

The Naval War of 1812: A Documentary History

**Volume II
1813
Part 7 of 8**

**Naval Historical Center
Department of the Navy
Washington, 1992**

Electronically published by
American Naval Records Society
Bolton Landing, New York
2011

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the Station; muster their crews, and make to the Department a correct return thereof, in the manner prescribed by your instructions of the 18th. of Octr.—

Enclosed I have the honor to transmit a list¹ of such articles, with the quantities of each, as are required for the ensuing year; and which cannot be obtained here, except at the most extravagant prices, and many not at all; I have inserted yarns, instead of ready made Cordage as it can be made here, on as good terms, and of better quality, and Sizes; than in the Western States, the last parcel Sent from Tennessee is indifferent in quality and nearly useless in size, except it may be applied to the Block Ship.—

The carronades may become extremely servicable, on this Station, from the enemy's Vessels using that Species of Gun; and as we can then be on a more equal footing with them; when fortunate enough to be able to encounter them.—

The Ship muskets, on this Station are of a very bad quality, and require continual repairs; nor are there more than Sufficient for the few Vessels at present in Commission; that can be rendered fit for Service. the Pistols are too much worn to be put in Such order as to be depended on, nor are there sufficient for the Station; all that the Military could possibly spare they [have?] furnished us with. Cutlasses, and Battle Axes, you will perceive by the monthly return of the Navy agent; we are entirely destitute of, of course in want of those articles, these things cannot be obtained here on any terms

Excuse me Sir for repeating my urgent Solicitations, for an increase of Officers, Seamen, and Vessels; I have not now Sufficient to protect efficiently the coasting trade between this and Mobile; and which 'tis highly important to maintain; particularly during the War with the Creek Indians in order to furnish the necessary provisions &c for the army, in that Country as the Capture of any of the Convoys by the enemy, would be a most serious loss to that Army, might compel them to abandon their Conquest and would at the Same time greatly relieve the latter; the approaches to this City too; by Water are so numerous, that they require many Vessels and Vigilant Officers; to guard them effectually:— The Ship *Louisiana* will be in readiness to drop down the River in a few days, except the want of Seamen, & where or how to obtain them, I Know not; for there are none in this City; had I Seamen for her the *Herald* Should be mine.

By letters from Jamaica it appears the enemy are there fitting out a number of Gun Brigs &c of light draft of water, supposed for an expedition against this Country; Should they come, what can be effected with the force under my command Shall be I can only express my regret that 'tis not greater, or Such as to afford a reasonable prospect of Success.— I have the Honor to be Sir with great respect yr Obt. Sev't.

Dan^l T. Patterson

ALS, DNA, RG45, MC, 1814, Vol. 2, No. 105 (M147, Roll No. 5).

1. Enclosure not found.

Chapter Five

The Pacific Theater: January–December 1813

Writing from Constitution on 13 October 1812, Commodore William Bainbridge informed Captain David Porter that Constitution would set sail within two weeks on a commerce-raiding cruise that would pass the Cape Verde Islands and then shape a course for the island of Fernando de Noronha in the south central Atlantic. From there, he intended to head south, searching for British prizes along the coast of Brazil as far as the island of "St. Catherine's" (Santa Catarina), with a final destination of St. Helena where he would try to intercept merchant ships returning from India. Bainbridge hoped Essex would be able to join him at the Cape Verde Islands or at one of the other locations no later than 1 April 1813. Should this be impossible, he allowed Porter complete discretion to act "for the good of the service." When Essex finally sailed from the Delaware River in late October, Porter steered for the south Atlantic, expecting to meet Bainbridge at Fernando de Noronha. He arrived one day before Bainbridge's planned arrival date, but there was no sign of the commodore. Constitution and Hornet had already passed by, leaving a letter for Porter with orders for a new rendezvous off Cape Frio, about 60 miles north of Rio de Janeiro. Porter again arrived at the designated place on the appointed day, but Bainbridge had been detained at Bahia (Salvador) where he and Master Commandant James Lawrence, in Hornet, were blockading H.M. sloop of war Bonne Citoyenne. Porter remained in the vicinity of Cape Frio until 13 January 1813. He sailed for Santa Catarina off southern Brazil and waited again for Bainbridge, but the commodore by this time had defeated H.M.S. Java and was en route to the United States. Having missed rendezvous a third time, Porter implemented the discretionary part of his orders. On 26 January, he set sail for the Pacific and an extraordinary naval adventure.

Several years earlier, Porter had dreamed of a voyage of discovery in the Pacific. He wrote a lengthy letter to Secretary Hamilton proposing an elaborate navigational plan for the acquisition of new territory for the United States and the exploration of uncharted coasts. Hamilton did not endorse the idea. In setting sail for Cape Horn, Porter combined his yearning for Pacific exploration with his cruising orders and carried the war against Britain into a new theater. There was much that could be done, against little serious opposition, until word reached London that an American frigate was at large in a British sphere of influence along the western coast of South America.

The Spanish colonies of South America were in rebellion against the Napoleonic regime in Spain which had been invaded and occupied by French armies in 1807.

Using the occupation of the Spanish throne by Joseph Bonaparte as a pretext, local juntas sprang up in a burst of patriotic rhetoric and self-determination. In the viceroyalty of the Río de la Plata, the royalists rallied to the throne in Lima, while local patriots in Santiago and Buenos Aires urged their overthrow, claiming the viceroy was a minion of the Bonapartists in Spain. The British government favored the break with Bonaparte, encouraged merchants to trade directly with the Spanish colonies, and maintained good relations with the viceroys. In Lima, Viceroy Don Fernando de Abascal y Sousa played a waiting game, disclaimed loyalty to the Bonapartists and pledged fealty to the dethroned King Ferdinand VII. At the same time, the example of the United States's Revolutionary War provided a lingering inspiration for Latin American patriots who fought to overthrow Spanish rule. José Miguel Carrera and his brothers had revolted against the Chilean loyalists in 1811 and were still in charge at Santiago in 1813, although Viceroy Abascal was raising a counter-revolutionary army to oust them. The arrival of Captain Porter's *Essex* at Valparaiso on 15 March 1813 caused a flurry of excitement among the Chilean revolutionaries who solicited his aid against royalist naval vessels and privateers. Porter saw this as an opportunity to court local favor while awaiting an opportunity to attack British shipping and whaling fleets.

Recapture of H.M. Packet Brig *Nocton*

Of the fourteen ships captured during *Essex*'s cruise, her richest prize was H.M. packet brig *Nocton*, taken off Brazil on 12 December 1812 with \$55,000 in specie in her hold.¹ Impressed with her sailing qualities, and believing her to be a suitable replacement for the recently captured *Nautilus*, Captain David Porter dispatched *Nocton* to the United States as a prize with the hope that she would be purchased into naval service. Porter placed Acting Lieutenant William B. Finch² in command of *Nocton* with a crew of fourteen men to work the ship and guard the prisoners on board. On her journey to the northward, *Nocton* was retaken by a British warship—a fate that was to be shared by four more of *Essex*'s prizes.

1. For details of *Nocton*'s capture, see Dudley, *Naval War of 1812*, Vol. 1, pp. 625–27.

2. Finch was promoted to lieutenant on 4 January 1813.

LIEUTENANT WILLIAM B. FINCH TO SECRETARY OF THE NAVY JONES

New York
February 13th, 1813

Sir,

I have the Honor to inform you that I arrived here this day in the Cartel *Bostock* from Bermuda—having left the U.S. frigate *Essex* on the 12th day of Decr. in charge of H.M.'s packet brig *Nocton* carrying ten Guns from Rio de Janeiro for Falmouth captured the day previous in Lat. 00°.39'S and Longe. 29°.30'W without cargo—having on board fifteen thousand pounds sterling in Specie which was removed to

the *Essex* for safekeeping—with a prize crew consisting of Midn. Conover and 13 seamen (one an invalid) also seventeen prisoners part of her former Crew—

In consideration of her bearing the character of a King's Vessel and well calculated to supply the loss of the *Nautilus* Capt. Porter I believe was induced at that distance to dispatch her for the United States—

Having reached the Lat. 31°. 30' N and Longe. 66°. W while lying too (at day light on the Morning of Jany. 5th) with the Wind from the Westward a large Sail was descried on our Weather beam— I immediately bore up made N carried sail through heavy squalls from her but to my mortification perceived my chance of escape hopeless— and after a chace of three hours and twenty minutes the frigate *Belvidera* going at the rate of Eleven Knots and an half ranged alongside and took possession of me having in the chace sprung her mizen cap & Topmast badly and necessitated in consequence to furl her mizen top sail—

I shall report myself to Como. Decatur and await your further orders and if consistent request permission to proceed to Washn.

I regret that I am necessitated to conclude my letter by informing you of the detention of one of the prize crew as a French-man—who has been sent to french prison at Halifax—I could receive no other satisfaction by remonstrance than the assurance that all recognized as frenchmen would be detained. With Respect I am Sir Your obdt. servt.

Wm. Finch

List of Officers and Men detached from the U.S. frigate *Essex*—(Capt. Porter) composing the Crew of the British packet *Nocton* prize to the *Essex* recaptured by the *Belvidera* Jany. 5th 1813 and carried to Bermuda—

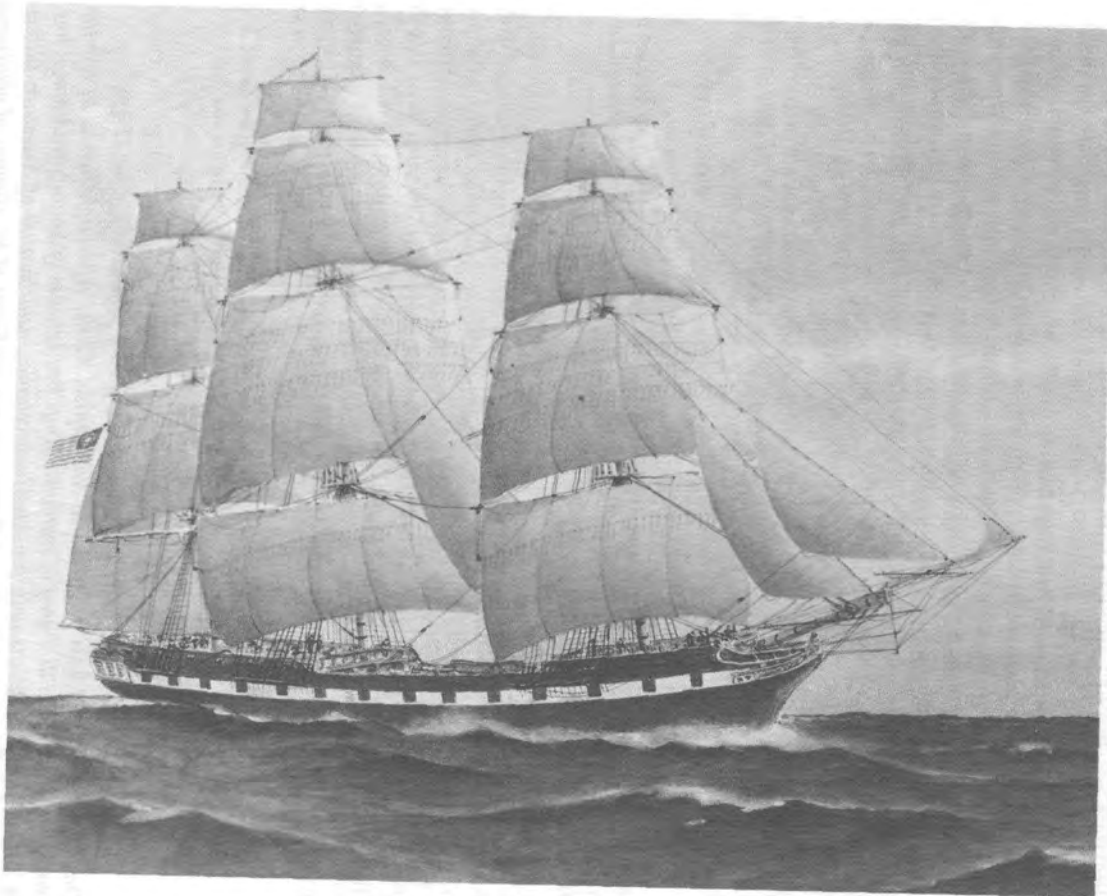
Wm. Finch	—	Lt.
Thos. A. Conover	—	Midn.
John Williams	—	Sea:
Jno. C. Porter	—	"
Wm. Bussell	—	"
Betlin F. Rose	—	Mar. (detained)

ALS, DNA, RG45, BC, 1813, Vol. 1, No. 61 (M148, Roll No. 11).

