *San Domingo*, *La Hogue*, *Maidstone*, *Epervier*, *Fantome*, *Manly*, *Nemesis*, *Morgiana*, *Canso*, were parted from their Anchors and put onshore, the whole are afloat except the *Epervier* and *Manly*, & have not received material injury except the *Maidstone* and *Fantome* which must be hove down before they can leave the Port.

The *Nymph*, *Tenedos* were ready for Sea, the former lost her Bowsprit Foremast and Topmasts, had the Starboard Quarter entirely stove in— The *Tenedos* lost her Mizzen Mast the *Victorious* received considerable injury by breaking adrift from Six Cables and getting onboard others, the *Shelburne* Schooner was totally dismasted, the *Nemesis* lost her Mizzen Mast the *Success* her Bowsprit, and of the Convoy which awaited only a fair Wind to proceed with the *Poictiers* to England, only one Vessel is now likely to be able to be ready—

His Majestys Ships are materially crippled by this event, I shall however use every possible endeavour to have them repaired, with every dispatch which the Strength of this Yard and their own means admit of. I have the honour to be Sir Your most obedient humble Servant

John Borlase Warren

The Gale commenced at S.S.E. and finished at N.W.

LS, UKLPR, Adm. 1/504, pp. 713–15.

The Use of Flags of Truce

Under certain circumstances, communication between the enemy and U.S. citizens was legally permissible. Such communication, however, could take place only under a flag of truce by permission of military or naval authorities. The presence of both a naval and

military establishment in cities such as Charleston, South Carolina, raised questions as to whose authority was superior with regard to flags of truce—the navy's or the army's? As Acting Lieutenant Edward H. Haddaway discovered, it was a question fraught with professional hazard.

CAPTAIN JOHN H. DENT TO
OFFICERS COMMANDING BARGES ON GUARD IN CHARLESTON HARBOR

Charleston 23rd Nov 1813

Guard Orders,

The following orders are to be Strictly carried into execution by the officer having the guard in rebellion roads.

1st. Strict attention must be paid to the Guard orders issued from the department relative to intercourse with the Enemy's vessels off the coast or harbours of the U.S.

2nd No vessel or craft is to leave the port without a regular clearance from the Custom House, and you are satisfied does not intend to proceed to a Situation occupied by the enemy,

3. No Craft or Boat to be permitted to go beyond the bar, without my permission

4th fishing smacks or boats are not to go beyond the bar to fish, if attempted they are to be seized and reported.

5th. No flags of truce or other communications are to be permitted with the enemy under any pretence whatever, without my written orders. if attempted the craft or boats with the persons on board are to be seized and reported in order that they may be proceeded against according to law.

6th No officer or other person to leave the Barges on guard without my permission

7th. Barges when on guard, and the weather permitting are to cruize near the bar, so as to observe the motions of the enemy.

8th All flags of truce from the Enemy approaching the harbour are to be received by the Senior officer of the guard near the bar, and the boat not permitted to come within the harbour & as soon as the communication is received dismissed

J H Dent

LB Copy, ScU, John H. Dent Letter Book.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honorable William Jones.

Charleston. 23rd Novr. 1813.

Sir

During my absence Genl. Pinckney granted a flag to a Mercantile agent of this city to go on board the Enemy's vessels off the Bar to close the sales of the purchase of *Inca's* cargo. I am sorry to inform you Lieut Haddaway (Senior officer in Port) permitted the flag to proceed contrary to my orders and also permitted Mr. Jervey¹ to go on board, & not the person named by the General. I



Captain John H. Dent

must Sir protest against the late proceedings of Mr. Jervey (who has been lately appointed to an office in the Custom House) before the receipt of your late orders I directed the commanding officer of the guard to take the names of the persons going out and coming in with the flag, this gentleman considered the interference of the Navy an insult to him, and refused to have his and his companion's Names inserted on the list, observing to the officer that he knew what he was about, and that his authority was as great in the harbour as the commanding Naval officer, I saw him after the receipt of your orders, and informed him how incorrect his proceedings had been &c. And further Stated that if he again attempted to have any intercourse with the enemy I Should proceed against him according to law, and further I considered it important that your orders Should be made public in order that no person in future detected proceeding as heretofore Should plead ignorance [they were]² published in the papers of this City, five days after Mr. Jervey went on board the *Dotterel* with the permission of Lt Haddaway and as I am informed to shew that he still could do so. in defiance of my orders, I have arrested Lt Haddaway for disobedience of orders in permitting a flag to proceed to the Enemy in an irregular manner & contrary to orders, and permitting a civil officer to go on board the enemy not Specified in the permit given by the General. I Have the Honor to be With great respect Yr obt Svt

J H Dent

LS, DNA, RG45, CL, 1813, Vol. 7, No. 124 (M125, Roll No. 32).

1. Thomas H. Jervey had served briefly as a sailing master on the Charleston Station in 1809. On 1 December 1812 he was reappointed to that rank by Secretary Hamilton. He resigned his warrant the following August in order to assume the post of surveyor and inspector of the revenue for the port of Charleston.

2. Words in brackets are supplied from Dent's letter book copy of this letter.

CAPTAIN JOHN H. DENT TO SECRETARY OF THE NAVY JONES

The Honorable William Jones

Charleston. 26th Novr. 1813

Sir

In my letter of the 23rd. inst, I had the honor to report the arrest of Lieut Haddaway, commanding officer of the U.S. Schooner *Nonsuch*. I herewith forward the charge & Specifications.

Charge. Disobedience of Orders.

Specification 1st. In permitting a flag to proceed on the 20th inst to the Enemy, in an irregular manner, and contrary to orders.

Specification 2d. In permitting a civil officer to go on board the enemy not Specified in the flag granted by Major General Pinckney

On a full investigation of the circumstances attending this communication, with the enemy, I am satisfied, Lieut Haddaway was led into this error from the want of Judgement in similar cases, and the manner in which the General gave the permit a copy of which I enclose for your information, Lt. H. is a good officer, and heretofore active and attentive to orders; as a court Martial will be attended with much inconvenience to the Service, on this Station I would beg leave to observe, that a lecture from the department, and a restoration to duty would have the desired effect. I have taken the liberty Sir of suggesting this

method of punishment, and if it does not meet your approbation I beg you will consider it as such. I Have the Honor to be With great respect Your Most Obt Svt

J H Dent

LS, DNA, RG45, CL, 1813, Vol. 7, No. 132 (M125, Roll No. 32).

[Enclosure]

(Copy)

Head Quarters
Sixth District

Charleston. 4th. November 1813.

By. order of Major General Thomas Pinckney Commanding the Sixth Military District. U.S. Mr. Philip Cohen has permission to pass the Military Posts in this harbour, for the purpose of going with a flag of Truce, in the Sloop Pilot boat *Eagle* Clark Master on board the blockading Squadron of his Brittannic Majesty, on private business,

By the General's Command.

(Signed) James Ferguson
Aid de Camp

Copy, DNA, RG45, CL, 1813, Vol. 7, No. 132, enclosure (M125, Roll No. 32).

[Enclosure]

16th November 1813

The above mentioned Mr. Philip Cohen having Stated that the ransom of the goods for which he had Contracted, has been partly effected, but cannot be finally completed, on account of the smallness of the vessel employed unless he be permitted to go once more on board the enemy's vessels off the bar, he has permission to proceed once more for this purpose but the President's pleasure concerning the mode of Sending Flags having been lately made public, he must conform thereto, by making application to the Commanding officer of the Naval Department that all the requisites in the order from the Secretary of the Navy may be complied with, By the General's Command.

(Signed) James Ferguson
Aid de Camp

Copy, DNA, RG45, CL, 1813, Vol. 7, No. 132, enclosure (M125, Roll No. 32).

SECRETARY OF THE NAVY JONES TO ACTING LIEUTENANT EDWARD H. HADDAWAY

Lieut. Edward Hadaway,
U.S. Navy,
Charleston S.C.

Navy Department
Decr. 6th 1813.

Sir,

Captain Dent has reported to this Department your arrest, with the charges and Specifications; but, at the same time, with great liberality represented the

general good conduct and correctness, which have hitherto distinguished you as an Officer, and attributes your error, on that occasion, to a defect of judgement.

The charge of disobedience of Orders, a charge of a most serious nature indeed, appears to be established on the face of the transaction, and were it not for the extenuating circumstances, and the liberality of the Commanding Officer, must have been brought to a serious issue. It is, therefore, expected that you will see the matter in its proper light, and carefully avoid committing yourself in future.

With these considerations, the Arrest is removed, and you are, again, ordered on duty. I am, respectfully, Yours, &c.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 160 (M149, Roll No. 11).

Court-Martial of Sailing Master William Harper ¹

No greater stigma could attach to a naval officer's reputation than to stand accused of cowardice in battle.² Six days following the capture of H.M. brig Boxer, Enterprise's sailing master, William Harper, was arrested on just such a charge. For nearly three months, Harper waited for the Navy Department to act on his case, all the while enduring the gibes of his Portland neighbors and fellow shipmates. In early December, unable to bear his uncertain status any longer, the sailing master penned an appeal to William Jones, entreating the naval secretary for an opportunity to clear his name at a court-martial. Harper's letter reveals the mental anguish of a naval officer whose courage has been called into question. Secretary Jones's response illustrates the gravity with which the department viewed charges of cowardice.

1. William Harper was warranted a sailing master on 23 January 1809. In August 1813, he was transferred from the gunboat service at Portland to Enterprise.

2. During the War of 1812, four officers were court-martialed for cowardice: Lieutenant William S. Cox and Midshipman James Forrest of Chesapeake, Acting Lieutenant John T. Drury of Sackets Harbor and Sailing Master William Harper of Enterprise. A fifth officer, Master Commandant Samuel Angus, was acquitted of cowardice by a court of inquiry investigating the loss of Gunboat No. 121. For an insightful essay that addresses the issue of cowardice in combat, see Valle, "Navy's Battle Doctrine."

SAILING MASTER WILLIAM HARPER TO
SECRETARY OF THE NAVY JONES

Hon Secretary of the Navy—

Portland Decr. 5th 1813

Having been arrested on the 11th day of September last past on a (1) complaint exhibited against me by Lieut Ed. R. McCall a transcript of which is subjoined, by Commodore Isaac Hull. With anxious solicitude I have desired & expected that a court Martial might be convened for my Trial, that I might have been indulged with an opportunity of vindicating my conduct, & defending & preserving my character. My feelings and my principles have impelled me to

urge proceedings in my case, by frequent applications to Com. Hull. His (2) Letter a copy of which is annexed enclosed, refers to expected instructions concerning the Business from the Navy Department. Permit me Sir, to State to the chief of that Department whose respectably & interests are Identified with mine—I have Friends & connections whose sympathy & pride are allied to my Fame & Fortunes— I have feelings that cannot basely yeild to indignities, & I have rights that I cannot relinquish, but with, Life— By my Arrest I am reduced to a most mortifying & humiliating condition— I am set up as a Land mark for the direction of the glances of distrust & observations & remarks of levity & Malice. An officers honour, Sir, is his conscience. I need not say how much I am compelled to feell injured by groundless accusations, how earnestly I desire an investigation of my official conduct—& how confidently I believe that the direction of the Navy Department would prevent delay of Justice, even if I were singular & absolutely & entirely alone in my concerns respecting this subject—

But the claims of my Family for my personal exertions for provision for their maintenance when I am civilly paralyzed by this arrest, the demands of my Friends for exculpation from Blame & reproach, when I cannot obtain the means of Publick justification, the anxiety of myself, that I may stand erect in society, when I am virtually bound down with fetters constrain me most urgently to solicit immediate Trial. Other considerations of equal concern to the Govt., the accused & the accuser are additional motives to a speedy trial of this case, Witnesses, those persons who observed every transaction & occurrence on board the U.S. Brig *Enterprise* in the action with his Brh. Maj's. Brig *Boxer* may be dispersed & I may be deprived of the means of procuring & producing the evidence on which I rely for my Justification, & the U.S. may also by the disposition of the Officers and crew of the *Enterprise* be subjected to great expence in the production of the witnesses in support of the complaint made in its behalf against me, It is with the utmost reliance on the just & equitable & prudent disposition of the Honourable secy. of the Navy that I make this application, & beg leave to solicit immediate orders for the constitution of a Court to try me on the complaint prefered against— Sir, Most respectfully Your Obt. Servant

William Harper
Sailing Master U.S. Navy.

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 16 1/2, enclosure (M125, Roll No. 33).

[Enclosure]

(No. 1) The charge Exhibited against you is cowardice and the Specifications a follows—

Specification 1st

In as much as he left his Station in the early part of the Engagement between the U.S. Brig *Enterprise* & the British Brig *Boxer* & endeavoured to screen himself from the Shott of the Enemy by getting behind the Foremast & under the heel of the Bowsprit while the Enemy lay ~~under~~ on our quarter by doing which he set an example to the crew of the *Enterprise* that might have led to her surrender and disgrace to the american character—

Specification 2d.

For having advised me to hawl down the colours at a time when the firing from the Enemy was much diminished and ours could be kept up with unabted effect—

Signed E. R. McCall
Lieut U.S. Brig *Enterprise*

Copy, DNA, RG45, CL, 1813, Vol. 8, No. 16 1/2, enclosure (M125, Roll No. 33).

[Enclosure]

(2)

Navy Yard Portsmouth
5th Nov. 1813—

Sir,

I some days since received your letter and should have answered it immediately, had I not been in hourly expectation of hearing from the Department relative to your situation. About three weeks since I received a letter¹ from the Department saying that your case would be attended to immediately, but have not heard from there Since— I am Sir, Your Obet. Servant

Isaac Hull

Mr. William Harper
Portland

LS, DNA, RG45, CL, 1813, Vol. 7, No. 80 (M125, Roll No. 32). This enclosure became separated from Harper's cover letter and was inadvertently bound with a different volume of the Captains' Letters.

1. See Jones to Hull, 9 Oct. 1813, DNA, RG45, CNA, Vol. 1, p. 521 (M441, Roll No. 1).

SECRETARY OF THE NAVY JONES TO CAPTAIN ISAAC HULL.

Captain Isaac Hull
U.S. Navy. Portsmouth, N.H.

Navy Department
Decr. 13th 1813.

Sir,

Enclosed is the order of this Department, directing you to convene a Court Martial, for the trial of Sailing Master Harper, which you will convene with the least possible delay.¹

It is presumed that the testimony of Lt. McCall can be dispensed with, as the crime, if committed, must have been witnessed by the Officers and Crew generally, the greater part of whom are still on board the *Enterprise*, and Lieut. Tillinghast can readily attend, being at Newburyport, attached to the U.S. Ship *Wasp*.

The presence of Lieut. McCall would be attended with serious inconvenience to the service, and to him, as he would have to travel, nearly one thousand miles by land at this inclement season, in order to return to his station, where his services are indispensable.

I should have followed the course suggested and dismissed Mr. Harper, upon the presumption that there is, at least, evidence sufficient to justify suspicion, which of itself is sufficient, when the charge involves the vital principle, which is paramount to every other requisite in the character of an Officer; but Mr.