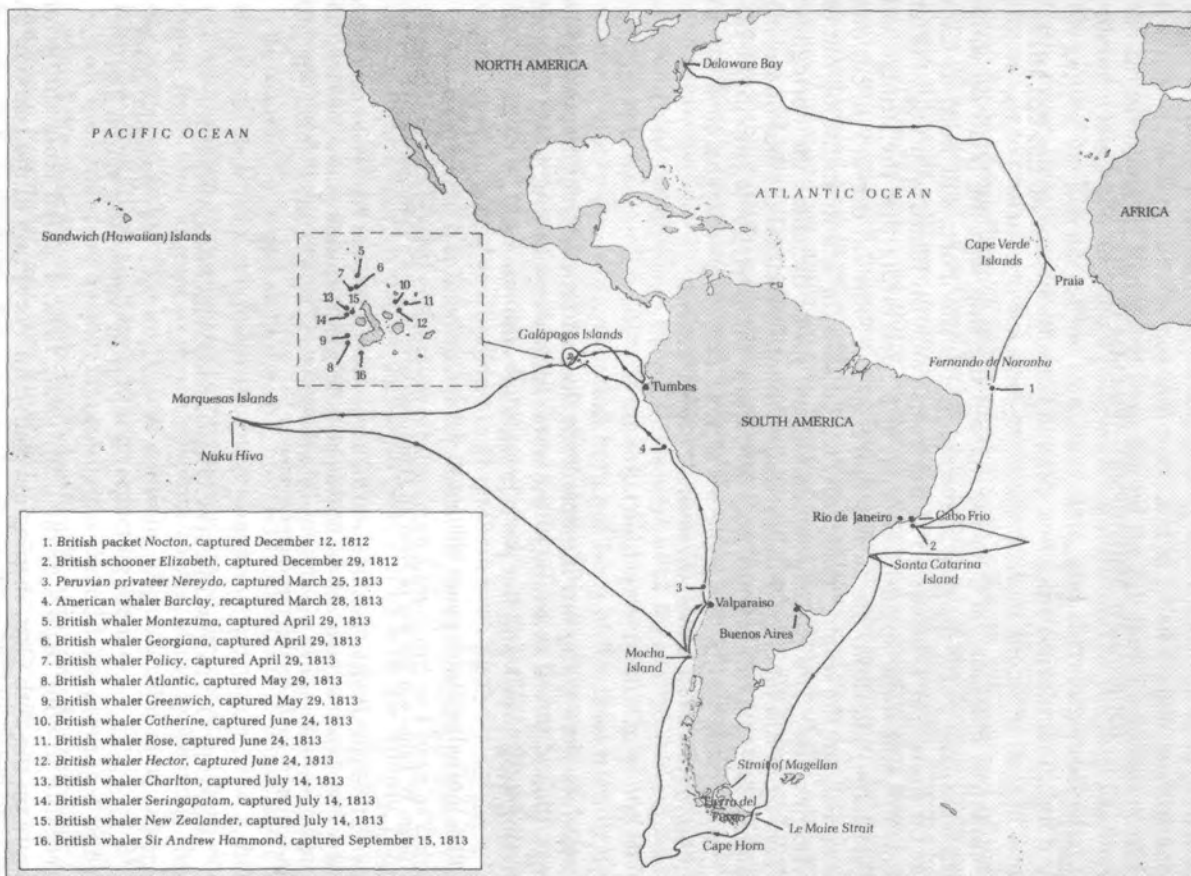
Essex at Valparaiso, Chile

On 15 March 1813 *Essex* arrived at Valparaiso, Chile. After eight weeks at sea the American frigate was in dire need of reprovisioning. But because of Spain's traditional hostility toward foreign contacts with her American colonies, and because of American filibustering in the Floridas, Captain David Porter was not confident of his chances of obtaining succor there. To his relief, the people of Valparaiso greeted *Essex* and her crew with enthusiasm and hospitality. Chile was fighting for her independence, and, as Porter learned, the Chileans "looked up to the United States for example and protection."¹

Over the next eight days Porter directed the replenishing of his ship's food, water, and wood. Completing this task with speed was essential, for British whalers to the northward



"U.S.S. Essex, 1799"



Map 5. Cruise of U.S.S. Essex

were ignorant of Essex's arrival in the Pacific. If Porter tarried too long in preparing Essex for sea, his quarry would be alerted to her presence, thus sacrificing one of the American captain's greatest advantages—the element of surprise.

1. Porter, *Journal of a Cruise*, Vol. 1, p. 102.

JOURNAL OF MIDSHIPMAN WILLIAM W. FELTUS¹

[Extract]

March 22d 1813

Commences Pleasant at 2 having dressed the ship sent the boats on shore for the company at 4 discd. a sail standing for this Port. sent word to Capt Porter on shore at 1/4 past 4 PM the boats came on board with Capt Porter the consul² and some spanish officers at 5 (perceiving that the strange sail was very large) cut down the awning and flags the Ship was dressed in, cut one cable and sliped the other made sail cleared ship for action and stood out of Valpriso in chase at 6 P.M. shortened sail and spoke the chase the Porteguese ship *fame* from Rio Janerio 87 days passage made sail stood off and on during the night at 7 AM ran into the port of Valpriso the porteguese ship in the offing at 10 came too by the cable we sliped at 1/2 past 10 the *Fame* ran in came too fired a salute which we returned Ends Pleasant

W W Feltus

N.B when we were going out the Spaniards flocked on the Neighbouring Hills crying—*Bravo—Vive le Americanòs* the above ship was very much like a frigate she having a Gun deck and her ports being out— she mounted 22 Guns

ADS, PHI, *Journal of Midshipman William W. Feltus*.

1. William W. Feltus was the son of Henry J. Feltus, rector of St. Ann's Episcopal Church, Brooklyn, New York.

2. Joel R. Poinsett, American consul general for Buenos Aires, Chile, and Peru. Poinsett served as an intermediary between Porter and the Chilean junta, helping the American naval officer to obtain supplies for his ship while at Valparaíso. For a discussion of Poinsett's role in South American politics, see Rippey, *Joel R. Poinsett*, especially Chapter 5.

CAPTAIN DAVID PORTER TO COMMODORE WILLIAM BAINBRIDGE

(Copy)

U S Frigate *Essex*

Port of Valparaíso, March 23d 13

Sir,

Agreeable to your orders of the 13th Octr. 1812, I sailed from the River Delaware on the 26th Octr. shaping my course for Port Praya in the Island of St. Iago, where I arrived agreeable to appointment on the 27th Novr., I there took in some water and refreshments and sailed on the 2d Decr. making the best of my way for Fernando de Noronha, on the 11th Decr. I captured H B M Packet the *Nocton*, and sent her to the United States after taking some money out of her to the Amount of about £11,000 Sterling— On the 15th Decr. agreeable to ap-

pointment I arrived at Fernando de Noronha where I sent my boat on shore and received your letter of the 3d Decr. directing me to cruize off Cape Frio until the 1st Jany. to this last place I proceeded and (as I frequently heard of your being off Bahia) cruized there until the 12th Jany. capturing only the Schooner *Elizabeth*,¹ when my water and provisions getting short and feeling apprehensive of the scurvy I determined to put into port, and as I had certain intelligence that the British Admiral² had sailed from Rio on the 5th Jany. in pursuit of us I considered it adviseable to go to a place where there would be the least likelihood of his getting intelligence of me in a short time, and therefore proceeded to St. Catherines where I procured wood & water and some refreshments, but found it impossible to procure any sea stock except some Rum and a few Bags of flour— I here obtained intelligence of your action with a British Frigate, and of the capture of the *Hornet*, of a considerable augmentation of the British force on the Coast of Brazils, and saw no hopes of being able to join you except at the last appointed rendezvous and there my stock of provisions would not admit of my going to cruize until the time specified, to go else where than to the places appointed would be a departure from your instructions and as it now became necessary for me to act discretionary I determined to proceed to the nearest port that would render my supplies certain and at the same time put it out of the power of the enemy to blockade me and thus be enabled to extend my cruize, with this view I proceeded to this place where I arrived on the 15th. March after a tempestuous passage in which however we suffered but little except from short allowance of provisions— I here in six days after my arrival had on board as much provisions wood & water as my ship could conveniently stow, and shall sail on my cruize to day— My reception here has been of the most friendly nature, the political state of the country is most favourable to our cause, and every advantage that a port of the United States could afford to us has already been offered to me by the President & Junto—³ their cause is Liberty and Independence, and the arrival of this Ship has given them fresh vigor—

Our Commerce has been much harrassed in those seas and at the mouth of this harbour by several corsairs or pirates from Lima, and as I have as complete power in the Pacific as the whole British Navy can have in the Atlantic I shall be enabled to afford it that protection it now stands in need of both from the aforesaid corsairs and the armed British Ships in this part of the world that have already made some captures of our Whalers which are numerous here—

Be assured Sir, that I shall use the most active exertions to annoy the enemy, my prospects I think will justify the most sanguine expectations, and I shall endeavour as often as possible to communicate to you the result— I have endeavoured from time to time to get intelligence to you of my movements through our minister⁴ at Rio Janeiro, I shall continue to pursue the same plan— You know my intentions I shall say nothing respecting them—

With the utmost regret that circumstances should have prevented our meeting, and the most fervent wishes for your health, happiness & prosperity, I have the honor to remain Your Very huml. Servt.

Signed, D— Porter—

Commre. Wm. Bainbridge

Comdg. US Frigate *Constitution*—

1. *Elizabeth* was captured on 28 December 1812 and sent on to Rio de Janeiro as prize under the command of Midshipman William Clarke. Denied sanctuary in Brazil, she was burned, being deemed too unseaworthy to make the voyage to the United States. See Porter, *Journal of a Cruise*, Vol. 1, pp. 47-48; and Long, *Nothing Too Daring*, p. 78.