Harper has written in a strain of wounded sensibility, demanding a speedy trial, to save him from ruin and disgrace, and his connexions from the deepest humiliation. It is a crime of all others which ought not to pass with impunity.

If he is guilty, let him meet the ignominious punishment which awaits him—if innocent, it is just that that innocence should be proclaimed.² I am, very respectfully, Your Obedient Servt.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, pp. 168–69 (M149, Roll No. 11).

1. Harper's court-martial convened at Portsmouth on board *Enterprise* on 28 December. Because of a number of procedural delays, a verdict was not reached until 22 January 1814, when the court found Harper not guilty. The newly acquitted sailing master returned to duty in the gunboat service at Portland where he remained another five months before resigning. For the record of Harper's court-martial, see DNA, RG125, CM, Vol. 4, No. 156 (M273, Roll No. 4). A printed version of this court-martial appears in Picking, *Enterprise and Boxer*, pp. 133–76.

2. The penalty for any officer found guilty of cowardice was death or such punishment as a court-martial should decide to impose.

A Plan to Render *Constitution's* Gunfire More Deadly

On 9 September, Secretary Jones ordered Captain Charles Stewart on a cruise in *Constitution*.¹ Although Stewart had completed preparations for his voyage by month's end, unfavorable weather and the British blockade prevented him from putting to sea until the last day of the year. Shortly before his departure, Captain Stewart submitted a plan to the department that he believed would improve *Constitution's* chances of successfully surviving encounters with enemy vessels of superior force.

1. See Jones to Stewart, 19 Sept. 1813, DNA, RG45, CLS, 1813, pp. 66–69.

CAPTAIN CHARLES STEWART TO SECRETARY OF THE NAVY JONES

Boston Decbr. 5th. 1813

Sir

I have constructed a portable Sheet iron furnace for heating red-hot shot of the following dimentions which would answer, as well for land service as sea service—Lenth 3 feet depth 3 feet width 18 inches, it heats red 21 shot 24 lbs. in 20 minuets, with a pine wood fire, the construction of the pipes is such as gives it a great drauft. from its dimentions you can readily conceive it occupies but little room, and is calculated to set to the back part of our Galley where it interferes with nothing— My purpose is only to use it against the enemies ships of such force as would render our safety precarious, (if we cannot otherwise escape,) by bringing them under our stern battery, and firing a few red-hot ball in their hull, They are not verry expensive, and I should recomend all our frigates haveing them, the use of which might facilitate their escape from a superior force, by the confusion they would be thrown into, if not the destruction of ~~the~~ an enemy that is not disposed to contend with us on fair and eequal terms, I have the honor to be verry Respetfy. Sir your Obedt. Servt.

Chs. Stewart

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 17 (M125, Roll No. 33).

SECRETARY OF THE NAVY JONES TO CAPTAIN CHARLES STEWART

Charles Stewart Esqr.
Comg. U.S. Frigate *Constitution*,
Boston.

Navy Department
Decr. 14th 1813.

Sir,

I have Received your letter of the 5th. Instant, relative to the construction of a Furnace for heating Shot.

I shall be pleased to have a drawing and description of the Furnace. I am, respectfully, Your Obedient Servt.

W. Jones.

LB Copy, DNA, RG45, SNL, Vol. 11, p. 171 (M149, Roll No. 11).

CAPTAIN CHARLES STEWART TO SECRETARY OF THE NAVY JONES

Boston Decbr. 25th. 1813

Sir

Herewith you will receive a model of of the Furnace for heating red-hot shot The parts of Tin are to be made of thick sheat-iron rivited together as the dots represent, the grates of strong bar-iron which is represented by wood, the pan of tin goes under to receive the ashes and coals that fall, the construction of the drauft pipe is the most important,

This model is made on a scale of one and a half inches to the foot and represents exactly the one mad for the Ship The shot is placed on the upper grate and the fire wood on the lower, they are verry portable and would answer for stationary or floating batteries, also for Gun boats, The season has been so uncomonly mild that I have not yet been able to make my escape from the force that is watching us, but I hope a few day will bring us a nort easterly wind and enable us to do so without much risque of meeting them, On Sunday last the Raza¹ and *Junon* Frigate was off Cape Ann, and under Cape Cod a 74 gun ship and two Frigates were at anchor, with two or three Brigs of war cruiseing betwene the capes. I have the honor to be verry Respectfully Sir Your Most Obdt. Svt.

Chas. Stewart

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 106 (M125, Roll No. 33).

1. A razeed, a ship of the line that has been converted to a lower rate by having one of its decks removed. The *Majestic*, which had been razeed from a 74-gun to a 58-gun ship, was stationed off Boston Harbor in late 1813.

Cruising Orders for *Siren*, *Enterprise*, and *Rattlesnake*

In December, William Jones issued cruising orders for the brigs *Siren*, *Enterprise*, and *Rattlesnake*. The emphatic wording of these instructions illustrates the secretary's firm conviction that the navy must wage war against Great Britain's commerce, not her battle fleet.

SECRETARY OF THE NAVY JONES TO
MASTER COMMANDANT GEORGE PARKER

George Parker Esqr.
Master Comt. U S Navy
Commanding Brig *Siren*
Boston Harbour

Navy Department
December 8th. 1813.

Sir

As the *Siren* has long since been in perfect readiness for Sea, except her armament, which must ere this, have arrived, and trusting that the delay has afforded you a favorable Opportunity to practice & reduce your Crew to perfect order and discipline; You will take the earliest opportunity which a favorable Wind and the absence, or leward position of the enemy may afford, to run off the Coast and cross the Gulph Stream to the South East: thence in a direct course for the vicinity of Madeira, thence to the Southward, passing through the Canaries to Cape Blanco and along the Coast of Africa, running down the South Coast to the Gulph of Guinea and Isle of St. Thomas, looking into the principal Harbours; thence to the Southward, passing the Cape of Good Hope and running so far to the Eastward as to gain the Island of Rodrigues, where it will be proper to cruise for a convenient length of time, for the purpose of intercepting the trade between the Ports of India and the Isle of France and Bourbon, the Cape of Good Hope and the homeward bound trade.—

Whether this shall be the remotest point of your Cruise, must depend upon your success and resources at the time you are about to depart from that station; but, it is presumed, you will have had an opportunity, in the course of the preceding part of your route, to replenish your Water, and, in all probability provisions, from the prizes you may have made, as vast quantities of rice are brought from Bengal to the Isle of France, and Salt Provisions from Europe to the Cape of Good Hope Isles of France, Java, and other eastern possessions.— Your own observations must have proved to you how precarious & uncertain is the prospect of getting prizes into a friendly port, and that the manning of a few prizes will soon terminate your Cruise and diminish your force so as to jeopardise the safety of the *Siren* and your own reputation by a chance conflict with an Enemy nominally your equal, but fully manned. With every patriotic Officer, private motives will yield to considerations of public good, and as the great object and end of our public force is to harass and distress the enemy, and as the most effectual annoyance is the destruction of his trade and Commerce, it ought to be the ruling principle of Action with every Commander.

A Single Cruiser, if ever so successful, can man but a few prizes, and every prize is a serious diminution of her force; but a Single Cruiser, destroying every captured Vessel, has the capacity of continuing in full vigour her destructive power, so long as her provisions and stores can be replenished, either from friendly ports, or from the Vessels Captured.— Thus has a Single Cruiser, upon the destructive plan, the power perhaps, of twenty acting upon pecuniary views alone; and thus may the employment of our small force, in some degree compensate for the great inequality compared with that of the Enemy. Considered even in a pecuniary view, the chances of safe arrival of the Prize are so few, and of recapture by the enemy so many, that motives of interest alone are sufficient; but when we

consider that it is in all probability, consigning the prize Crew to a loathsome prison in the hands of a perfidious and cruel Enemy, every just motive will combine to urge the destruction, rather than the manning of every prize.—

The American People and Government have given abundant proof that they are deficient neither in gratitude nor generosity.— I therefore strenuously urge and order the destruction of every captured Vessel and Cargo, unless so near to a friendly port as to leave little doubt of safe arrival, or that the merchandize shall be so valuable and compact as to admit of transhipment without injury to the Vessel under your Command, or to the public Service.—

When Circumstances shall indicate the expediency of leaving the station off Isle Rodrigues, either from a failure of success, or want of supplies your subsequent route must depend upon the state of your provisions and stores, and the prospect of replenishing them on the route you may take.— If your provisions are sufficient to enable you to reach the Coast of Chili, the run is not very long, and Captain Porter has found means to procure provisions at Valparazo.— In pursuing this route you will run from the Isle Rodrigues for the Isles of St. Paul and Amsterdam, thence gradually into a higher Southern Latitude, until you fall into the track of Captain Cook to the Southward of New Holland in a direction for Cape Horn, and in this course, with the strong and constant South West Gales, you will soon run down your easting, & edge away for the Coast of Chili, where the information you may receive of the Enemy's force will determine you whether to run to the northward, along the Coast of Peru, Guaiquil and Calafornia, to the mouth of Columbia River, or to return home round Cape Horn, keeping clear of the east Coast of Brazil (which is well watched) down the north Coast of Brazil and Guiana, and through the West India Islands to St Mary's in Georgia, where you will first touch for information.— If a view of your resources off Isle Rodrigues shall forbid the eastern route, you will then follow the track of the British trade from India & the Isle of France home, keeping about fourty Leagues South of Madagascar, when on its Meridian; then for the South East Coast of Africa, round the Bank of Augullas and Cape of Good Hope, in the track for St Helena and Ascension, thence down the north Coast of South America through the Islands and home, as before described.— On your outward Cruise your means of annoyance to the trade of the Enemy on the Coast of Africa will be very great.— He is there in fancied security, pursuing a lucrative trade, without protection.— The return Cargoes from that Coast are extremely valuable; Consisting of Elephants teeth, Gums, rich Woods and Gold Dust. Most of the harbours where this trade is carried on, will admit the *Siren*, and here you will replenish your water and obtain refreshments of fruits and roots, particularly yams, which are an inestimable article: the Vessels you may capture will also furnish you with European supplies.— In your route for the Southern Ocean, if you touch at the Isle Tristian de Cunha, you will procure water, vegetables and live Stock, and under all circumstances, policy will lead you to pass for a British Cruiser.— The cruel policy of the Enemy towards our Captured Countrymen, renders it very important to increase the number of prisoners in our hands, in order to counteract his measures; and whenever it can be done with safety, you will avoid liberating them on parole, or granting them Cartels, which he utterly disregards. In all cases it will be proper so to dispose of those you can not land in the United States, as to deprive him of their services as long as possible, by landing them in remote situations, without the means of speedily joining his Arms; but always with due regard to the dictates of humanity and the means of suste-

nance. Prisoners landed in France, or in any Country in hostility with Great Britain, will be subject to regular exchange for an equal number of our Countrymen.— You will on no account ransom any prize you may take.— The practice is strictly prohibited by a Statute of Great Britain, and therefore all ransoms of British Vessels are void.—

You are also strictly prohibited from giving or receiving a Challenge, to, or from, an Enemy's Vessel.— The Character of the American Navy does not require those feats of Chivalry, and your own reputation is too well established, to need factitious support Whenever you meet an equal Enemy, under fair Circumstances, I am sure, you will beat him; but it is not even good policy to meet an equal, unless, under special circumstances, where a great object is to be gained, without a great sacrifice.— His Commerce is our true Game, for there he is indeed vulnerable.— I am respectfully Your Obedt. Servt.

W Jones.

LB Copy, DNA, RG45, CLS, 1813, pp. 81–84.

SECRETARY OF THE NAVY JONES TO
MASTER COMMANDANT JOHN O. CREIGHTON¹

John Orde Creighton Esqr.
Master Commandt. U S Navy
Commanding US Brig *Rattlesnake*,

Navy Department
Decmr. 22d. 1813.—

Sir

When the United States Brigs *Rattlesnake* & *Enterprize* under your command, are in an efficient state of preparation for a Cruise, you will proceed to Sea, and, passing to the eastward of Bermuda in such track as will be most likely to avoid the Enemy's heavy Cruisers, Shape a Course for the Island of Anagada; thence by St. Thomas', down the north sides of Porto Rico, St. Domingo & Jamaica, round the west end of Cuba through the Florida passage to Wilmington NC. There report the events of your Cruize and the State and condition of your Vessels to this Department, and await its further orders.—

In this route you will pass in the track of the trade of the British Virgin Islands and of the Jamaica fleets, homeward bound; and it will be well to cruise two or three weeks about the double headed Shot and Cat Key, on the edge of the Bahama Banks, on which you can retire with your own Vessels and prizes from the heavy Cruisers of the Enemy, should they appear.

The design of attaching the *Enterprize* to your Command, is to render you superior to any one of the Enemy's heavy Brigs of War, which are more numerous than any other of his Cruisers in those Seas. You will therefore, be careful not to seperate, and as either of the Brigs under your Command will be superior to any British Letter of Marque, should you fall in with a West India fleet you may together destroy a great number, and send in some of the most valuable, provided you are not distant from the Ports of Georgia, South and North Carolina.—

The Port of Charleston may, probably, be watched by a superior force, during the winter, and such prizes as you may determine to send in, had better run for the Ports of Georgia and North Carolina, particularly the latter if their draught

of water will admit.— The great object however, is the destruction of the Commerce of the Enemy and bringing into Port the Prisoners, in order to exchange against our unfortunate Countrymen who may fall into his hands. You will therefore man no prize, unless the value, place of capture and other favorable circumstances, shall render her safe arrival morally certain. As the ransoming of British Vessels is prohibited by a statute and the Ransom bonds declared void, you will not agree to the ransoming of any prize.— The enemy has also, in violation of his own agreement and of good faith, refused to recognize Cartels granted at Sea: you will therefore, grant no Cartel nor liberate any prisoners, unless under circumstances of extreme and unavoidable necessity.— The Character of the American Navy stands upon a basis not to be shaken, and needs no sacrifices by unequal conflict to sustain its reputation. You will therefore avoid all unnecessary contact with the Cruisers of the Enemy, even with an equal, unless under circumstances that may ensure your triumph, without defeating the main object of your Cruise, or jeopardising the safety of the Vessels under your Command.—

Be assured Sir, that the confidence of our Country cannot be enhanced by any new achievements of our gallant Navy;— it is now entire and the services of an Officer will now be estimated by the extent of the injury he may inflict upon the vital interest of the enemy in the destruction of his Commerce.— You will please acknowledge the receipt of this Letter, of which you will furnish a Copy to Lieutenant Commt. Renshaw, and appoint a place of Rendezvous in case of unavoidable seperation.— wishing you a prosperous and honourable Cruise—I am very respectfully—Your Ob Servant

W. Jones—

LB Copy, DNA, RG45, CLS, 1813, pp. 85–86.