2. Rear Admiral Manley Dixon, R.N.

3. President José Miguel Carrera and junta members Don Santiago Portales and Don Pedro José de Prado.

4. Thomas Sumpter.

UNIDENTIFIED AGENT TO MESSRS. WATSON AND BROWN

The United States Frigate the *Essex* Capt: Porter arrived in this Port on the 15th. March & took in Water & Provisions with the greatest dispatch; She remained here only 6 days & was received with the loudest acclamations of Joy by the Governmt: & people, it is supposed she will return to this Port again, & has only gone out to take & destroy the English Whalers on the Coast; She mounts 40 Guns, viz. 28—24Lbs. Carronades & 12 long nines with a complement of 340 Men, She landed some of the *Nocton* Packets Sailors here;

The Capt: of the *Essex* is said to have demanded the restoration of all the American Property, which has been confiscated by order of the Court at Lima with a positive declaration that if they do not accede to it He will sink every thing He meets with under Spanish Colours, & it is said, He has disarmed six of the largest of the Lima Cruizers—

Copy, Adm. 1/21, pp. 253-54. The above document was extracted from a letter written by Brown's and Watson's agent at Valparaiso dated 8 April 1813, and was enclosed in Dixon to Croker, 9 June 1813, Adm. 1/21, pp. 249-54.

Capture of the Peruvian Privateer *Neryeda*

While at Valparaiso, Captain David Porter learned that the Viceroy of Peru had ordered all American vessels trading with Chile seized. Upon putting to sea, it was Porter's aim to halt this harassment of American commerce. Such a course of action was diplomatically hazardous, for Spain's relations with the United States were already strained, and attacks on her colonial shipping might drive her from neutrality into armed belligerency. Porter therefore had to temper force with restraint in dealing with the Peruvian corsairs. In disarming the Peruvian privateer *Neryeda*, and ordering her home to Lima, Porter sought to achieve the proper balance between force and restraint.

JOURNAL OF MIDSHIPMAN WILLIAM W. FELTUS

[Extract]

At Sea March. 25th 1813

Commences thick. at 5 AM light airs discd. a sail on the weather bow at 7 came up with and spoke the chase an American Ship the *charles* a Whaler from Nantacket about 13 Months ago. she informed us that she was chased by a

spanish privateer off Coquimbo her 2d mate came on board in order to pilot us up to Coquimbo. (the land in sight) at 8 made sail the *Charles* being in company with us at 1/2 past 8 discd. a sail ahead which we believe to be the Spanish privateer *Ends Pleasant* Chase dead to windward the wind having shifted clear. away for action

Lat Ob. 30°21' South

Long 71°49' West

Wm. W Feltus

Mar. 26th at Sea

Comences Pleasant chase to windward at 1 fired a gun to Leward & Hoisted english Colors the American Ship *Charles* Hoisted English over the American Colors at 1/2 past 1 PM the chase fired a gun to Leward & Hoisted Spanish Colors at 2 she fired a shot across our bows which we returnd. with 6 at which she hove too and got her boat out & sent it on board when it came along side Capt Porter ordered her back for the Capt the boat having an armed officer in. fired another shot at her when she stood down to us. her boat came on board again with the first 2d Lieut & an American who brought Her papers he said that they had taken several American Whalers that she was a Spanish privater out of Lima that she had also taken some English vessells, Examined her papers & found that she had a commission to cruiz 5 months as a privateer after Counterbanders & she had been cruising 8 months. sent the boat again after the Capt & some of the american prisoners she had on board. the boat returned with the 1st Lieut & Capt of an American Ship she had captured put the 2 Lieutenants under the charge of a centry. then we understood by the american Capt that she was a Pirate that she took evry thing she came across hoisted American Colors & fired 2 shot into the ~~American~~ Privateer at which she struck her colors sent Mr. Downs on board with some men (secured the Guns) at 4 PM Mr. Downs came on board with the Spaniards Mr. Macknight & Cowan¹ went on board with orders to follow the *essex* made sail for Coquimbo at 8 hoisted a light at Mizen Peak stood off and on during the night in the Morning Made sail for Coquimbo sent Mr. Downs on board the Privateer to heave evring thing like arms or ammunition over board and cut away her Royal & top yards & masts to heave all her light sails spare spar sails &c. overboard at 9 AM Mr. Downs returned with the men he had taken with him & the American Prisoners put the spanish officers & men on board with orders to proceed to Lima Capt Porter sent a letter by the privateer to the Viceroy of Peru stating the Buziness. Ends Pleasant the Privateer standing to the nd. wd. & the American ship following us

Lat Ob. 30°30' South

Long Ob. 71°20' West

Wm. W Feltus

ADS, PHi, Journal of Midshipman William W. Feltus.

1. John S. Cowan was warranted a midshipman on 17 December 1810. He was killed in a duel with one of *Essex's* officers in August 1813.

CAPTAIN DAVID PORTER TO
THE VICEROY OF PERU, DON FERNANDO DE ABASCAL Y SOUSA

U S Frigate *Essex*
At Sea 26th March 1813

Your Excellency,

I have this day met with the Ship *Nereyda* mounting fifteen Guns, bearing your Excellencies Patent and sailing under the Spanish flag—

On examination of said Ship I found on board of her as prisoners the Officers and crews of two vessels belonging to the United States of America employed solely in the Whale fishery of those seas captured by her and sent for Lima, after being plundered of boats, cordage, provisions, clothes and various other articles, and was informed by her officers that they were cruizing as the allies of Great Britain to capture and send in for adjudication all American Vessels they should meet with, alleging at the same time that they had not your Excellencies authority for such proceedings—

I have therefore to preserve the good understanding which should ever exist between the Government of the United States and the provinces of Spanish America determined to prevent in future such vexatious and piratical conduct, and with this view have deprived the *Nereyda* of the means of doing the American commerce any further injury for the present, And have sent her to Lima in order that her commander may meet with such punishment from your excellency as his offence may deserve— I have the honor to be With the highest respect and consideration Your Excellencies Obt. Huml. Servt.

Signed, D Porter—

His Excellency
The Vice Roy of Peru, Lima—¹

Copy, DNA, RG45, CL, 1813, Vol. 4, No. 139, enclosure (M125, Roll No. 29). The text of this letter was excerpted from the enclosure printed on pp. 697–99.

1. In retaliation for the seizure of the privateer *Nereyda*, the Viceroy had sixteen American seamen from the *Colt*, an American privateer purchased into Chilean service, "put in irons, and condemned to labour on the public works" at Callao. See Johnston, *Three Years in Chili*, p. 122.

Operations in the Galapagos Islands

Essex arrived at the Galapagos archipelago in mid-April and remained there, with the exception of a brief voyage to the coast of Peru, until the first week of October. During this time she and her consorts captured twelve British whaling ships. Captain David Porter's success in the Galapagos was due largely to his ability to maintain his vessel at sea for an extended period of time. Captured whalers provided ships' stores to replace *Essex*'s own, and the islands' exotic fauna—turtles, iguanas, sea birds—provided an ample supply of fresh food for *Essex*'s crew. The factors that hampered Porter's operations most were the scarcity of water and the limited number of officers and men available to man prizes.



Captain David Porter

Porter calculated that his cruise in the Galapagos Islands cost Great Britain over five million dollars. While this figure grossly exaggerates the amount of damage he inflicted on the enemy, there can be no denying that Captain Porter had dealt British commerce a heavy blow.

JOURNAL OF MIDSHIPMAN WILLIAM W. FELTUS

[Extract]

31 March

Commences Pleasant. at sun down finished painting ship (painted her in the following manner Viz 1 broad yellow streak round her Hull as far as the fore channels rigged false waist cloths as high as the quarter deck nettings and painted ports on them, got tarpaulins up and rigged a poop and painted windows thereon painted the quarter Galleries different colours, At 3 AM taken aback took in the steering sails and Royals Braced on the Larbd tacks wind died away at 8 a breeze sprung up aft made sail employ'd mending sails. Ends bon tems. . . .

April 24th 1813 Banks Bay

Commences hot with light Breezes from the Wd. at 6 PM the Capt returned with a number of Green Turtle also some Aiguanas which were of a red and yellow colour a great number of fish Seal skins et cetera they had turned 30 turtle and left them on the beach. Capt Porter ordered Mr. Cowell Master to go on shore with 2 Boats and bring them off and when the Moon rose to turn as many as possible and to come off at day light. Accordinly he took jolly boat and sent Mr. Isaccs & myself in the Green Cutter. we landed about 7 o'clock to the Nd. of the place where ships usually anchor. we made a large fire on the Beach & got 6 turtle in the Boat pulled out of the Bay & ran farthur North where we landed not without diffulty for there was a great many Rocks near the shore & also a surf setting on the shore ~~also~~ it was very dark we got on the Rocks several times. when we landed we found that Jolly Boats even were here and were building a fire there were only 11 turtle here out of 30 thirty that had been turn'd on their backs the tide had risen so much that it had carried the rest off. I turned in on the sand having my great coat under my head at 1 AM or at moon rise we went in search of turtle but found but one at 8 AM went on board made sail out of the Bay in search of the *Bartly*¹ that we had not seen since we came into the Bay soon after she hove in sight at 10 we were taken aback with all sail set Ends hot. . . .

April 29th 1813

Commences Hot at [?] clear at day light Fortune smiled on us for we discd. a sail soon after we disd 2 more close together gave chase at 7 came up with and took the British ship *Montezuma* laden with Sperm. oil soon after

it fell calm those other two ships were Hull down Manned all the Boats and rowed after them in the following manner

Gig	Whale Boat	3d cutter	the Boats were
Pinnace		Jolly Boat	armed
1st. cutter		2d Cutter	
			Lat 1°4' North
			Long 91°20' W. . . .

April 30th 1813

Commences Warm rowing after the ships (I was in the 2d cutter) at 1/2 past 1 the ships fired 2 Guns a piece to windward and Hoisted the British flag we pulled up under one of their sterns she had 2 Guns pointed at us we immediately Hoisted the American Ensign. the ship Gave us 3 cherrs which we did not returned ~~and~~ boarded her she immediately struck to us. we manned her and went to the next she Had 1 Gun run out abaft and 1 in each Gangway and ready to fire we ran along side and boarded Hauled down her Colors this last ship the *policy* threw overboard near 100 tarapin. the first ship was named the *Georgeannah*. made sail for the *essex* sent the Prisoners on board and sent officers and men on board, in the morning employ'd sending for the peoples things Ends Hot

Long 91° 18' W
Lat 1° 5' Nor. . . .

Friday June 25th 1813

Commences Pleasant the strange sail proved to be the U S Sloop *Georgeannah*.² Mr. Downs command. went on board the *Essex* the Frigate gave him 6 Cheers the Prizes gave 3 a peice soon after 2 more ships hove in sight I went on board the Frigate. Mr. Downes told me that he Had captured 3 English Whalers Viz the *Rose* the *Hector* & the *Catharine* at the *Hector* He fired 5 Broad-sides before she struck killed 2 & wounded 4 men. the *Rose* he sent in as a cartell with the Prisoners at 6 PM the *Georgeannah* & Her 2 prizes came too in company with us At 7 AM I recieved orders to go on board and take command of the Prize ship *Montezuma* at 10 AM went on board Ends bon temps

AD, PHi, Journal of Midshipman William W. Feltus. Entry for 25 June made at Tumbes, Peru.