1. Creighton was promoted to master commandant on 24 July 1813.

Shipboard Hygiene

*Within the wooden world of an American man-of-war, a strict regard for cleanliness was one of the first priorities of a commanding officer.¹ Aside from the obvious health benefits it conferred, proper sanitation promoted morale and discipline among a ship's company. To this end, captains of naval vessels established regulations requiring their crews to maintain a clean shipboard environment and to give regular attention to their own personal hygiene.² How the captain of the U.S. brig *Rattlesnake* dealt with a particularly egregious breach of these rules by one of his own officers is illustrated in the documents below.*

1. In his semiautobiographical novel *White Jacket*, detailing life aboard an American warship in the 1840s, Herman Melville writes, "Of all men-of-war, the American ships are the most excessively neat, and have the greatest reputation for it." Although penned more than thirty years after the War of 1812, Melville's comments seem apropos the navy of the early republic, for both of the captains he served under, James Armstrong and Cornelius K. Stribling, were veterans of the War of 1812. See Melville, *White Jacket*, p. 107.

2. For an example of such regulations, see pp. 616–21. For departmental regulations outlining the duties of captains in this regard, see *Barbary Powers*, Vol. 2, p. 33, no. 52.

CAPTAIN ISAAC HULL TO SECRETARY OF THE NAVY JONES

U.S. Navy Yard
Portsmo. N.H. 10th Decr. 1813

Sir,

I have this day been informed by Captain Creighton of the *Rattlesnake* that the Surgeon of that Vessel has neglected his dress and person to such a degree that his body is filled with Vermin and on searching his bedding, it was found that that was in the same state, consequently no Officer can think of messing or associating with him, nor is it very honourable to the service that a man so lost to all sense of feeling should be permitted to remain in it.

A written report from Captain Creighton will be forwarded. I have the honour to be With great Respect Sir Your Obedt. Servant.

Isaac Hull

LS, DNA, RG45, CL, 1813, Vol. 8, No. 34 (M125, Roll No. 33).

[Enclosure]

U.S Brig *Rattle Snake*
Decr: 10th: 1813

sir

I am under the necessity of reporting to You one of the most Extraordinary cases of uncleanliness that I ever heard of in an officer during fourteen Years that I have served in the navy—

It has been reported to me, and has become public, that the acting surgeon (D: Yeates)¹ of the *Rattle Snake* is covered with Vermin, and by sending his clothes on shore to wash, has nearly fill'd a whole Neighbourhood with the same— I am Mortified beyond expression and have to request that the said D: Yeates may be removed from under my Command, as I cannot consent to his Messing with the other officers of the Brig or of myself serving with a man of his discreption. Very respectfully. Your Obedt: St.

Jno. Orde Creighton
Commander

Isaac Hull Esqr:
Comg. Naval Officer
Portsmouth

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 35 (M125, Roll No. 33).

1. Donaldson Yeates received his M.D. from the University of Pennsylvania in 1810. On 14 May 1812 he was commissioned a surgeon's mate and was ordered to join *Constitution*. He served on the frigate until October 1813 when he was transferred to the brig *Rattlesnake*. Yeates's uncleanliness no doubt was owing to his reduced state of health at this time. On 10 November he had solicited a furlough from Jones, citing his "absolute inability from Sickness & disease" to carry out his duties. See Yeates to Jones, 10 Nov. 1813, DNA, RG45, BC, 1813, Vol. 4, No. 92 (M148, Roll No. 12). Secretary Jones never responded to this letter.

[Enclosure]

U Brig *Rattlesnake* Decembr. the 12 1813

Dear Sir

Heaven Can bear me witness how deep and heartfelt is my mortification and Chagrin, how agonizing my sensations, whilst I am now writing you. Excuse me

Sir, in imposing on your attention and time and permit me briefly to represent to you my Situation. You will I have no doubt dispassionately consider my claims. Capt. Creighton upon my requesting permission to visit the Town this day "replied" yes sir you may go ashore and Stay aShore—but as I retired, no Said he, Stay where you are and await 'till you hear from the Secretary" by which I presume he has exhibited to you Charges against me & petitiond. for my removal from office. I also presume you are acquaint with their nature— Should I not be too prolix, tedious and uninteresting to you, I think I could give some Cogent reasons, why Such an accident or misfortune has befallen me, and might happen to any one in, my Situation under Similar Circumstances. But waving all extenuation, nor presuming to exculpate myself I have only to say that a brother and Sister only are left to me of a family which never Knew disgrace, how inadequately then can I represent to you my situation and feelings, if Compelled to return to them, Covered with dishonor Casting a Stigma on their names and Sullyng the bright inheritance of my forefathers. By their influence in part, I was placed here, and it has ever been my exultation and pride to retain my Situation and discharge its duties. I am not independent of the Navy, of the pecuniary emolument resulting from my pay. If dismissed, irrevocably lost, to my Country and my friends, I can never exercise my profession with advantage or Composure. Friendless and alone I must descend to more menial employments and associates. I conjure you therefore by an appeal to the best feelings of your nature, by the generosity of your heart & the finer and more Compassionate movements of your breast; not to discard me, but retain and allow me the privelege of retrieving and reestablishing my Credit and fame. It will imprint my heart with indelible gratitude and the Keen recollection of what I now Suffer, will forever prevent the recurrence of a Similar misfortune With great consideration and respect Your Hbl. Servt.

Donaldson Yeates
Surgeon

I will Solicit the friendly interposition of Comdre. Wm. Bainbridge and of Come. Hull as I have Sald. with them both Since the War

D Yeates

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 34, enclosure (M125, Roll No. 33). This letter was addressed to "The Honble. William Jones, Secretary of the Navy, Washington City."

SECRETARY OF THE NAVY JONES TO CAPTAIN ISAAC HULL

[Extract]

Captain Isaac Hull
Comg. Naval Officer,
Portsmouth N.H.

Navy Department
Decr. 22nd. 1813.

Sir,

. . . I have received a letter from Doctor Yeates, couched in terms of such good sense and extreme sensibility, that, although my disgust and consequent determination had been previously formed, I am disposed to forgive the foul neglect,

and ask your indulgence and kind Offices for him, if you think it possible to reconcile the Officers of the *Rattlesnake* to him; but if not, you will order the best Surgeon's Mate from the *Congress* to join the *Rattlesnake*. If the Officers cannot forgive and forget the offence of Doctor Yeates, he had better resign, for the disgrace will follow him through the Service; but, if their magnanimity can overlook the fault, he may be restored, and, I am willing to believe, he would merit their generosity.¹ I am, very respectfully, Your Obedient Servant,

W. Jones

LB Copy, DNA, RG45, SNL, Vol. 11, p. 179 (M149, Roll No. 11).

1. Hull wrote Secretary Jones that the officers of *Rattlesnake* were "willing to receive . . . [Yeates] again into their mess," but the surgeon's continued poor health precluded it. See Hull to Jones, 1 Jan. 1814, DNA, RG45, CL, 1814, Vol. 1, No. 5, (M125, Roll No. 35). Yeates was later ordered to Sackets Harbor where health problems continued to bedevil him. His condition became so critical that his commanding officer granted him a furlough to return home to Maryland where he died on 28 October 1815.

Return of the U.S. Frigate *Congress*

In mid-December, the frigate Congress put into Portsmouth Harbor, completing the second-longest cruise made by an American vessel during the war. Remarkably, during the nearly eight months that she was at sea, Congress captured only four prizes, making her cruise, in terms of time and resources spent, the least profitable of the entire war. Although Secretary Jones declared his desire to see Congress readied for another cruise as soon as possible,¹ the extensive damage the frigate had sustained during her long voyage precluded such action. In fact, Congress was found to be in such a state of decay after her return that it was deemed too costly to restore her to seaworthiness; consequently, her guns were removed and she was laid up for the rest of the war.

1. See Secretary Jones's letter to Congress's commander, Captain John Smith, 5 Jan. 1814, DNA, RG45, SNL, Vol. 11, pp. 184-85 (M149, Roll No. 11).

CAPTAIN JOHN SMITH TO SECRETARY OF THE NAVY JONES

Hon. William Jones

U.S. Frigate *Congress*.

Portsmouth Harbour December 14th 1813

Sir

I have the honor to communicate to you the arrival at this anchorage, of the U.S. Frigate *Congress* under my command, whose daily situation during the Cruise, I take the liberty of laying before you, in the abstract from the Ships Log, which accompanies this; In which there is accounted for, all vessels which were seen by us, from the period of our separation from the *President*, untill our arrival at this place, with the exception of one Brig, which twice escaped, under the favor of dark nights; and whose great distance only enabled me to conjecture her to be an American Privateer—

The expiration of the term of Service, of the greater part of the crew, of the *Congress*, I am concern'd to advise you of; They have nevertheless for some months, been serving under those circumstances, with the Same zeal, and activity, I have always found them eminent for; Your sanction for their discharge, and order, to replace their number, I shall be thankful for.

The early departure of the mail, will deny me the opportunity of communicating to you the exact state and condition of the Ship, which shall be rendered the instant its extent can be enquired into; I am however apprehensive from the length of time her hold has been stow'd, that a great part of her ceiling may prove decay'd, that her Bowsprit must be taken to pieces, and the Coaging¹ repaired, the Ship to be thoroughly caulk'd, and the greater part of the lower Rigging renew'd—I have the honor to be with all respect Your Obt. Hbl Servt.

John Smith

LS, DNA, RG45, CL, 1813, Vol. 8, No. 49 (M125, Roll No. 33).

1. Probably coaking, a method of joining spars together.

CAPTAIN JOHN SMITH TO SECRETARY OF THE NAVY JONES

Hon. William Jones

U.S. Ship *Congress*

Portsmouth N.H. December 31st 1813

Sir

I have the honor to inform you that the *Congress*, did not get to her moorings at the Navy Yard at this place, until the 28th. inst. in consequence of contrary winds— The contiguity of the outer harbour to the Sea, forbid my dismantling the Ship preparatory to her refit. as it was both desirable & proper that She Should remain prepar'd. to interfere with the curiosity of any equal or inferior force of the enemy, which might have appeared in the neighborhood—

The great Severity of the weather must retard much our equipment, which we are anxiously, and industriously, engaged in—

The few men which the discharge of those whose times have expired will leave on board, cannot prepare the Ship for Sea, with the despatch desired; but I am sanguine that the Embargo may facilitate the entering of Seamen, which the different recruiting officers, have found very difficult—

I shall be enabled to acquaint you on monday whether it is necessary to renew or reprepare the Bowsprit— I have the pleasure to be With all respect Your Obt. & Hbl. Servt.

John Smith

P.S. I have the honor to advise you of the Safe arrival at Boston of the British Brig *Atlantic* captured by the *Congress* on the 5th of December last— She is the Second valuable prize, which the perseverance, & skill, of Midshipman Robert M Rose, have preserved for us this war—

J. Smith

LS, DNA, RG45, CL, 1813, Vol. 8, No. 122 (M125, Roll No. 33).

Personnel Problems at St. Marys Station

Perhaps no station commander experienced greater difficulties in controlling his junior officers than Commodore Hugh G. Campbell. In 1813, four officers under Campbell's command were dismissed for gross misconduct.¹ The problem of ill discipline at St. Marys reflected the onerous nature of gunboat station service itself, a service in which commanders like Campbell found many impediments to the maintenance of strict discipline: inactivity, an enervating climate, and a dearth of good officers.²

1. Lieutenant Charles Grandison, Midshipmen Andrew Pentland and James Vasse, and Sailing Master Robert Cutchin.

2. Campbell's efforts to maintain discipline may have been hampered by his own poor health. See Campbell's letter of 28 November to Secretary Jones in which the fifty-three-year-old captain declined command of a cruising vessel because of a debilitating old injury. *Campbell to Jones*, 28 Nov. 1813, DNA, RG45, CL, 1813, Vol. 7, No. 137 (M125, Roll No. 32).

COMMODORE HUGH G. CAMPBELL TO SECRETARY OF THE NAVY JONES

St Mary's 18th Decr. 1813

Sir

Herewith I have the honor to enclose charges against Mr. Winslow Foster,¹ Sailing Master—I have the honor to be With Great Respect Sir Your obedient servant

Hugh G Campbell

LS, DNA, RG45, CL, 1813, Vol. 8, No. 71 (M125, Roll No. 33).

1. Winslow Foster was warranted a sailing master on 10 March 1811.

[Enclosure]

St Marys Novr. 12th 1813

Sir

The improper conduct of Mr. Winslow Foster, as far as came within my observation, subsequently to the 5th of August last, has been as follows

While laying at the Cockspur in the savannah as a part of the convoy to the Transports bound to Beaufort, on the 24th August he took one of his boats and went up to Savanah for the purpose as he said to me of getting a further supply of bread (being nearly out) and was absent from the Vessel two Nights in Succession, during his absence a gale of wind came on which drove two of the Transports on shore no detention was however occasioned by his absence as we remained there two days after his return getting ~~getting~~ off the Transports—The next improper conduct that I saw of his, was at this place, he came into Mr. Rothwells Lodgings at a late hour of the night on or about the 26th Sept. he appeared to be under the influence of Liquor and in a conversation directed principally to Messer. Paine & Rothwell he made use of Language highly derogatory to the character of an officer, on this occasion he subjected himself In my opinion to the Charges of Drunkenness improper language and unofficer like conduct— on the Night of the Illumination at this place 5th october in celebrating the Naval victory on lake Erie—he got very drunk and was quarreling and fighting with several persons, and finally he brought some of his men on shore to

stand by him I did not however see any of them armed, and when Mr. Trevett and myself ordered them off they complied with the order— he appeared to be particularly anxious to get hold of a Man by the name of Amos who he said had struck him on the head with a stick and would have succeeded, had he not been prevented by some of the persons present, on hearing afterwards that this Amos had been taken to prison by the Civil authority. he run out in the street and endeavored to prevail on the Mob (if I may so express it, there being a great many people of various description ~~condition~~ collected) to accompany him to the Goal for the purpose of breaking it open to come at this Man but finding he was not followed by but few, he returned

After having said this much of Mr. Foster I hope I may be permitted to declare in Justice to him that I never saw him act improperly on board his vessel but on the Contrary he always appeared active in the discharge of his duty and kept his vessel in good order and his men in a high state of discipline— he certainly is a good Seaman and Navigator, and was it not for the improper use he occasionally makes of Liquor he would in my opinion be a valuable Officer I have the Honor to be very Respectfully Sir Your Obt. Servant

John R Grayson

Commodore Hugh G. Campbell

ALS, DNA, RG45, CL, 1813, Vol. 8, No. 71, enclosure (M125, Roll No. 33).