1. *Barclay*, Captain Gideon Randall, a whaler captured by the British privateer *Nimrod*, was retaken by *Essex* on 28 March.

2. Captain Porter had armed the prize *Georgiana* and sent her on an independent cruise on 12 May under the command of *Essex*'s first lieutenant John Downes. For Porter's instructions of 12 May to Downes, see Porter, *Journal of a Cruise*, Vol. 1, pp. 167-69.

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY HAMILTON¹

U S Frigate *Essex* at Sea
 July 2d 1813, Lat: 2°26'S Long 82°W.

Sir,

I have the honor to inform you that on the morning of the 29th April in Lat 0°40' North, Longde. 91°15' West, about 20 miles to the northward of the Island of Albemarle one of the Gallapagos in the Pacific Ocean I captured the British Ship *Montezuma*, two others being in sight close together distant from us about 7 miles which we were informed were the British Letter of Marque Ships *Policy* and *Georgiana*, the first mounting 10 Guns 6 & 9 pounders, the other six eighteen pounders 4 Swivels and 6 large blunderbusses mounted on swivels; the winds being light and variable and confiding greatly in the bravery and enterprize of my officers and men, and apprehensive of their escape from the prevalence of fogs in that climate, I directed the boats of this ship to be armed & manned and divided into two divisions, placing the first under the command of Lt. Downes, 1st Lt. in a Whale boat accompanied by Midsn. David G Farragutt, the officers in command of Boats under Lt. Downes were Lt. S D McKnight in the 3d Cutter accompanied by Midsn. Odenheimer, Sg. Master Jno: G Cowell in the Jolly Boat accompanied by Midsn. Henry W Ogden and Midsn. George Isaacs in the 2d Cutter— The Second division under the command of Lt. Wilmer 2d Lt. in the Pinnace accompanied by Midsn. Henry Gray & Masters Mate James Terry, Lt. Wilson & Mr. Shaw, Purser in the 1st Cutter, and Lt. Gamble of the Marines in the Gig— suitable signals were established, and each boat had her particular station pointed out for the attack, and every other previous arrangement was made to prevent confusion— the boats 7 in number rowed off in admirable order— Guns were fired from the enemy to terrify them— they rowed up under the muzzles of the Guns and took their stations for attacking the first ship, and no sooner was the American flag displayed by Lt. Downes as a signal for boarding and the intention was discovered by the enemy than the colours were struck without a shot being fired, so much was they daunted by the intrepidity of our brave officers and men, they then left a crew on board the prize and took their stations for attacking the other vessel when her flag was also struck on the first call to surrender, thus were two fine British Ships each pierced for 20 Guns worth near half a million of Dollars mounting between them 16 Guns and manned with 55 men well supplied with ammunition and small arms surrendered without the slightest resistance to seven small open boats with fifty men armed only with muskets, pistols, boarding axes & Cutlasses!

Be assured Sir, that Britons have either learnt to respect the courage of Americans or they are not so couragous themselves as they would wish us to believe— I have the honor to be With great respect Your Obt. Servt.—

D Porter

LS, DNA, RG45, CL, 1813, Vol. 4, No. 139, enclosure (M125, Roll No. 29).

1. Because he had been at sea for nine months, Porter did not know of Hamilton's replacement by William Jones.

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY HAMILTON

[Extract]

U S Frigate *Essex* at Sea,
 July 2d 1813, Lat 2°26'S, Long 82°W

Sir,

On the 23d of March last I sailed from Valparaiso shaping my course to the Northward and on the 26th of the same month fell in with the Peruvian Corsair Ship *Nereyda* mounting 15 Guns she had a few days before captured two American Whale Ships, the crews of which (amounting in number to 24 men) were then detained prisoners on board her, and they could assign no other motive for the capture than that they were the allies of Great Britain and as such should capture all American Vessels they could fall in with; therefore to prevent in future such vexatious proceedings I threw all her armament into the sea, liberated the americans and addressed to the Vice Roy of Peru the following letter¹. . . .

I then proceeded with all possible dispatch for Lima to intercept one of the detained Vessels which had parted with the *Nereyda* only three days before and I was so fortunate as to arrive there and recapture her on the 5th April at the moment she was entering the port, this vessel (the ship *Barclay*, Capt. Gideon Randall of New Bedford) I took under my protection and have had her with me ever since

From Lima I proceeded for the Gallapagos Islands where I captured the following British Ships

<i>Montezuma</i>	270 tons,	21 men,	2 Guns	} Letters of Marque
<i>Policy</i>	— 275 "	26 "	10 "	
<i>Georgiana</i>	280 "	25 "	6 "	
<i>Atlantic</i>	351 "	24 "	8 "	
<i>Greenwich</i>	— 338 "	25 "	10 "	

The *Georgiana* being reputed a very fast sailor and apparently well calculated for a cruizer I mounted Sixteen Guns on her and gave the command of her to that excellent Officer Lt. John Downes with a complement of 42 men, appointing Midsn. W. H. Haddaway Acting Lieutenant on board her and sent her on a cruize—

Lt. Downes joined me at Tumbes near Guiaquill on the coast of Peru, on the 24th. June after capturing three prizes—to wit—

Letter of Marque Ships	{ <i>Hector</i>	270 tons	25 men,	11 Guns
	<i>Catherine</i>	270 "	29 "	8 "
	<i>Rose</i>	220 "	21 "	8 "

The first had two men killed and six badly wounded in her recontre with the *Georgiana*— And the *Rose* was discharged (after being deprived of her Armament) with all the prisoners captured by the *Georgiana* as they amounted to nearly double her crew; she was furnished with a passport to proceed to St. Helena— My own prisoners I liberated at Tumbes on parole—

I found that the *Georgiana* did not deserve the character given her for sailing, I therefore shifted her Officers and crew to the *Atlantic* and mounted on her twenty Guns with a complement of 60 men and appointed Midsn. Dashiell Acting

Sailing Master on board her—to this Vessel I gave the name of the *Essex Junior*— I also fitted up the Ship *Greenwich* as a Store Ship and mounted on her twenty Guns placing her under the command of Lieut. John Gamble of the Marines, on board of her I have put all the provisions and other stores of my other prizes except a supply of [three and a half]² months for each, and have by this means secured myself a full supply of every necessary article for seven months— I had hoped to dispose of my other prizes at Guaiquil; the Governors in Peru however, are excessively alarmed at my appearance on the coast as my fleet amounts now to nine sail of vessels all formidable in their appe[arance] and they would if they dare, treat us with a ho[stility] little short of declared enemies—

I have given to Mr. John G Cowell Sailing Master an appointment to Act third Lieutenant Midsn. Cowan to Act fourth Lieutenant, and Midsn. W H Odenheimer as Sailing Master, I beg Sir, that the appointment of those officers as well as that of Lt. S D McKnight who is acting second Lieutenant, and those serving on board the *Essex Junior*, may be confirmed by the Department—

I have given to Mr. M W Bostwick my Clerk the appointment of Acting Midshipman not that he is desirous of coming forward in the Navy in that line but I hoped by this means to introduce him to the notice of the Department as I shall take the liberty to recommend him strongly as a suitable person to hold the appointment of Purser— Doctors Richd. K Hoffman and Alexander M Montgomery two gentlemen of great merit who volunteered their services with me at the commencement of hostilities have received Acting appointments from me, the first as Surgeon to fill the vacancy occasioned by the death of Doctr. Miller, the other as Surgeons Mate, to the great care and attention of those gentlemen may in a considerable degree be attributed the extraordinary health of the crew, and as they are both desirous of joining the Navy I hope their appointments may be confirmed— I have suffered greatly for the want of officers and you must be well persuaded of my deficiency when you are informed that I am under the necessity of appointing my Marine Officer³ & Chaplain⁴ to the command of prizes— they all however enter with cheerfulness into their new duties, and if the expedition should prove unsuccessful it will not be (I am [persua]ded) owing to our want of activity or vigilance and of this you must be satisfied as for the last eight months we have been constantly at sea, with the exception of twenty three days, and yet Sir we have enjoyed extraordinary health and spirits, no symptom of the scurvy having yet appeared in the ship nor have we at this moment more than two on the sick list and their diseases are owing more to the infirmities of old age than any other cause, Indeed Sir, when I compare my present situation with what it was when I doubled Cape Horn I cannot but esteem myself fortunate in an [extra]ordinary degree— then my ship was shattered by tempestuous weather and destitute of every thing my officers and crew half starved naked and worn out with fatigue— Now Sir, my ship is in prime order abundantly supplied with every thing necessary for her, I have a noble Ship for a consort of twenty Guns and well manned, a Store Ship of Twenty Guns well supplied with every thing we may want and prizes which would be worth in England two Millions of Dollars, and what renders the comparison more pleasing, the enemy has furnished all—

Excuse me Sir, for not making known my present intentions as this letter may not reach you, it may however be satisfactory to you to know how I intend to dispose of my prizes, let it suffice to say that I shall endeavour to .qd66. 94dk. c7. .g4c66c. [sell them in Chili.]⁵

British Letters of Marque are numerous in those seas and were it not for my arrival our Whale fishers would have been much harrassed, but they now find it necessary to keep together for mutual protection— I expect to be .a58q5d2. [pursued] but shall be .a8daf8d2. [prepared]

The State Department will no doubt inform you of the effect our presence has produced in A .ax6c9cgf6. [political] view on that head I shall be silent—

Subjoined is a list of deaths since I left the United States, and I beg you will relieve the anxiety of my family and all our friends by communicating as much of this letter as you may think proper—

The times of my best men have expired but their attachment to the Ship and their zeal for the service we are engaged on prevent all complaints on that account, it is not probable you will hear of me for several months to come unless some disaster happens, but I beg leave to assure you Sir, that I shall not be idle and I hope before I return to make the services of the *Essex* as important as those of any other single Ship— We may not be individually beni[fitted] but we shall do the enemy much injury which will be a sufficient compensation to us in for all the hardships and privations we must naturally experience while cut off from all communication with the rest of the world and are dependant on the precarious supplies the enemy may afford—

A British Ship shall .7w9 .7focbf9d. .94d .afgc3cg .c7. .qf3d98. [not navigate the Pacific in safety]

To decipher part of this letter I must refer you to the Cypher sent me at New Orleans dated [?] June 1809— I have the honor to be With great respect Your Obt. Servt.

D Porter.

List of deaths since my departure from the United States

1812	Decr.	3d	Levi Holmes,	Sea—	Palsy—
1813	Jany.	24th	Edwd. Sweeny—	OS—	Old Age
"	"	"	Saml. Groce—	S—	Concussion of the brain by a fall from the Main Yard—
"	March	1st	Lewis Price,	Marine,	Consumption—
"	April	4th	James Spafford	Gr. Mate,	Accidental Gun shot wound of the lungs—
"	May	25th	Doct. R Miller,	Surg:	Disease of the liver—
"	May	26th	Benj Geers—	Qt. Gr.	Inflammation of the stomach,
"	June	19th	John Rodger	Qt. Gr.	fall from the Main Yard—

LS, DNA, RG45, CL, 1813, Vol. 4, No. 139, enclosure (M125, Roll No. 29). Two pages are missing from the microfilm copy of this letter. They can be found bound with the original.

1. For the text of the letter omitted here, see Porter to Viceroy of Peru, 26 March 1813, p. 692.
2. Text of bracketed words supplied from Brannan, *Official Letters*, pp. 176–79.
3. 1st Lieutenant John M. Gamble, U.S.M.C.
4. David P. Adams.
5. Bracketed words that follow the code have been supplied by a typescript of the final five paragraphs of letter No. 139, which deciphers the coded words. This typescript immediately precedes letter No. 139. There is an error in the last decoded word, the two g's erroneously being read as q's. As a result, the word "Pacific" is improperly decoded as "passes".

I must likewise apprise you of the great need I am in of more boats for the use of this Vessel. A launch, and another cutter are requisite. I have the honor to be, Sir, With great Respect, Your's &c. &c.

(Signed) Dan^l S. Dexter

LB Copy, DNA, RG45, Daniel Dexter Letter Book, pp. 53-54. In Dexter's hand.

1. *Herald*, 6th rate, 20 guns.

ACTING SURGEON GEORGE MARSHALL¹ TO ABRAHAM MARSHALL

U.S. Ship of War *Louisiana*
Balize May 3rd 1813

Dear Father

I must again express my astonishment at not hearing more frequently from my family— You certainly might without much inconvenience indulge me occasionally in that respect— A few lines from you will be more interesting to me, than all I could write would be to you— I shall expect after you receive this, to have the pleasure of hearing from some of you every week— I shall not be much at N. Orleans, but you will continue to direct letters to that place— I have continual intercourse with Gentlemen who will forward them to me immediately—

In my last Letter I requested thee to offer a few observations on the Political state of affairs— There appears to be some prospect of a cessation of hostilities thro the intervention of the Emperor of Russia I hope for a speedy & honorable peace— We have given our enemy positive evidence of the American Eagle being an Amphibious Animal, & capable of supporting her rights upon either Element— We have won all where nothing was expected— & lost all where everything was to have been gained— This reverse of fortune has reflected great light upon the Minds of our learned Wiseacres— They have, after a tedious Embargo & [Tarifs?] system, wisely discovered tha [that] a Naval establishment is not "an unnecessary & dangerous expence" but an indispensable appendage to our government, & the only means by which we will be able to establish, & preserve peace— I conceive a moderate Naval force to be as essential to a commercial people, as positive Laws are to the peace and tranquility of Society—

We are just on our way to New Orleans with a prize—² she is a fine Brig— & it is presumed has considerable specie on board— I have plenty of business to attend to— You must not be alarmed for my safety when I inform you, that my report of this morning to the Captain, contained thirteen cases of Yellow fever five of dysentery—three of Hepatitis (Inflamation of the Liver) & seven of Intermittent fever, exclusive of Convalescents & slight cases— My candour will almost be questioned when I inform you that out of the numerous patients which I have had since I commenced the practice of Medicine—the most part of whom were violent cases—I have not had the painful task of recording the fatal termination of but one case— & he was not properly my patient—as I was called in consultation— This almost unprecedented success in this Country did not arise from any peculiar mode of practice but to my singularly good fortune— I have one Mate to assist me, but neither of us get much rest day or night— New Orleans & the adjacent Country continues healthy—but the Troops at the Balize have the Fever among them

Present my love to my affectionate mother & family— & all my relations & friends—but particular to [Uncl] J. Marshall & receive to thyself assurances of my sincere affection

GEO. Marshall

ALS, DNA, RG45, AF8 (M625, Roll No. 200). The address on this letter reads, "Mr. Abraham Marshall Senr., Marshalton Post Office, Pennsylvania."

1. George Marshall was appointed acting surgeon by Captain Shaw on 29 June 1812.
2. Probably the brig *Sao Pablo*. See Dexter's letter containing his interrogatories to *Sao Pablo's* captain in Dexter to Shaw, 29 April 1813, DNA, RG45, Daniel Dexter Letter Book, pp. 59-61.

LIEUTENANT DANIEL S. DEXTER TO CAPTAIN JOHN SHAW

U.S. Ship *Louisiana*
Balize, 24th May 1813

Sir,

It is with regret that I yield to the necessity of informing you of the decayed state of the Gun Deck beams of this Vessel. My Carpenters have for some days past been Employed in Caulking the Gun Deck, which had become very leaky, and in several places were obliged to repair the plank which were decayed; in removing them, we discovered that the beams under them were quite rotten. I then caused all the beams to be bored, and found them more or less decayed; some of them so much so, that after boring into them about an inch or more was able to thrust the augur, without turning, almost entirely through the beam

Some of the Gun Deck Knees are also a little rotten, which with the decayed situation in which I found the beams, render me apprehensive that the vessel will not be able to support her present weight of metal for any length of time; particularly should it be necessary to fire her guns very often in succession.

Were it possible to procure them, I am of opinion that it would be most advisable to put 12 pounders on her Gun Deck which she would be able to bear much longer and in that time do more execution with them, than with a few broadsides of the 24 pounders.

During your absence from town, I inclosed in a letter to Capt. Patterson, which you have probably seen, the inadequacy of my crew to work the Guns. I now, more than ever, feel the deficiency in that point as 27 out of the before too small Complement are on the sick Report. In fact, I have seldom less than twenty and often as many as thirty unfit for duty.

Thus, Sir, having made you acquainted with the circumstances in which this Vessel is at present, I leave it with yourself to determine as to the expediency of making an alteration in her armament, and increasing the number of her crew. I have the honor to be Sir, Most Respectfully Yours &c. &c.

(Signed) Dan^l S. Dexter

LB Copy, DNA, RG45, Daniel Dexter Letter Book, pp. 62-63. In Dexter's hand.

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY HAMILTON

(Duplicate) U S Frigate *Essex*, at Sea
July 2d 1813, Lat 2°26'S. Long 81°W.

Sir,

Permit me to recommend to your notice that brave intelligent and enterprising Officer Lieut. John Downes whose conduct from his earliest introduction into the Navy to the present time has always been uniform— If any officer deserves in an extraordinary degree the attention of the Department Lt. Downes certainly does who has shewn innumerable instances of his courage, and if he has not yet had an opportunity of distinguishing himself in a desperate engagement, it is because the enemy has always been precipitate in striking his flag—

If however he should meet with that manly resistance which Britons would have led us to expect, I pledge myself that he will do honor both to himself and country— I have the honor to be With great Respect Your Obt. Servt.—

D Porter

LS, DNA, RG45, CL, 1813, Vol. 4, No. 140 (M125, Roll No. 29).

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY HAMILTON

U S Frigate *Essex*, At Sea
July 22d 1813—

Sir,

On the 2d July I had the honor to inform you that I had captured in those seas and on my passage from the United States the following British Vessels To wit,

H.B.M. Packet Brig <i>Nocton</i>	175 tons,	31 men	10 Guns.
Schooner <i>Elizabeth</i>	120 "	10 "	6 "
Ship <i>Montezuma</i>	270 "	21 "	2 "
" <i>Policy</i>	275 "	26 "	10 "
" <i>Georgiana</i>	280 "	25 "	6 "
" <i>Atlantic</i>	351 "	24 "	8 "
" <i>Greenwich</i>	338 "	25 "	10 "
" <i>Hector</i>	270 "	25 "	11 "
" <i>Catharine</i>	270 "	29 "	8 "
" <i>Rose</i>	220 "	21 "	8 "

Since which I have captured—

Ship <i>Seringapatam</i>	357 tons,	31 men,	14 Guns,
" <i>New Zealand</i>	259 "	23 "	8 "
" <i>Charlton</i>	274 "	21 "	10 —



Captain John Downes

The *Seringapatam* is an elegant India Tick [*teak*] built Corvette Ship, pierced for 22 Guns, sails fast, and is well calculated for the service, she is remarkably strong and was formerly one of Tippoo Saibs' men of war—

The *Charlton* being an old ship I have given her up to her Captain on condition that he lands my prisoners at Rio de Janeiro, the *Rose* was also given up on similar terms. I have the honor to be With great respect Your Obt. Servt.—

D Porter

LS, MiU—C, David Porter Papers.

1. Tippoo Sahib was sultan of Mysore from December 1782 until his death in May 1799. The capital of Mysore was Seringapatam.

CAPTAIN DAVID PORTER TO EDWARD CARY

U S Frigate *Essex*, at Sea
in the Pacific Ocean July 23d 1813—

Sir,

Your ship *Edward* was taken by the British Whale Ship *Seringapatam* commanded by William Stavers, sent into Lima and from thence to England— The *Seringapatam* had no commission, and this fact must have been known to Capt. Folger, he had it in his power while at Lima to recover his vessel on a simple representation of the case to the vice Roy, this he did not make, but entered into an agreement with Stavers, in consideration of his Slops &c., to assist in taking the Vessel to England where he was to be paid the amount of his proportion of the Oil, his officers also entered into the same agreement, and thus, to secure themselves, have sacrificed the interest of their owners and become traitors to their country— Stavers was afterwards captured by me, and I have sent him to America in the vessel which carries this to be tried for Piracy—¹ The Secretary of the Navy is in possession of papers relative to the facts stated, and on application to him I have no doubt he will give you every information in his power— Stavers is said to be a man of property, his owners are very wealthy, and your own interest will probably dictate to you the course to be pursued— Very Respectfully Your Obt. Servant

D Porter

Mr. Edward Cary
Merchant Nantucket—

LS, MiU—C, David Porter Papers.

1. Stavers was sent back to the United States under arrest in the prize ship *Georgiana*, commanded by Lieutenant James Wilson. Before reaching America, *Georgiana* was captured by H.M. frigate *Barrasa*.

Essex in the Marquesas Islands

By the end of September, Captain David Porter was compelled by the deteriorating condition of *Essex* to terminate his cruise in the Galapagos Islands. Eleven months at sea had taken a severe toll on the frigate's hull, sails, and rigging, rendering her less and less seawor-

thy. The ship was also in danger from the hundreds of rats infesting her holds. So great had their numbers become that they literally threatened to eat "their way through every part of the ship."¹ Porter knew that *Essex* stood little chance of returning home safely, or of engaging enemy warships successfully, if these conditions were not remedied by an overhaul.

On 3 October *Essex* and her four remaining prizes² set sail for the Marquesas Islands. For Porter, these islands were the logical site for overhauling *Essex*. Their isolation guaranteed that repairs could proceed without the threat of enemy interference; moreover, they offered diversion to a ship's company that had toiled long at sea without "a run on shore." After a voyage of three weeks, the American frigate and her consorts arrived at their destination. An anchorage was established off the island of Nuku Hiva and repairs on *Essex* were immediately begun.