[Enclosure]

St Marys Novemb 11th 1813

Sir

In reply to your order of to day I have to state, that painfull is the task to say any thing derogatory to the Carracter of an Officer, particularly to speak of an occurrence at My House, his conduct towards me, & When I did not feel it my duty to report personal abuse, alltho it was blended with general. impropriety, I shall therefore give a plain detail of Mr. Winslow Fosters conduct, in my House, toward mid Belt & my self, & other Officers—

On the evening of the 5th of Octbr last, after the Illumination in Honor of the Gallant Perrys victory on the Lakes, I with Mr. John R Grayson, repaired to my House & I immediately retir'd to Bed, several Officers & Gentm. soon after Came in among the Number Mr. Foster & Mids. Belt who had the Day or two before arriv'd from New Providence. Conviviality was apparent in every Countenance, but that of Mr. Fosters, who made a wanton attack upon Mids. Belt for what cause I do not Know neither was there any alleg'd— he Call'd him a Contaminated Officer, & threatened to take his side arms from him & used the vilest language, unwarranted by any Conduct of Mr. Belts, that came under my Knowledge, previous or after— such conduct induce'd me to get out of Bed, & solicit Mr. Foster to use better language & not quarrel or leave my House, the request produs'd a torrent of abuse, indeckerous Language & an assail of my Carracter, his epithits were frequent & too redickalous to insert—

He afterwards left the Room & was absent some time, during his absence Mr. Grayson (then lodging in my House) return to Bed, he return'd & came violently into my Bed Room Accompany'd by a number of his Sailors as far as the Door, using those words, Stand by me Boys, or words to that import— I remain'd in Bed at the Solicitation of Mr G and Mr. Trevett who I requested to clear the yard of the men which they did, by ordering them out; that was warmly oppos'd

by Mr. Foster, he alledging that the Govm't paid my House Rent & he would bring as many men in It as he pleasd— he then attackd Mr Trevett with all the venom & opprobrious language that the foulest tongue could utter, such as Damnd Liar &c &c &c which not is merrited chastisement— he then Came to my Bed & renewd his infamous assertions— I have been informd that Mr. Foster went to the wharf & orderd his men on shore arm'd, as I did not leave my Birth did not See any Arms but Clubs, none others were visiable—

Within the limitation of your order I am compeld to notice Mr. Fosters conduct in my House in the presence of Respectable personages— his first attack was upon Mr. Cuchins S.M. accus'd him of repeated Drunkenness &c &c &c. he then attack Act Lt. Gibbs asserted he knew nothing of duty, Damd him & the Comdr. & swore he would not obey Lt Gibbs, or Comd. Campbell if he orderd him to serve under Gibbs, a dam'd Mids., with a swab on his shoulders, at the time Mr. Foster was making those remarks he was under the influence of the Ardent I have the Honor to be verry Respectfully Sir Your Obt. Svt.

N W Rothwell

Comd. H G Campbell
St Marys Geo

ALS, DNA, RG45, CL, Vol. 8, No. 71, enclosure (M125, Roll No. 33).

DEPOSITION OF MARTHA ROGERS

State of Georgia }
Camden—County }

Before Ed W Weyman
a Magistrate for this County

Personally appeared Martha Rogers who being duly Sworn doth depose and say that Winslow Foster hath been in the habit of frequenting her House for upwards of Eighteen Months last past, and that he hath frequently to this Deponents own Knowledge set up the whole Night playing at cards for Money, and generally became Intoxicated and abusive or Quarlesome in Company— This Deponent further Saith that on one Saturday Night within the Time above Described She requested the aforesaid Winslow Foster at Twelve OClock to cease playing at cards that he was encroaching on the Sabbath, whereupon the said Foster gave her very abusive Language and threats of a Violent Nature, such as saying that her being a Woman only prevented him from taking her Life—and Drew his Dirk at the same time— This Deponent saith further that she hath usually during her Residence in St. Marys Kept a Boarding House and public House

Martha Rogers

Sworn to this
18th. Novr. 1813 at St. Marys
E W Weyman J.P.

DS, DNA, RG45, MLR, 1813, Vol. 7, No. 75, enclosure (M124, Roll No. 59). A copy of this deposition was enclosed in Campbell's letter of 18 December to Secretary Jones.

DEPOSITION OF JOHN BABCOCK

Georgia }
Camden County, }

Before me Ed W Weyman
a Magistrate for this County

Personally appeared John Babcock Inn Keeper in the Town of St. Marys who being duly sworn, doth depose and say, That he is acquainted with Winslow Foster of the U S Navy—That he the said Foster hath frequently been in his House & very abusive and Troublesome to this Deponents Boarders— This Deponent further saith that he hath often seen the said Foster intoxicated with Liquor, and Quarlesome when so— He hath seen him in Scuffles, and particularly in one with Captn. Charles Stubbs

John Babcock

Sworn to at St Marys
this 18th. Novr. 1813
E W Weyman J.P.

DS, DNA, RG45, MLR, 1813, Vol. 7, No. 75, enclosure (M124, Roll No. 59). A copy of this deposition was enclosed in Campbell's letter of 18 December to Secretary Jones.

COMMODORE HUGH G. CAMPBELL TO SECRETARY OF THE NAVY JONES

St Marys. Decr. 20th. 1813

Sir

I enclosed by the last Mail several charges against Mr. Winslow Foster (Sailing Master) all of which I beleive to be correct— I regret this circumstance Extremely as he is certainly the most Capable officer I have under my command, nor is this regret mitigated by his being the Son of an old Acquaintance Seth Foster¹ of Norfolk— His Foibles I must acknowledge has never Extended To his command afloat. They have been confind To the shore when accidentally falling into company and has proceeded I am inclined to beleive from a gay disposition and Perhaps an irretable disposition— he has Never been Known to have acted out of the Line of his duty on board and has since the date of those Charges Conducted himself with great propriety— He is very Penetant and acknowledges the Empropieties he has Been commited and ungenous [*ungenerous*] remarks towards His Brother officers—² The Charges of Robert Cutchins³ wer made after he found himself disgraced and Considered foster the author of his Misfortunes

Robert Cutchins received his dismissal Agreeable to your orders. he is gone on to New York Holding his warrant, which he refused to deliver up to me. I [*If*] you deem further proof [*proof*] against him Necessary it can be procured immediately and sent on, as he has gone to the north as he says. to be reinstated— I have the Honor to be With great Respect Sir Your Obedient Servant

Hugh G Campbell

LS, DNA, RG45, CL, 1813, Vol. 8, No. 76 (M125, Roll No. 33).

1. For a letter from the elder Foster to Secretary Jones regarding his son, see Seth Foster to Jones, 25 Oct. 1813, DNA, RG45, MLR, Vol. 6, No. 154 (M124, Roll No. 58).

2. Secretary Jones ordered Winslow Foster's dismissal after receiving Campbell's letter of 18 December. Upon receiving Campbell's letter of 20 December, the secretary reversed himself and ordered Foster reinstated. Foster did not long remain penitent, for in April 1814 the fractious sailing master was again under arrest. "It is much to be regretted," Campbell wrote of Foster, "that he has not been heretofore confined to the narrow Limits of a Ship of War Constantly under the Eye of a Commander where I am disposed to believe he would prove an ornament to the Service, but unfortunately for many of our officers commanding Gun Boats they too frequently make a false Estimate of their Command." Campbell to Jones, 23 Apr. 1814, DNA, RG45, CL, 1814, Vol. 2, No. 165 (M125, Roll No. 35).

3. See Robert Cutchin's letter of 8 November to Secretary Jones in which he charges Foster with unofficerlike conduct. Cutchin to Jones, 8 Nov. 1813, DNA, RG45, MLR, 1813, Vol. 7, No. 74 (M124, Roll No. 59). For additional charges against Foster, see Cutchin to Jones, 1 Dec. 1813, DNA, RG45, MLR, 1813, Vol. 7, No. 75 and enclosures (M124, Roll No. 59).

The Hospital Ship at Charleston

In late June, at the request of Surgeon George Logan, the Navy Department authorized the establishment of a hospital ship at Charleston.¹ Although by year's end it had been operational less than five months, Logan declared the new hospital ship an unqualified success.