1. Porter, *Journal of a Cruise*, Vol. 1, p. 251.

2. *Essex* Junior, New Zealander, *Seringapatam*, and Sir Andrew Hammond. The preceding August, Porter had ordered Lieutenant John Downes to escort the prize ships *Catherine*, *Hector*, *Montezuma*, and *Policy* into Valparaiso for condemnation and sale. Unable to sell any of the vessels, Downes had them laid up.

JOURNAL OF MIDSHIPMAN WILLIAM W. FELTUS

[Extract]

Sunday Oct. 24th

At 5 PM saw the Land on the Lee Bow at day light Hood isle in sight on the Lee quarter & Rooahoga ahead Bent the Cables At Merd. near the Latter

Monday 25th 1813

At 1 Hove too off the Isle Capt Porter went on shore & ~~some~~ one of the Cutters the Native sold them Bananas & Plantons for old iron hoops. they are all naked and of a copper colour. the isle is rocky and High & ~~but~~ the Valleys are covered with wood & Herbage filled away and stood for Nooahevah at 10 AM the Frigate came too in the Bay of Port Anna Maria the other ships lay off and on discd. a sail which proved to be the *Essex Junior* Ends Warm

Tuesday Oct. 26th 1813

At 5 PM attempted to run in but the wind being ahead were obliged to stand out after evening every man going on shore At 9 AM attempted to get in but was obliged to come too in the mouth of the Harbour the other ships took a light Breeze & got in the Frigate warped up into the Bay

Wednesday Oct. 27th 1813

Went on board of the Frigate with an intention of going ashore but perceived the Mountain indians¹ (who are at war with those near the shore)² were coming down from the mountains to make an attack. the Frigate Hoisted the cornet & fired several guns for the Boats. at which they immediately turned back. at 4 PM went on shore. the Men are naked excepting a britch clout the Girls have a piece of the cuntry cloth (which is made of bark) hung over their shoulders

reaching to their knees they value Iron & Whales teeth greatly with which they ornament themselves. they tatoo themselves all over their body Legs & arms. their arms are a Sling Spear & stone which they send an astonishing distance when they take an enemy they eat him or her either raw or roasted guts & all. the party near the shore say they are our friends. At 9 AM Mr downes took sails & 2 Guns on shore for to mak a tent for the Frigates crew they fired the 2 Guns several times at which the natives were much pleased all the ships got down their M & top S Yards & masts.

Thursday Oct. 28th 1813

Frigates people employed Clearing out the Hold Went on shore At sun down the 1/4 of the Frigates crew came on shore for to sleep. Came off, an attack is expicted daily to be made by the Mountain savages upon those in the Valley At Meridian Warm

Friday Oct. 29th 1813

The mountain savages shewed themselves & threw stones at the tent on shore (as I undersand by one of the officers) Capt Porter had several muskets fired at them. they dispersed and sent word down that they would destroy the sails we had Landed from the Frigate & that they would fight us. At 6 AM Lieut Downes with about 50 men & Lieut Gamble with the Marines went up the Hill. the savages shewed themselves about 11 O clock on the top of the Hill Meridian warm none of our men in sight but we can hear at times the report of their musketry

Saturday Oct. 30th 1813

At 4 PM the Men returned having routed the natives (or rather mountain savages) & killed 5: the friendly party plundered the plantations of the others & brought the dead down and buried them At meridian warm.

Sunday Oct. 31st 1813

At 5 PM one of the mountain chiefs came down and made peace³ the Frigates men employed caulking ship & clearing out the Hold. At Merd. Pleasant 1/4 of the men in the fleet on shore as usual to sleep in the tent

Monday Novr. 1st 1813

Pleasant at 9 AM got the powder out of the frigate & got the main top mast down it being rotten Ends warm thermt. at 84°

Tuesday Novr. 2d 1813

Got casks ready for watering the ship (I forgot to mention that Yesterday the mountain Savages came down with fruit &c.) the inhabtants of this island are divided into several tribes they live to a great age & are of a very stout build the Productions of the isle are cocoanuts Bannanas Plantons Bread fruit & the Ava & Cava Roots the sandle wood is to be found here. At Meridian the Frigate smoked ship & we got off 2 Rafts of water. . . .



Friday Novr. 12th

Went on shore visited the Houses of the Natives also some Houses where they kept their dead. When one of their relations die they lay the body in a trough & either keep it in their Houses or lock it (or rather fasten it up) in a small House until the flesh is entirely decayed they then scrape the Bones & Hang them up in their Houses Ends Warm. . . .

Sunday Novr. 14th 1813

At 1 PM a sail hove in sight from behind the Point of the Isle the Gun on shore was fired & the different ships hailed & ordered to prepare to weigh the *Essex Junior* took some of the frigates Hands & got under way & made all sail in chase At sun down both Vessels out of sight at day light saw one sail at 10 lost sight of her again At Meridian Warm—

Monday Novr. 15th 1813

At 2 PM the *Essex Junior* came too having spoke the strange vessel, an american ship⁴ from the Sanwich Isles Last Bound to this place for Sandle wood. At sun down the American Vessel in sight off the Harbour At 9 AM the American Ship in the mouth of the Bay Meridian Ship Beating in—

Tuesday Novr 16th 1813

At 1 PM the American Ship came too in shore of the Prizes (Capt Porter had Several Casks filled with sand on a small Hill. also mounted 4 Guns between them As a fort Went on shore but returned at sundown as usual. Meridian Warm!

NB the Prizoners had formed a plan last night to cut out the *Essex Junior* but were detected⁵. . . .

Thursday Novr. 18th

Warm employed on board the frigate painting caulking & stowing the Hold At 8 AM Capt. Porter sent for the Prizoners & punished 2 of them one for theft & the other for improper Language the 2 mates & the rest of the Prizoners were put in chains & sent on shore to work Ends Warm

Friday Novr. 19th

Warm went on shore but returned at sun down at 10 AM parted our Hawzer Meridian Warm therm—at 82°— Yesterday afternoon Capt. Porter took possession of the Island in the in the name of the U.S. & fired a Salute of 17 Guns from the little fort on the Hill. the *Essex Junior* returned the same number. the isle Capt. Porter named Maddisons isle the fort Maddisons fort & the Encampment Maddisons Village also the Bay Massachusetts Bay. . . .

Sunday Novr. 28th

At 4 PM the *Essex Junior* went up to Controolers bay at 4 AM a boat from each Ship followed ends warm—

Monday Novr. 29th 1813

The Boats returned and gave us the following information Viz that they Landed 30 men but were unsuccessful Lieut Downs had his Leg Broke by a stone & 3 men were wounded at 8 AM the *Essex Junior* returned & came too Ends Warm

Tuesday Novr. 30th 1813

At 6 PM Capt. Porter and some of the officers with about 155 men went over the Hills in order to attack the tipees [*Taipis*] Ends Cloudy with Rain. . . .

Thursday Dec 2d

At 8 AM our officers and men returned 3 of them being wounded Slightly; they had burnt all their Houses & destroyed some fruit trees Ends squally

Saturday Dec 4th

Warm At 8 AM Corporal Mahand died Ends ditto

Sunday Dec 5th

At 11 AM buried the dead on shore with the Honors of War— the tipee tribe made Peace & brought in their Hogs⁶. . . .

Monday Dec 13th

At 5 PM the Frigate & *Essex Junior* went to Sea & left Mr. Gamble in charge of the Prizes.⁷ Ends warm

AD, PHi, Journal of Midshipman William W. Feltus.

1. The Happahs.

2. The Taii (spelled "Taeehs" by Porter). These were the natives among whom Porter and his men settled while repairing *Essex*. The Taii requested Porter's assistance in fighting their enemies the Happahs.

3. For background on Porter's war against the Happahs, see Porter, *Journal of a Cruise*, Vol. 2, Chapter 13.

4. *Albatross*, William Smith, master.

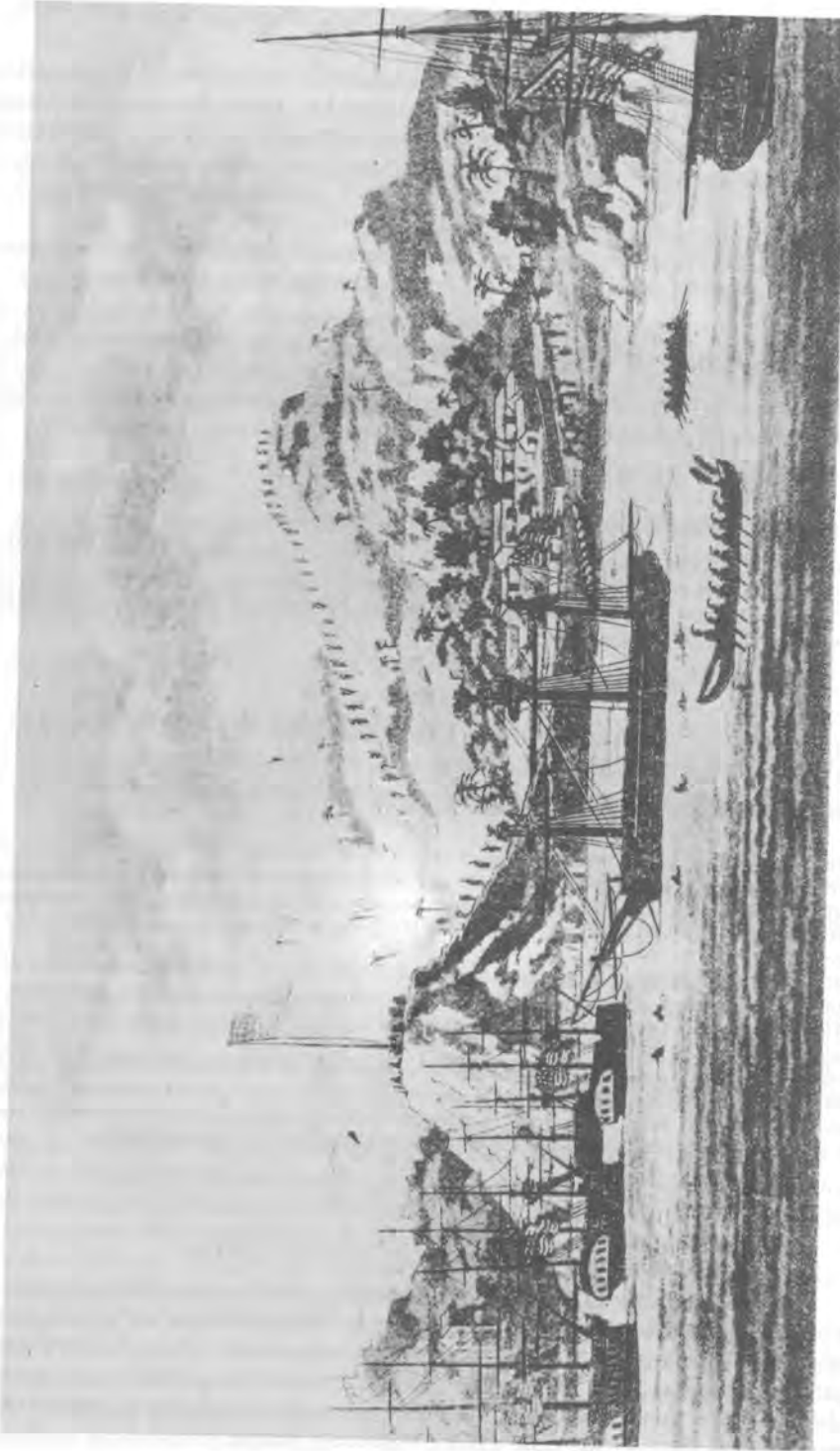
5. For Porter's account of this prisoners' plot, see Porter, *Journal of a Cruise*, Vol. 2, pp. 77–79.