1. See p. 122. Logan reported that the hospital ship was ready to receive patients on 3 August. See Logan to Jones, 3 Aug. 1813, DNA, RG45, BC, 1813, Vol. 3, No. 68 (M148, Roll No. 12).

SURGEON GEORGE LOGAN TO SECRETARY OF THE NAVY JONES

Charleston, S.C.

Sir!

I had the honour of addressing a Letter to you in July last, acquainting you with the transfer of the Hospital Depart. on this Station to the late Guard Vessel which had been filled up for the purpose, by order of the Commandg. Officer ~~on~~ it now affords me peculiar satisfaction to report the complete success whc has attended this Establishment and its superior advantages to a Hospital on Shore

In consideration of the exposed Situation of the Crews of the Barges, stationed at the inlets, the number of Invalids have exceeded what would have been expected from the Force stationed at Charleston, Georgetown & Beaufort— we have had constantly during the last Six Months from ten to five & twenty Patients in Hospital, Bilious Fevers, Pleurisey & violent Deseases have successively occurred; they have appeared satisfied with their situation, its healthiness has rendered the convalescent Stage short, none have been lost by desertion, & but four by death (two of these were incurable)— The Hospital Ship therefore in this climate unites the important advantages of Oeconomy—Safety & an exemption from the Epidemics prevailing in a City or its suburbs which our Convalescents from other deseases would be liable to—

The Condition of the Hospital has been regularly reported to the commandg. officer, who has occasionally (in compliance with your instructions) been consulted, & affords every necessary assistance altho' he assures me that he has no authority to do so (as he has not received your instructions), but considers the regulation of the Hospital Dept. as resting with myself— The Com-

manding Officer has however ordered a boats Crew, & authorised the hire of a Cook & nurse & assistant nurse, which the number and comfort of the Sick rendered indispensably necessary

I feel a reluctance, Sir, in occupying your attention at a period when I presume you are much engrossed by important concerns but conceive it a duty incumbent upon me to sollicit your Opinion & further instructing respecting the regulation of the Hospital department very respectfully Sir Your Obt humble &c

Geo Logan

29th. Decmbr. 1813.

ALS, DNA, RG45, BC, 1813, Vol. 4, No. 177 (M148, Roll No. 12).

The North American Station at Year's End

At the close of 1813, Admiral Warren still felt he lacked adequate resources to conduct naval operations against the United States—this despite the increased number of ships at his disposal and the growing effectiveness of the British blockade. Citing continuing difficulties on the North American Station, Warren renewed a familiar plea to the Admiralty.

ADMIRAL SIR JOHN B. WARREN, R.N., TO FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 290

Bermuda 30: Decr: 1813.

Sir

I request you will be pleased to acquaint my Lords Commissioners of the Admiralty that having sent the *Barossa* to Jamaica to carry home specie, and every other Ship that could be spared without raising the Blockaded ports of ~~the~~ America, I lament to find that both the Leeward Islands and Jamaica are still very deficient of a Force adequate to their protection, or to perform the various extensive Convoy Service required to be done in those places—

The Hurricanes in the West Indies & at Halifax, have unfortunately encreased the difficulty of carrying forward the Service, and very considerably crippled and diminished the disposeable part of the Squadron, I have already Stated these circumstances to you in my letters from Halifax, but am compelled to repeat the same, in order to entreat their Lordships atten[tion] to the state of my Ships, and extreme necessity of encreasing the Force in every part of the West Indies.

The Americans are building a very large Class of Corvette Ships of Six hundred tons, with twenty four Ports on one Deck, Some are launched, many [?] are nearly ready— The *Adams* has been cut down to the size of a Twenty Gun Ship, She is Manned and in readiness with the *Constellation* to seize the first moment of putting to Sea— Every exertion is making at New York, Philadelphia and Baltimore to prepare Vessels of War, the rapidity with which the Americans,

build and fit out their Ships, is scarcely credible, and I am very apprehensive of the mischief their Cruizers will do to our Trade—

Several large Clipper Schooners of from two to three hundred Tons, strongly manned and armed have run thro' the Blockade in the Chesapeak, in spite of every endeavour and of the most vigilant attention of our Ships to prevent their getting out, nor can any thing stop these Vessels escaping to Sea in dark Nights and Strong Winds, their Lordships will be pleased to observe by Captn. Barrie's letter which is herewith enclosed, an instance of Several of these Schooners passing out in a Squadron and outsailing every Ship in Chace.

Two Ships of the Line each to be called 76 Guns are to be finished and launched in March, one at Portsmouth the other at Charlestown near Boston.

The Southern Coast about Charlestown is a retreat for the Enemy's Privateers and Letters of Marque, I am anxious to Send Small Cruizers thither to destroy and intercept them, the large Class of our fast sailing Brigs are the best adapted and I should be very happy if their Lordships w[ould] cause some to be Selected and ordered to join me.

I take the liberty likewise to represent that as all the American Men of War, Privateers and even Traders, are particularly good Sailing Vessels such of his Majesty's Ships as are appropriated to my Command, should be of the same description— I have the honour to be Sir Your most obedient humble Servant

John Borlase Warren

LS, UKLPR, Adm. 1/505, pp. 87–90.

Chapter Two

The Chesapeake Bay Theater: January–December 1813

Given American offensive operations in Canada, the timing of the inevitable attempt of the British to prosecute the war in Chesapeake Bay was a matter of resources. During 1812 British land forces were thinly stretched in the defense of Canada, and the Royal Navy needed reinforcements to mount a meaningful blockade of the Atlantic coast of the United States. When a small squadron of British frigates made rendezvous at Lynnhaven Bay near the mouth of the Chesapeake in early February 1813, however, officials in Washington should not have been surprized. These ships were a portent of the trouble to come.

Henry, the third Earl Bathurst, British Secretary of State for War and the Colonies, had planned a military diversion on behalf of British forces in Canada by launching a series of amphibious raids in Chesapeake Bay intended to frighten American politicians into withdrawing troops from the Canadian border to defend the rich and vulnerable plantations of the Chesapeake, to say nothing of the safety of the capital and principal government officers. Bathurst provided Admiral Sir John B. Warren with an expeditionary force that totalled about 2,400 men, including two battalions of Royal Marines, some 300 infantry from Bermuda and another 300 French "chasseurs" who were in fact prisoners of war who had been persuaded that the risk of death in battle was preferable to languishing in British prisons. The Royal Marines were under the command of Colonel Sir Thomas Sidney Beckwith, a distinguished veteran of campaigns in India and the Iberian Peninsula.

To reinforce Admiral Warren's naval forces, the Admiralty sent Rear Admiral George Cockburn in H.M.S. Marlborough, 74, to the Chesapeake to take command of a squadron, including the 74s Poitiers, Victorious, and Dragon, the frigates Maidstone, Junon, Belvidera, and Statira, and several other vessels. Warren ordered Cockburn to blockade the Chesapeake and Delaware Bays, capture and destroy shipping in the James, York, Rappahannock, and Potomac Rivers and off Baltimore, gather intelligence of the American military and naval forces, obtain pilots and a safe anchorage for the squadron, discover the best way of capturing the U.S. frigate Constellation, cut off trade in Long Island Sound, maintain constant communication with other British squadrons, and send prizes in convoy to Bermuda. Cockburn arrived off Lynnhaven Bay on 3 March 1813 and was joined by Warren nineteen days later.

In early April, Cockburn and Warren got underway with their squadron for a prolonged expedition up the bay, returning to Lynnhaven Bay nearly a month