6. The clash between *Essex's* crew and the Taipis tribe is detailed in Porter, *Journal of a Cruise*, Vol. 2, Chapter 15.

7. Marine Lieutenant John M. Gamble had orders to proceed to Valparaiso the following May with the prize ships *Seringapatam* and *Sir Andrew Hammond*. *New Zealander* was placed under the command of Master's Mate John J. King with orders to proceed to the United States as soon as she was laden with whale oil. *New Zealander* was captured on her voyage to the States by H.M. frigate *Belvidera*.

DECLARATION OF CAPTAIN DAVID PORTER

It is hereby made known to the World that I David Porter a Captain in the Navy of the U States of America and now in command of the United States Frigate the *Essex*, have on the part of the said United States taken possession of the Island called by the natives Nooahevah, generally known by the name of Sir Henry Martins Island, but now called Madison's Island, that by the assistance



"Madisonville in Massachusetts bay—Essex & her Prizes"

and request of the freindly tribes residing in the valley of Tieuhoy, as well as of the Tribes residing in the mountains whom we have conquered and rendered Tributary to our Flag, I have caused the village of Madison, to be built consisting of six convenient Houses, a Rope Walk, Bakery and other appurtenances, and for the protection of the same, as well as for that of the freindly Natives, I have constructed a Fort calculated for mounting 16 Guns, whereon I have mounted four and called the same Fort Madison—

Our right to this Island being founded on priority of discovery conquest and possession, cannot be disputed, but the natives to secure to themselves, that freindly protection which their defenceless situation so much require have requested to be admitted into the great American Family, whose pure Republican Policy approaches so near to their own and in order to encourage those veivs to their own Interest and hapiness, as well as to render secure our claim to an Island valuable on many considerations, I have taken upon myself to promise them that our cheif shall be their Cheif and they have given assurances that such of their bretheren as may hereafter visit them from the United States shall enjoy a welcome and hospitable reception among them, and be furnished with whatever refreshments and supplies the Island may afford, that they will protect them against all their enemies, and that so far as lays in their Power they will prevent the subjects of Great Brittain (knowing them to be such) from coming among them untill peace shall take place between the two nations— Presents consisting of the Produce of the Island to a great amount have been bro't in by every tribe in the Island not excepting the most remote, & have been enumerated as follows—

Six Tribes in the valley of Tieuhoy called as a body Ta-eeh. "Seperately," 1st Hoatas 2nd Maouh. 3d "Houecah," 4th Paheuh, 5 Hekuah & Havouhs— Six Tribes of the Happahs vizt. 1st Niecekes, 2nd Tat-to-evouhs, 3d Pachas 4 Keekahs, 5 Teekauhs 6th Matawhoahs.— Three tribes of the Matamatuahs vizt. Maama Biciahs, 2d Givah 3d Ca-ha-ahs, 1st tribe of the Atta-to-hahs—2nd Ja-kee-ah 3d Paahewtah, Ni-kah one tribe 12 Tribes of the Ty-pees Vizt. 1st Po.he.guh.ah, 2d He.guh.ah 3d Otto.ye.ya 4th Cah.hu.nokah 5th To.mah.va.henah 7th Mo.vaecakah, & Atteshow, 9th Attelapneyhanah, 10th Attehacos. 11th Atta.to.meahhoy 12 Atta.ka.ka.ha.neu.ah, Most of the above have requested to be taken under the protection of the American Flag and all have been willing to purchase on any terms a freindship which promises to them so many advantages— Influenced by considerations of humanity which promise a speedy civilization to a race of men who enjoy every mental as well as bodily endowment which nature can bestow, and which requires art only to perfect, as well as by veivs of Policy, which secures to my country a fruitfull and Populas Island possessing every advantage of security and supplies for Vessels, and which of all others is the most happily situated as respects climate & local position, I do declare that I have in the most solemn maner under the American Flag display'd in Fort Madison & in the presence of numerous Witnes's taken possession of the said Island, called Madisons Island for the use of the United States whereof I am a citizen, & that the act of takeing possession was announced by a discharge of 17 Guns from Fort Madison & returned by the Shipping in the Harbour, which is hereafter to be called Massachusetts Bay— and that our claim to this Island may not hereafter be disputed, I have buried in a bottle at the foot of the Flag Staff in Fort Madison a copy of this Instrument together with several pieces of money of the coin of the united States¹

In witness wherof I have hereunto affix'd my signature this 19 day Novembr—
1813

Signed David Porter

Witness Present

Jno. Downes Lieut U.S. Navy
James P Wilmer L. USN
Lt. D McKnight Do
D P Adams Chaplain Do
Jno. M Gamble Lt. Marines Do
Jno. R Shaw Purser Do
Richard Hoffman acting Surgeon Do
William Smith master of the American Ship *Albatross*
Wilson P Hunt² agent of the American North Pacific Fur Compy.
Jno. M Maury.³ Midn. US Navy
P DeMestre
Benja. Clapp⁴ Citizens of the U S America
W W Bostrick act. mid do
Jno. G. Cowell actg. Lieut do
H. H Odenhammer SM. USN—

Copy, MdAN, Harbeck Collection.

1. The United States government never acknowledged Porter's annexation of Nuku Hiva.

2. Wilson P. Hunt was the principal agent for John J. Astor's Pacific Fur Company. He oversaw trading operations at company settlements along the Columbia River. In a letter to Secretary of State James Monroe, Astor described Hunt as "a Real American and a man of talents and honour." See Astor to Monroe, Feb. 1813, in Bridgwater, "John Jacob Astor," p. 51.

3. John M. Maury, an older brother of famed naval oceanographer Matthew F. Maury, was promoted to lieutenant on 28 June 1811. Maury had been furloughed by the department to make a voyage in the merchant service. He met with ill fortune and was stranded on Nuku Hiva when *Essex* arrived with her prizes. Porter permitted him to become part of *Essex's* company.

4. Benjamin Clapp was probably a passenger on *Albatross* or perhaps had been a member of her crew. He was appointed an acting midshipman by Porter on 8 December 1813 and remained on Nuku Hiva under Lieutenant Gamble's command. Clapp was warranted a midshipman by the department on 21 November 1815, but upon Porter's request, his warrant was antedated to 8 December 1813.

The Royal Navy in the Pacific

In March 1813 the British Admiralty dispatched the frigate Phoebe, under the command of Captain James Hillyar, on a secret mission to the Pacific Northwest. Hillyar's sealed orders directed him "to destroy, and if possible totally annihilate any settlements which the Americans may have formed either on the Columbia River or on the neighbouring Coasts."¹ The Admiralty's action had been prompted by pleas from the Canadian Northwest Company for assistance in eliminating the trading posts of their American competitor, John Jacob Astor.

Phoebe arrived at Rio de Janeiro on 10 June 1813 in convoy with the Northwest Company store ship Isaac Todd. Upon learning of Phoebe's destination and mission, Rear Admiral Manley Dixon, commander of the South American Station, placed the sloops Cherub and Racoon under Hillyar's command to insure that he had enough force to engage Essex successfully should he encounter that vessel en route to the Pacific Northwest.

Captain Hillyar's squadron left Rio on 6 July. While rounding Cape Horn, the three warships became separated from Isaac Todd. Failing to reunite with the store ship, Hillyar proceeded on course to the Columbia River. In October, just north of the equator, Hillyar received intelligence that led him to conclude incorrectly that Isaac Todd had been captured by Essex. He then made a decision to depart from his orders. Racoon he sent on to the Columbia River to complete Phoebe's original mission. Phoebe and Cherub he turned to the southward to cruise in search of the American frigate.

1. Admiralty to Hillyar, 12 Mar. 1813, Adm. 2/1380, pp. 370–75, quoted in Gough, Royal Navy, pp. 14–15. For additional background on the British expedition to the Columbia River, see Hussey, Voyage of the Racoon.

REAR ADMIRAL MANLEY DIXON, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

Duplicate
No. 84.

His Majesty's Ship *Montagu*,
rio de Janeiro 21st. June 1813

Sir,

I request you will acquaint the Lords Commissioners of the Admiralty, that since the arrival of His Majesty's ship *Phoebe* and the *Isaac Todd*, at this Port on the 10th. instant, every means have been taken to expedite them for Sea; the latter Ship, Captain Hillyar, has found the greatest difficulty in keeping Company with, owing to her uncommon heavy sailing, occasioned probably in part to her being badly stowed, heavy Masts and rigging, and too many Guns on her Deck, however, no alteration I understand will make her sail even tolerably The Crew have been extremely discontented,—two mates have left her, and seven Seamen, in a dark Night, took away her Boat, neither of which have been since heard of.

Captain Hillyar found it necessary to punish some of the Crew previous to her arrival here:—and as soon as I heard of her state, I desired Captain Hillyar to interrogate the Master, Mates and Crew for the purpose of finding out their cause of discontent, the two latter said, the Ship was not safe at Sea, that they had been deceived and so forth; but, since these people have left the *Isaac Todd*, it appears they go on better, and the Ship will be soon ready to prosecute her Voyage.

The two Gentlemen, Messrs. McTavish and McDonald,¹ whether from an apprehension that the bad state of the *Isaac Todd*, or the discontent of her Crew might prove prejudicial to the Voyage, or, for other reasons have made generally known the destination of the Ship, and which came to my knowledge, before I saw those Gentlemen; and having had an interview with them relative to the state of the Ship, they immediately made me acquainted with the nature of the Voyage, as likewise the purport of a conversation they had with some of the Lords of the Admiralty, respecting the *Phoebe's* accompanying the *Isaac Todd* to the N.W. Coast, as far as the River Columbia

This Information respecting the *Isaac Todd* and the probable destination of the *Phoebe* for her protection to the Southern Pacific, with the Intelligence relative to the Enemy, have operated powerfully on my mind to give the fullest effect I am able towards the Success of the Expedition to the N.W. Coast, and have therefore given the necessary Orders for the *Cherub* and *Racoon* to accompany the *Phoebe*, particularly as they were destined for the Southern Pacific; Captain Hillyar will therefore have the Command of this small Squadron, and it has been judged as the best mode to adopt, in case the *Isaac Todd* should part Company, that each of the three ships should take on board 4 or 5 Tons of such Articles of Provisions and stores as may be requisite to take to Columbia and that Mr. McDonald should take his passage in the *Phoebe*, leaving Mr. McTavish to proceed in the *Isaac Todd*.

I am likewise to acquaint you, that in consequence of my having received certain Information of the Arrival of the United States frigate *Essex* at Lima and Valparaiso.—

I had determined, previous to the arrival of the *Phoebe*, to dispatch the first frigate, I had, at my disposal with the *Racoon* to that Coast, in search of the Enemy and protection of the Whale fishery, but now, that another important object of Commerce is in view, I trust their Lordships' will approve of my sending an additional Ship, as in the event of the *Phoebe's* falling in with the *Essex*, altho' an Action would most probably be favorable in its result, yet the crippled state of the former would be likely to disqualify Captain Hillyar, from executing not only his most Secret Orders, but such others, as in case of his separation from the *Isaac Todd*, I think it my duty to give that Officer under the circumstances related, for the double purpose of looking for the *Essex* and protecting the Whalers.

The object of the Expedition to the NW. Coast will (I am given to understand) be conveyed to the Spanish Ports in the South Pacific by a Merchant Brig which left England in the same Convoy with the *Isaac Todd* and parted Company on the separation of the Convoy, to proceed thither.

The Minister from the United States of America has clandestinely conveyed intelligence on matters of great National importance to Buenos Ayres and from thence it soon finds its way to Chili;— He will most likely do the same respecting this Expedition, which I lament to say appears to be too well known, but, I am in hopes Captain Hillyar with his little Squadron will effect every purpose of the Expedition and other service entrusted to his Judgement to execute.

You will be pleased to further acquaint their Lordships, that it will be only in the event of the *Isaac Todd's* parting Company that I presume to give any additional Orders to Captain Hillyar, as I leave him entirely to the due execution of his most secret Orders, which their Lordships' have directed me to give them when ready for Sea, and which are not to be opened until the *Phoebe* has arrived 30 leagues to the Southward of this Port.

Captain Hillyar acquaints me, that he will be ready to leave this Port in six or seven days. I have the honor to be, Sir, your most obedient and humble Servant.

Manley Dixon

LS, UKLPR, Adm. 1/21, pp. 289-91.

1. Northwest Company partners Donald McTavish and John McDonald.

REAR ADMIRAL MANLEY DIXON, R.N., TO
CAPTAIN JAMES HILLYAR, R.N.

Copy.
Secret.

His Majesty's Ship *Montagu*,
Rio de Janeiro, 1st. July 1813.

Sir,

In delivering to you the Most Secret Orders of the Lords Commissioners of the Admiralty, the purport of which I have made myself acquainted with, in consequence of having received very important Intelligence relating to the Enemy, and other points of Service; and the manifest destination of the *Phoebe* and the *Isaac Todd*, having been made known to me in your presence, by Messrs. McTavish and McDonald;

I consider it a duty incumbent upon me (on taking the object of the Expedition into my most serious consideration, and in order to give every possible facility and effect in my power to a successful termination of the same) to place under your immediate Orders the *Cherub* and *Racoon*, which ships were about to sail to the Southern Pacific, for the protection of the Whale fishery from the 17° of South Latitude to the Equator, or Gallipegas Islands, cruising from ten to one hundred leagues from the Land.

The first object that I have in view, is not only to afford to you the better prospect of keeping Company with the *Isaac Todd*, but to materially strengthen your force in the event of your meeting an Enemy of superior force; the United States frigate *Essex* has been in the Southern Pacific and late accounts from Spanish Ports, speak positively to her arrival at Lima and Valparaiso in March last, and sailed again from the latter Port, for the avowed purpose of destroying the Whalers.

The additional force of the two Ships will likewise afford you the double prospect of succeeding on the Service pointed out in your Most Secret Orders, for should the *Isaac Todd*, not reach the places of rendezvous or destination, the division of several of the Articles of Provisions and Stores taken out of that ship, and put on board the Ships of War at the particular recommendation of Messrs. McTavish and McDonald, with one of the Partners on board the *Phoebe*, will enable you to persevere in the first object of the Expedition with a much greater prospect of Success, than, if the *Phoebe* was to be alone, the more particularly as I think it very probable, you may have to encounter with an Enemy of force at the extent of your destination.

This Expedition with its object, I am sorry to say, appears to be, too generally known and I have no doubt it will reach the Western coast of America long before you arrive there and which will give the Enemy's Ships time to collect with a view of opposing the frigate under your Command; but, I am in hopes, the additional strength of the two smaller Ships will put it in your power to effect every purpose of the Expedition and other Service without difficulty.

I beg to recommend to your particular attention the original destination of the *Cherub* and *Racoon*, and as every thing relating thereto must depend upon the Information you may gain relating to the Enemy, and the state of the Fishery, it must solely depend upon you to exercise your Judgement and discretion, how far it may be necessary either to take both Ships on to the extent of your destination, or leave one or both; supposing the *Isaac Todd* to be in Company; for the purpose of Cruising in the aforementioned Latitude, for the protection of the Whale-fishery.

When you have completed the Service, of the expedition, it must depend upon the state of your Provisions before you return to the Spanish Ports for a

further supply and in your route round Cape Horn, when you reach the length of the Plata, you will dispatch the *Cherub* and *Raccoon* to Rio de Janeiro, unless you previously gain intelligence, in the Ports of the Western Coast of sufficient importance to render it necessary, that those Ships should cruize for a longer period for the protection of the Whalers.

When on their return, you will direct them to put into Lima for Water and refreshments. On your arrival at the Spanish Ports, you are to use every endeavour to cultivate the most friendly understanding between the two Nations, and if you should find, any reprisals to have been made of British Vessels or their Cargoes by Spanish Privateers or Guarda Costas, or by the authorities of their Ports (relative to which the accompanying intelligence speaks positively) You are to inquire the cause thereof and to do your utmost by conciliation, to leave them restored, according to the Laws subsisting between the two Nations, and if there should be any refusal to what you may consider a just demand made by you relative to British Commerce, you are to have the case drawn up, in the best manner you are able for the Information of the Lords Commissioners of the Admiralty, taking every possible care yourself and recommending the same to the Captains and Officers of the respective Ships, to take up no cause of Politics between Spain and her Colonies, but to act with the most perfect neutrality towards them both.

Finally you are to consider these additional Orders as auxiliary to the due execution of their Lordships' Most Secret Orders, having no intention whatever to interfere further than using every means in my power, to enable you to execute with honor and success, the Service, they expect you to perform on the N.W. Coast of America. I am Sir, your most obedient and humble Servant

Manley Dixon

LS, UKLPR, Adm. 1/21, pp. 330–31.

COMMANDER WILLIAM BLACK, R.N., TO
FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

Copy No. 1

Raccoon. Columbia River
15th December 1813

Sir

Agreeable to order from Captn. Hillyar, I succeeded entering Columbia River, in Majesty's Sloop *Raccoon*. Novr. 30th 1813 found party of North west Company here, who had made arrangements with the American party before my arrival.

Country and Fort I have taken possession of in name and for British Majesty latter I have named Fort George and left in possession and charge North west Company.

Enemies party quite broke up, they have no settlement whatever on this River or Coast.

Enemies Vessels said on Coast and about Islands, while Provisions last, shall endeavour to destroy them; Weather here set in very bad.

Left *Phoebe*, and *Cherub* Longitude 82°20'W. Latitude 4°33'S well Consort parted from Squadron before reaching Cape Horn, not yet arrived. Natives appear well disposed towards English. Sir Your Obedt. Servt.

(signed) W Black

Copy, Adm. 1/21, p. 464.

Index

Certain aspects of the treatment of persons and vessels in this index supplement annotation in the volume.

PERSONS: The rank of military personnel is the highest rank attained by the individual during 1813 when it could be ascertained. When all references to an individual lie outside that span, the rank is the highest applicable to the person at the times to which the text refers. Civilian masters of vessels are identified simply as "Capt." Vessels that civilians and naval personnel commanded during 1813 are noted in parentheses at the end of the man's entry.

VESSELS: In most cases, vessels are identified according to their use and rig—such as *Columbia*, US frigate; *Columbia*, American merchant schooner; *Columbia*, HM sloop of war—according to the best information available. Since the use and rig of a vessel could vary, nomenclature used to identify vessels refers to the year 1813. When all references to a vessel lie outside that year, the nomenclature is that applicable to the vessel at the time to which the text refers. The names of commanders of warships for 1813, including privateers but not most gunboats, are noted in parentheses at the end of the vessel's entry. The names of masters of commercial vessels are so listed when they could be ascertained.

Abascal y Sousa, Fernando de (Viceroy of Peru), 684, 690, 691, 692*n*, 697, 702; **from:** Porter, David, 692

Abbot, Joel (Midn., USN), 254*n*

Aberdeen, Scotland, 30, 278

Abino (Ebans), Point, Lake Ontario, 611

Acasta, HM frigate: **captures:** *Highflyer*, 27; *Porcupine*, 279; station, 80, 134, 136 and *n*, 171, 261; at Sandy Hook, 134, 347*n*; chases Decatur's squadron into New London, 137; water supply, 137; provisions, 138; sails for Halifax, 138; sails to Hampton Roads, 321; expected in Lynnhaven Bay, 323 (Alexander R. Kerr)

Acorn, HM sloop of war, 184 (George Henderson)

Actaon, HM brig sloop, 395, 396 (Bertie C. Cator)

Active, merchant ship, 283 (E. Altberg)

Adair, John (Maj. Gen., Ky. Volunteers), 575

Adams, David P. (Chaplain, USN), 698, 699*n*, 710

Adams, George (Boy, RN), 75

Adams, Samuel W. (Lt., USN), 462 (*Pert*)

Adams, US Army brig, 403. See also *Detroit*, HM brig

Adams, US frigate: refitting, 3; and Chesapeake Bay blockading squadron, 49*n*, 50–51, 400; ready to sail, 307; rerigged as sloop of war, 307; fitting out, 330; and manning of Potomac flotilla, 330, 333, 368, 380; seamen for, 332; and defense of Washington, 370, 374; officers, 372*n*; crew of, defends Annapolis, 381, 383; awaits cruising orders, 400; seaworthiness,

400, 401–2, 402*n*; provisions for, 401; at Point Lookout, 401; mentioned, 310, 386 (Charles Morris)

Adams, US sloop of war (formerly classed as frigate), 307, 400, 401–2 (Charles Morris)

Addison, Kendall (Lt. Col., Va. Militia), 324*n*, 328; **from:** Cockburn, George, 324

Adeline, US schooner, 335*n*. See also *Asp*, US schooner, Chesapeake Bay

Adelphi, British merchant ship, 30 and *n*

Admiralty, British, Lords Commissioners of: **to:** Yeo, James L., 435–36; **from:** Wright, Frederick A., 72–75; reinforce North American Station, 4, 11, 14–15, 17, 19, 75, 76, 167*n*, 269, 270, 284, 357; disapprove of naval ships sailing singly, 15; on operations on North American Station, 16–19; criticize John B. Warren, 17, 139, 356–57; compare North American Station force and U.S. Navy, 18; and protection of trade, 18–19, 27, 155; order razees, 19; order gunnery exercises, 59–60; instruct John B. Warren on division of ships, 75–78, 139–40; recall Stirling, 78*n*; and blockade of American coast, 79*n*, 262–63; and care of officers' widows, 129; disallow cartel, 157, 159*n*; distribute *Chesapeake's* signals to warships, 164*n*; criticism of, 183; prohibit single-ship combats, 183; dispatch vessels to capture *President*, 250; on American prisoners in British merchantmen, 264; policy on desertion, 274; John B. Warren requests reinforcements from, 307–8;